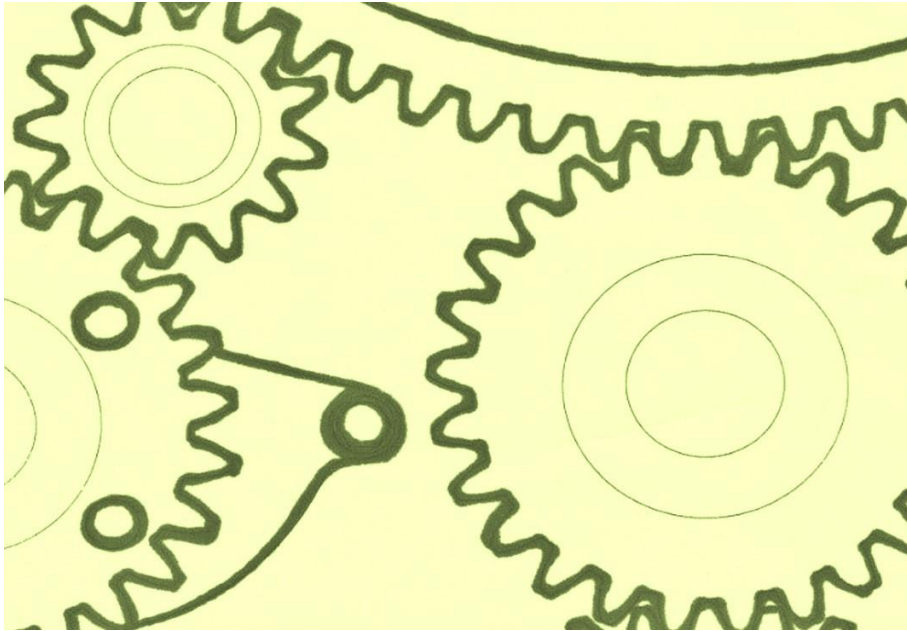


HUNTER MODEL AUTO CLUB INC

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- SPECIAL EDITION GEARBOX -



No 2 for 2024

H.M.A.C. - JULY- 40th Anniversary Dinner



HMAC 40th Anniversary Celebration and Christmas in July Dinner Meeting :

President Andrew welcomed all to our Dinner Meeting held on Tuesday 9 July 2024.

This was our combined 40th Anniversary Celebration and Christmas in July Dinner Night and as such we dispensed with our general business section except for some urgent matters dealing with the upcoming Toy and Hobby Fair.

Memorabilia including old photos, awards, previous issues of the Gearbox and a number of our Club anniversary models produced over the years were provided in a table display.

The meals, table decorations and the company were great and an enjoyable night was had by all who attended.

The accompanying photos tell the story very well. We had 21 members in attendance, 3 guests and 2 apologies.

Bill Kenchington - Secretary



A BRIEF HISTORY OF THE HUNTER MODEL AUTO CLUB INC.

The inaugural meeting of our Club was held on 7 February 1984 at Charlestown and this year, 2024 marks our 40th Anniversary. The Club started with 23 members and two of whom are still current members.

The initial name of the Club was the 'Newcastle Miniature Car Club' but was short lived as at the second meeting the name was changed to the 'Hunter Model Vehicle Club'. In 1988 the name was changed to 'Hunter Model Vehicle Collectors Club'. The Club's name underwent a further change to the current name in 2004 in the lead up to the Club's incorporation.

The Club initially met on the second Monday of each month at the Kotara South Progress Association Hall. Since then, it has had further changes in meeting dates and venues.

Our Club now holds its meetings on the second Tuesday of the month and since 2021 our venue has been the Edgeworth Sport and Rec Club.

The Club's Executive currently consists of President – Andrew Vile, Secretary - Bill Kenchington and Treasurer – David Standen.

The Club's "Gearbox" magazine is regularly published each month by the Joint Editors Terry Payne and Bill Kenchington. The magazine serves as a notice to members of the next meeting. In addition, a formal set of minutes of each meeting is published in the magazine as well as articles by members relevant to model collecting and the motoring industry in general. The "Gearbox" magazine is distributed to other Clubs in Australia and overseas in addition to our members.

The current membership of the Club stands at around 30 members and covers the Newcastle/Hunter and surrounding areas. We also have remote members in Victoria and Queensland.

Members' collecting interests are quite varied. They range from model cars, trucks and buses to aeroplanes and trains and even ships. The scale of the models collected can vary from the larger 1/16 to the smaller 1/87 and in between. The models collected are made of various materials including metal diecast, white metal, tinfoil, resin and various plastics.

Over the years members have been involved in a number of activities including model displays at Kurri Kurri School, Maitland Steamfest, Richmond Vale Heritage Train Museum, Maitland Vintage Truck Show, Newcastle Our Town Model Show, Tarro and Morpeth Fire and Rescue Stations and Lemon Tree Passage Scalextrics.

For a number of years, the Club has staged Toy and Hobby Swapmeets/Fairs. Proceeds raised from these events have been donated to various local charities e.g. Charlestown Stroke and Disability Centre, Diabetes Council of Australia, Nicholas Trust, Westpac Helicopter Rescue, Ronald McDonald House, Camp Quality and Hunter Prostate Cancer Alliance.

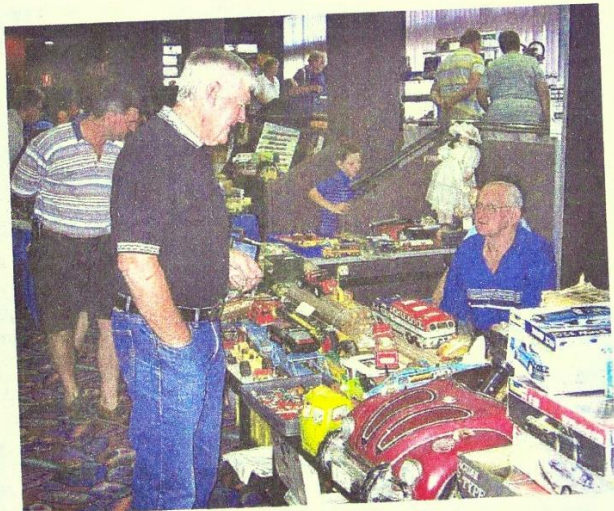
Club visits to various model shops, swapmeets and motor museums have been arranged from time to time. At our July and December meetings we hold our Christmas Dinner meetings to which our partners and guests are invited.

For the intervening months we have our normal meeting nights which can consist of Club business, a guest speaker, a club raffle, a display of members' recent buys and the model competitions.

At the Annual General Meeting the Club members decide for the following year the Club Board and amongst other matters the categories for both of our model competitions held at each monthly meeting.

Our Club is always on the lookout for new members. Anyone who collects model vehicles of any sorts or just has a fascination for our motoring heritage is encouraged to contact us and come to one of our meetings. Hopefully after they see what we are about they will stay and become a member.

The Club has produced a number of Club Models over the years to celebrate the various milestones in our club life. In 2024 we have produced yet another Club model to celebrate our 40th Anniversary. *Bill Kenchington. Secretary.*



Bill Robertson of Tahmoor had an interesting mix of large-scale plastic model kits, old tinfoil toys and a homemade B-double timber jinker with early-style cab and Tonka wheels. The nose of a VW pedal car can also be seen on his stall.



Boxed early Hornby O-gauge train set and various tin station buildings, platforms and signal box were on Barry Sandwell's stall. The MO goods set inside the box was in excellent condition for its age. A great range of smaller scale HO/OO railway equipment was also on offer at the swap.

Swap meet helps charity

Story: Terry Payne, treasurer, Hunter Auto Model Club
Photos: Bill Kenchington

The Hunter Auto Model Club conducted its fourth annual swap meet at the Hexham Bowling Club in Newcastle's northern suburbs and as is the case each year, proceeds were donated to a charity voted on by the club's members; this time it was The Guide Dogs NSW/ACT.

A special attraction was a 'show and shine' car display by the Newcastle 1948-1978 Holden Car Club, thanks to the efforts of Tim Brown, a member of both clubs. About 15 Holdens from the club were on display in the bowling club car park and included some rarely seen examples from the 1960s such as the 1961 EK Holden. The cars attracted an appreciative crowd, especially from the motorists driving past who stopped to take a look.

Due to the increase in the number table holders at the swap meet, a second room was set up as well as the usual venue in the main auditorium of the bowling club. It was the first time two areas were used for the meet.

The 23 stallholders who took part filled 81 tables and came from as far afield as Kempsey to the north, Tamworth in the New England

area and from Tahmoor, south of Sydney. Some of the Hunter Auto Model Club members manned a table to help the widow of a member who had recently died.

With so many differing categories in model collecting, it was generally felt that every one of the near 600 visitors was well catered for at the swap meet. A large collection of models and toys, new and old, from diecast to tin plate, air, rail and automotive transport were on display for the diehard collectors to consider, as well as many curious children who accompanied their parents.

Local business houses, model shops and motor vehicle dealers donated automotive products, memorabilia and model cars which enabled the club to conduct a raffle with four major prizes. The support of sponsors is always necessary to help make a successful swap meet and is much appreciated by the club members.

The Hunter Auto Model Club raised \$1700 which was presented to Melinda Bowden, an orientation and mobility instructor, representing The Guide Dogs of NSW/ACT. The presentation was made at the club's annual Christmas party in December and which was also held at the Hexham Bowling Club. The Hunter Auto Model Club thanks the bowling club and everyone who worked hard to make the event a great success.

Club enquiries can be made to Terry on 02 4950 0060.



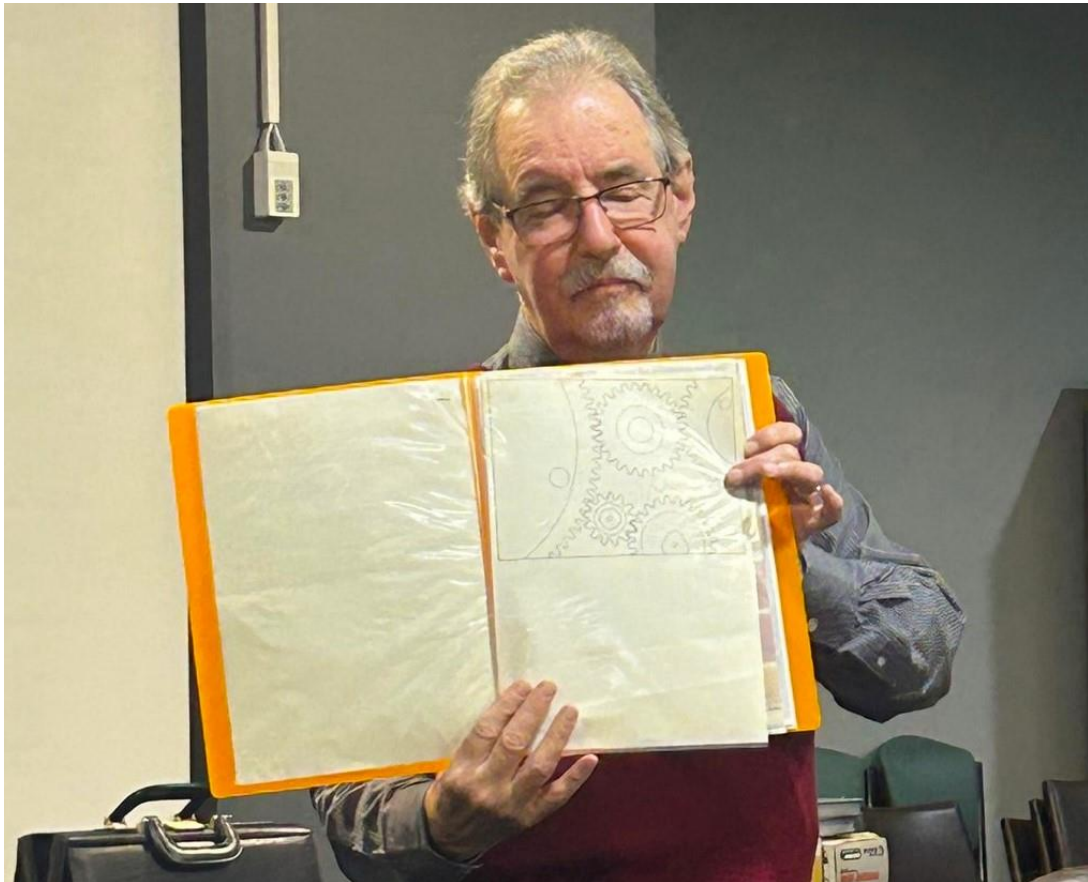
This German Marklin constructor truck with covered tray was on Peter Spilger's table. The 1920s-style truck bolts together in Meccano fashion and is powered by a sturdy clockwork mechanism.

Above is an article on our 2009 Swap Meet in the Collectomania magazine.

---- Some photographs from the Club' special night ----



HMAC 40th Anniversary memorabilia display including samples of our past Club anniversary models.



Above - HMAC President, Andrew Vile, with a folder of various club snippets and records and below, some of the members partaking of a meal.



The table below, prepared by Bill, shows a full list of the Executive of the Club over the last forty years.

HUNTER MODEL AUTO CLUB INC.

Past Executive

Year	President	Secretary	Treasurer
1984-84	Don Fewins	Paulini Chiarelli	Alex Vile
1984-85	Brian Stevens	Michelle Vile	Alex Vile
1985-86	Andrew Vile	Gary Osborn	Brian Stevens
1986-87	Andrew Vile	Trevor Palmer	Brian Stevens
1987-88	Andrew Vile	Trevor Palmer	Brian Stevens
1988-89	Allan Elliott	Trevor Palmer	David White
1989-90	Ron Heron	Lindsay Clayton	Don Forrester
1990-90	Kim Oliver	Bill Kenchington	Diane Kenchington
1990-91	Brian Fairhurst	Bill Kenchington	Diane Kenchington
1991-92	Brian Fairhurst	Trevor Palmer	Gary Jones
1992-93	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1993-94	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1994-95	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1995-96	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1996-97	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1997-98	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1998-99	Brian Fairhurst	Trevor Palmer	Bill Kenchington
1999-00	Brian Fairhurst	Trevor Palmer	Bill Kenchington
2000-01	Brian Fairhurst	Trevor Palmer	Bill Kenchington
2001-02	Brian Fairhurst	Diane Kenchington	Bill Kenchington
2002-03	Brian Fairhurst	Diane Kenchington	Bill Kenchington
2003-04	Brian Fairhurst	Diane Kenchington	Bill Kenchington
2004-05	Brian Fairhurst	Diane Kenchington	Bill Kenchington
2005-06	Brian Fairhurst	Diane Kenchington	Bill Kenchington
2006-07	Brian Fairhurst	Cameron Vile	Terry Payne
2007-08	Brian Fairhurst	Cameron Vile	Terry Payne
2008-09	Brian Fairhurst	Cameron Vile	Terry Payne
2009-10	Brian Fairhurst	Cameron Vile	Terry Payne
2010-11	Brian Fairhurst	Bill Kenchington	Terry Payne
2011-12	Brian Fairhurst	Bill Kenchington	Terry Payne
2012-13	Brian Fairhurst	Bill Kenchington	Terry Payne
2013-14	Brian Fairhurst	Bill Kenchington	Terry Payne
2014-15	Brian Fairhurst	Bill Kenchington	Terry Payne
2015-16	Brian Fairhurst	Bill Kenchington	Terry Payne
2016-17	Brian Fairhurst	Bill Kenchington	Terry Payne
2017-18	Brian Fairhurst	Bill Kenchington	Terry Payne
2018-19	Brian Fairhurst	Bill Kenchington	David Standen
2019-20	Brian Fairhurst	Bill Kenchington	David Standen
2020-21	Brian Fairhurst	Bill Kenchington	David Standen
2021-22	Andrew Vile	Bill Kenchington	David Standen
2022-23	Andrew Vile	Bill Kenchington	David Standen
2023-24	Andrew Vile	Bill Kenchington	David Standen

You will note with the above list of our past and current Executive - Presidents, Secretaries and Treasurers that there are two different lots of the Executives in 1984-85 and again in 1990 for reasons as follows.

The first lot of "Executive" in 1984-85 were the initial Steering Committee Members and the second lot in 1984-85 were those elected after the Club was considered to be established.

At the 1990 AGM the Club changed the AGM date from March to November. Hence there were two AGMs held in 1990 and two lots of the Executive resulted.

Due to Covid the AGM for 2020 was not held and the Executive carried over for another year.



Above is our Club's 40th Anniversary model and below looking back at a pic of part of our 30th Anniversary display at Our Town Model Show in 2014 that showed the evolution of our Club magazine.



----- HMAC 40 TH ANNIVERSARY DINNER JULY MODEL COMPETITION -----

--- Category for July was 'Christmas Model' and any scale up to two (2) models ---



Above - FIRST PLACE – Brian B's – MG to the rescue



EQUAL SECOND – Above - Brian F's Marine Foundation – Toys for tots and below – Ken's Jeep Ute.





Above – THIRD PLACE goes to David S and his Christmas themed utes.

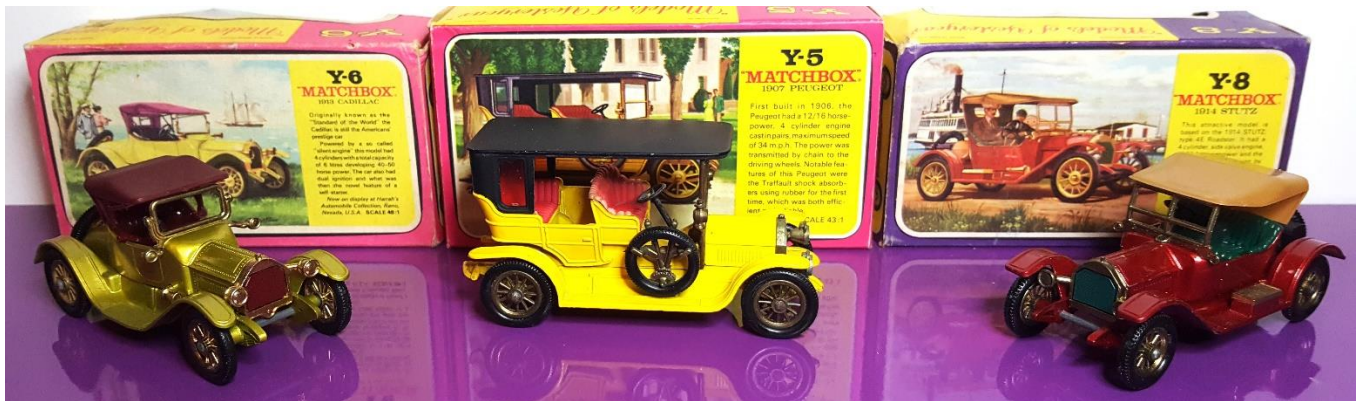


Then came Paul's Polar Express followed by Ben's Commodore utes and Bill's Nativity Scene all shown above.

MORE NOSTALGIA –Some of the Club's display pics at Our Town Model Show in [2004](#). As you hear me say often, time sure does fly. Terry.



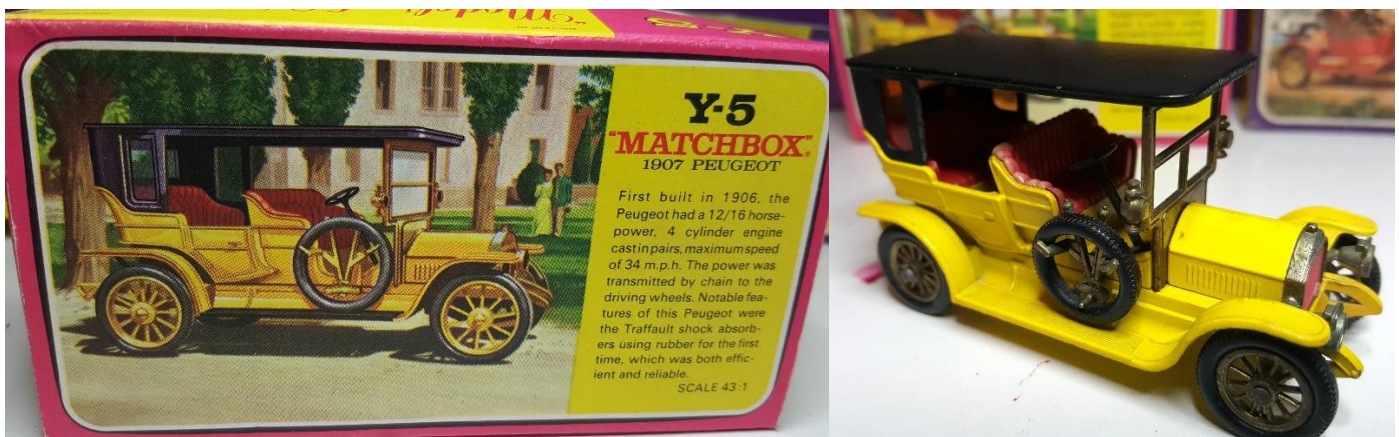
-Marks Matchbox models of Yesteryear-



I, like a lot of people my age (61) can remember getting these for Christmas when they first came out. And, like everyone else, you were told to look after it and display it in your bedroom as it was a model, not a toy car. Of course we all did this and Matchbox churned them out in their millions. Fast forward 50 years and, as we all know, they sell for pocket money prices, but don't be too quick to dismiss them. I have added these three to my collection for \$25. The Peugeot was the dearest at \$15, not because of the model, but the box was in mint condition. The Stutz and Cadillac needed small repairs, and the boxes are tatty, so \$5 each.



Above left – 1913 Cadillac and above right – 1914 Stutz. Below – 1907 Peugeot.



These are old models, yet there is no rot in the diecast, and the paint is as good as the day it went on and that adds to the nice detail in the models. It makes you wonder why they are so cheap when you compare them to some of the more recent models with high prices, and with diecast rot and poor paintwork. Not to mention tyres that have started to melt. So I would say to everyone, the next time you see a bloke trying to sell mint boxed Models Of Yesteryear, pick one up, open the box, and look at the model. You will be surprised and like me, you may even splash out and buy it instead of a cup of coffee or a beer. *Mark.*

- THE ULTRA RARE 1966 PORSCHE 911 ROADSTER BERTONE -



There are many Porsche fans in model collectors clubs and this unique Porsche model, as shown in the Porsche factory *lead-in pic*, was mentioned recently in *Eventosmotor*, a Spanish motoring site. The first thing I thought was that this was a beautifully styled little roadster and very *'un-Porsche'* like, so back into *'research mode'* to find out more. *Hemmings* called it the *'one-off 1966 Porsche 911 Spyder'* and the only Porsche styled by Bertone.'

In a *June 2016 Gearbox* article, I recapped the fact that America had become infatuated with British and European Sports cars after WW2. In New York, Max Hoffman was the importer of Daimler-Benz, Alfa and other exotic European sports cars and took an interest in the fact that the W194 'Gull Wing' Mercedes 300SL coupe took out second place in the extremely hazardous 1952 *'Carrera Panamericana'* race. He is often portrayed as being responsible for Mercedes-Benz building a road-going version of this race proven 300SL coupe as he believed it would be a way of providing quality sports cars for the wealthier clientele in the US. Further, he is supposed to have then influenced Mercedes-Benz to produce a more user-friendly open sports car that became the 300SL roadster.

Another story suggests that when a Porsche 550 Spyder obtained a class win in the 1953 *'Carrera Panamericana'* race, Hoffman, who was also the U.S. importer of Porsche, recommended to Porsche that they should build an economical version of the 356, basically as a stripped down roadster with a minimum of equipment, including a cut-down windscreen that could be removed easily for motorsports. It would be aimed specifically at the North American market to compete against the cheaper British roadsters. This became the Porsche 356 'Speedster' and Hoffman negotiated their import into North America. *See next pic of a 1957 model.*

However, the Southern California Porsche dealer, Johnny von Neumann, is more likely to have been responsible for the modified design of the 356 as the 'Speedster' through taking feedback from his customers on to Hoffman according to other sources. Hoffman then approached Porsche with Neumann's ideas. Regardless of the actual facts, the end result was the Porsche 356 Speedster that became very successful in the U.S. and with the majority of those imported going to Neumann's dealership.



In September 1964, Porsche introduced their new Porsche 911 models that would replace the Porsche 356 whose production was scheduled to cease in 1965. In North America, there would always be a demand for a convertible or roadster type sports car with the 'Speedster' being based on the Porsche 356 coupe body.

The release of the Porsche 911 would quickly cause a problem for the lovers of top down touring in North America. In late 1965, Porsche revealed to their dealers the new 911 'Targa' models scheduled for release in 1966, but the 911 Targa model was not really a convertible. It had a fixed safety roll bar with removeable roof panels and it appears that Porsche were becoming mindful that there was an increasing demand to have convertibles banned in North America. As well, Porsche understood that automakers were being forced into complying with a general increase in safety requirements for motor vehicles sold world-wide.

However, Von Neumann knew that many of his sports car customers still desired an open-top roadster or convertible and the Porsche 911 Targa didn't fit the bill. Feedback from his customers eventually led to Neumann consulting Porsche where he was given the go-ahead to negotiate with the body stylist Nuccio Bertone to build a one-off 911 Spyder or convertible. In any case, Porsche had already realised that the structural integrity of the 911 chassis at that stage was not suitable to have an open top body due to possible flexing of the chassis. As well, the body design didn't allow space for a retractable roof to slip completely into the body. A soft top would have to fold back and sit on top of the engine compartment which didn't really fit the image of a sleek aerodynamic sports car. For Porsche, this problem had been solved with the Targa models that were more suitable to the European market.

To start the project, Porsche supplied a basic chassis to Neumann and he had it sent to the Carrozzeria Bertone in Turin, Italy. At the same time, Porsche set out specific conditions regarding the project, specifically in regards to technical issues and the elegance of body styling as it would be carrying the Porsche moniker. Porsche also stipulated that they would have the final say regarding production possibilities.

Nine months of hard work followed before the finished roadster was shown to the public as part of Bertone's display at the March 1966 Geneva International Motor Show. Now known as the **Porsche 911 Roadster Bertone**, it had shades of Bertone's styling cues associated with many of his previous efforts, and therefore was very 'Italian', rather than having the customary looks peculiar to a generation of Porsche models to date. **Next pics are courtesy of Eventomotor.**



Interior wise, it was quite different to the standard 911 model and was fitted out with sumptuous leather seats specially designed by the Italian Carrozzeria, and with a well-designed instrument layout and centre console. Porsche had the Bertone coupe alongside their 911 Targa model at the Motor Show and both were well received. The issue would be price, and this was well discussed at Porsche. They knew that it would be more expensive than the Targa, but I also read that there was a belief that Porsche did not really wish to have an Italian designed car bearing a Porsche tag. In any case, there was a lack of potential orders and Von Neumann realised that Targa would be the only way to go as far as an imported Porsche pseudo open top style sports model was concerned.

The pics here are of the one-off model that came up for auction in late 2018 and sold for US \$1.3 million. **Terry.**