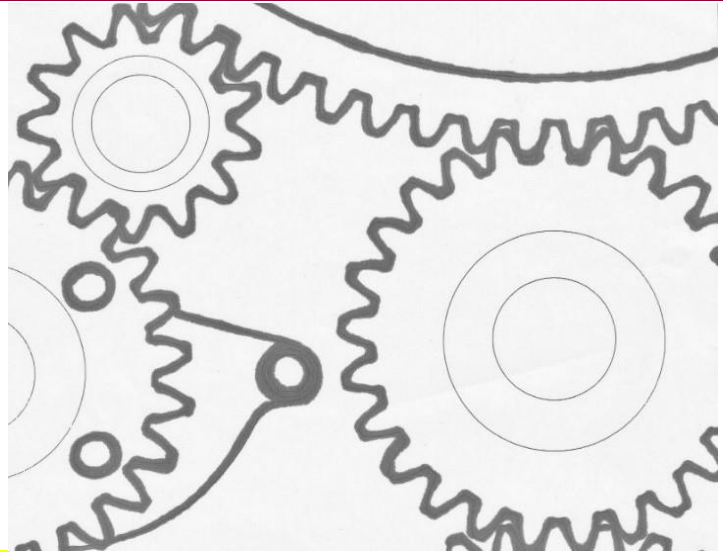


HUNTER MODEL AUTO CLUB INC

CONTACT: Bill Kenchington Ph (02) 4945 4830 OR Andrew Vile Ph (02) 4933 5607 in business hours only.



NOVEMBER 2024 GEARBOX-

**** NEXT MEETING TUESDAY 12 NOVEMBER ****

ANNUAL GENERAL MEETING.

7.00pm for 7.30pm at the Edgeworth Sport and Rec Club



What is going on here? It looks like everyone is checking their Keno tickets.

HUNTER MODEL AUTO CLUB INCORPORATED

Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 8 October 2024

Meeting Opened: 7.30 pm.

Members Present: 18 Apologies: 6 Visitors: Nil

Welcome to Members: President Andrew Vile welcomed the Club members.

Previous Minutes: Moved: David White. Seconded: Trevor Palmer "That the September Club minutes be accepted".
Carried.

Treasurer's Report: The Treasurer reported that the Club funds stand at \$1,485.94 plus \$50.00 cash.

Moved: David Standen Seconded: Shane Neems "That the Treasurer's Report be accepted" Carried.

Correspondence:

OUTWARDS:

- i) Members and Others – October 2024 Gearbox.
- ii) Members – October 2024 Model Competition and Meeting Reminders.
- iii) Members – Formal Notice of holding 2024 AGM.

INWARDS:

- i) West Aust Model Collector's Club (WAMCC) – September 2024 "Showcase".
- ii) Des Barnes (CTCS) – Club Magazine September 2024.
- iii) Jason Mitchell (Coventry Club) – "Wheelspin" Autumn 2024.
- iv) Barry Lloyd (Wessex) – Wessex Smalltalk No. 240 October 2024.
- v) Teresa Charchalis (Wangi Queen) – Quote for Port Stephens cruise.
- vi) Susan Cleaver (RDA) – Thank you for \$2,000.00 donation.
- vii) Ian Hind (WAMCC) – Details for Rob's Classic Models.

Moved: Ben Wing Seconded: Brian Blyth "That the Correspondence be accepted" Carried.

Matters Arising:

- i) 2NUR FM Radio Open Day – Paul reported that the Open Day at Newcastle University on Saturday 28 September 2024 went very well with an excellent roll up from the public. Paul and his fellow band of volunteers operated the BBQ and three of our Club members David S, Trevor and Bill K provided a model display which was well received by the public and 2NURFM. Afterwards our members were given a tour of the radio station and its workings.

General Business:

- i) Proposed Cruise on the Wangi Queen at Port Stephens – Paul reported that the cruise with lunch would cost \$60 per head and to last for 2.5 hours. Comment was made that it would be preferable to hold it during the warmer months. Whilst a small number of members indicated that they would like to participate it was left for a decision to be made at later date.
- ii) 2024 Annual General Meeting - Members were reminded that this would be held at our November meeting at which we would elect our Club Committee, set our membership fees and select the categories for the Actual and Virtual Model Competitions for 2025.
- iii) 2024 Christmas Dinner Meeting – This will be held at our normal venue at Edgeworth Sport and Rec Club on Tuesday 10 December at 7.00pm for 7.30pm with wives, partners and guests most welcome.
- iv) Club Meeting 14 January 2025 – This will be our first meeting for 2025. Secretary to contact Narelle Scott at Frontline Hobbies to discuss/confirm the Private Opening Night of their Broadmeadow Store for our members.

Model Competitions:

Results for October:

"Actual" Model Competition: "Roadside services vehicle" – Any scale and up to three (3) models.

1 st	Andrew Vile.....	Tow and Tilt Trucks.....	30 Points
2 nd	Paul Campbell.....	Tow Truck.....	25 Points
3 rd	Bill Kenchington.....	Roadside Services.....	22 Points

"Virtual" Model Competition: "Steam vehicle" - Any scale and up to three (3) models.

1 st	Brian Blyth.....	Mamod Hornby Lionel Locomotives.....	23 Points
2 nd	Bill Kenchington.....	Matchbox YY Steam Vehicles.....	21 Points
3 rd	Matt Campbell.....	Foden Flat Bed Steamer.....	17 Points

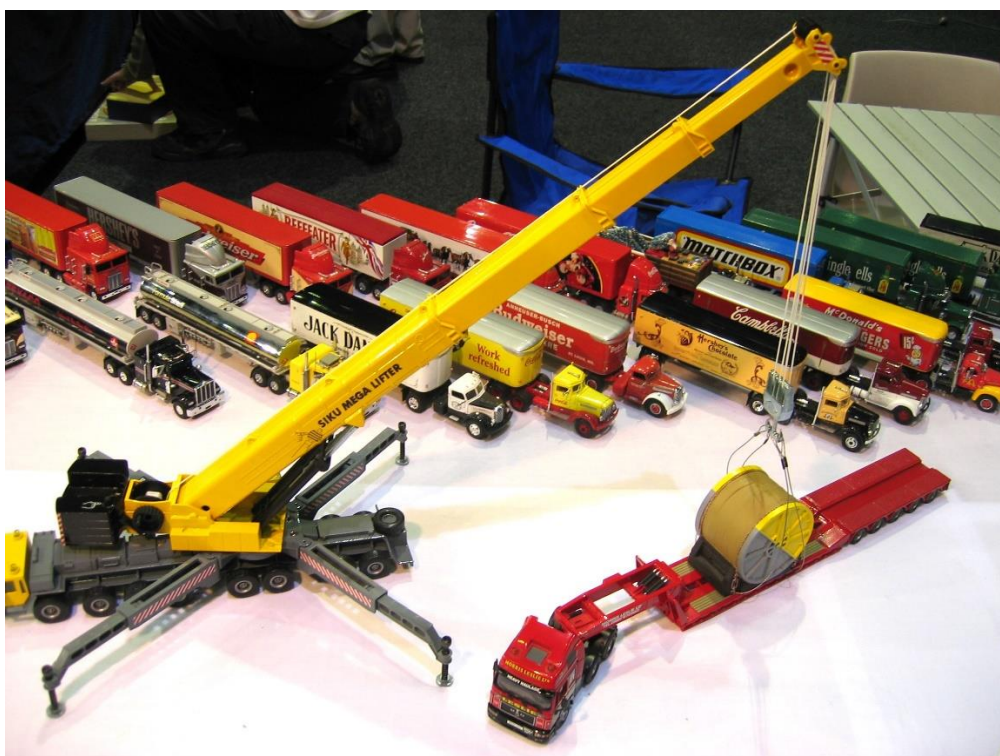
Next "Actual" Model Category - **November:** "Open" – Any scale and up to five (5) models.

Next "Virtual" Model Category - **November:** "Open" - Any scale but ONE PHOTO ONLY.

Meeting Closed: 7.50 pm



Above - Trevor, Bill and Dave with Kev Kellaway at the 2024 2NUR FM open day.



Above - A blast from the past – Looking back twenty years - 2004 Our Town Model Show.

--- PLACEGETTERS FOR THE OCT 2024 'REAL' MODEL COMP – TOP TO BOTTOM ---

- 1ST – Andrew – Tow Truck & Tilt Tray **[** Category was 'Roadside services vehicle']**
- 2ND – Paul – Tow Trucks
- 3RD – Bill – Roadside Services by Corgi



--- PLACEGETTERS FOR THE OCT 2024 'VIRTUAL' MODEL COMP – TOP TO BOTTOM ---

- 1ST – Brian B – Mamod, Hornby Lionel Locomotives
- 2ND – Bill K – Matchbox Yesteryear Steam vehicles
- 3RD – Matthew C – Corgi Foden Flatbed Steamer

[Category was 'Steam Vehicle']**



mamod hornby lionel locos



Entry E



Entry B

Corgi - Foden Flatbed Steamer

- MARK'S MAMOD STORY -

I thought I might do an article on the end of Mamod as they went out of business in August after 88 years. Mark.

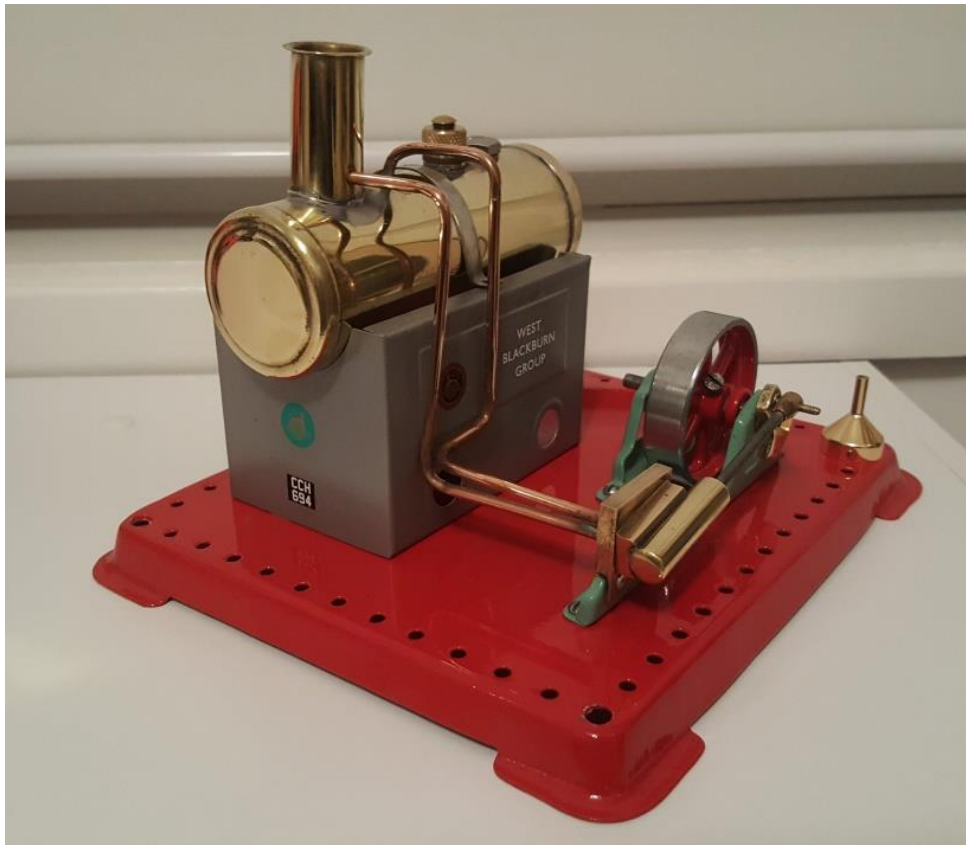


I, like a lot of people of my age group, were sad to hear in August this year that Mamod finally came to an end after 88 years of trading. The writing has been on the wall, probably since the 1970s. They had bad press coverage in the late 70s with the dangers of using methylated spirits because you can't see the flame, and this was a toy aimed at children. Add to this with the fact that today, most adults cannot remember steam, so children will have little or no interest in it. So your market is limited to older people like me, and they are probably looking at restoring an old model rather than buying a new one. The **pic above left** is Mamods first model, a MM1.

The **pic above right** is my Mamod SE1 as I bought it on line. It has a few problems, including being tarted up to make it look good in the photos. I did have fair warning with the text saying 'suit restoration.' Those who know me, will also know this is just the sort of thing I look for. For me, most of the enjoyment is to bring things back from the grave. Mint and boxed has little interest.



The boiler shown in the **above pic** was in very poor condition. The chimney was bent and the boiler was full of brown dirt. It was completely stripped down and sandblasted inside. A new safety valve and insert were purchased from the UK. The boiler was then repaired and put back together.



The finished model in the *above pic* probably cost about the same as a new one, but was well worth the effort. I am still looking for a Mamod traction engine, steam roller or steam lorry to restore, but so far I have only seen them for sale in the UK or the USA and postage is a killer.



Mamod was a British toy maker started up in 1937 by Geoffrey Malins his company produced model stationary steam engines. (Mamod = *Ma*lins + *mod*els.) Besides these working stationary steam engine models, they also produced models of steam driven road-going machines such as the steam roller shown in *the above pic*, as well as tractors and locomotives. These models were all designed as easily operated toys and not always to the correct scale. Mamod also produced models of workshop equipment such as power presses, grinding machines and polishing machines.

In the late 70's and early 80's, there was an economic downturn that led to many companies facing financial problems and Mamod was caught up in this as well. Facing closure in 1980 after an overcommitment, financially, in the introduction of their new model production, Malins went into administration. However, the company fought its way out of this predicament and went on to increase sales and become quite a viable toy manufacturer again.

Though many changes took place within the company through the years, including the sale of the company by the Malins family and the introduction of gas-fired model steam trains in recent times, the Mamod firm continued to produce their wide range of specialised steam themed models. Early this year they announced plans to introduce an updated range of their regular models as well as a redesign of their popular Red London Bus. Yet by August, and again due to financial issues, they had closed down.

VOLVO 144 – A bit sluggish to start with, but big on safety.



The *Lead-in pic* is the **BoS (Best of Show)** model of a **Volvo 144 sedan in 1:18 scale diecast** and represents what became a popular Volvo model when it went on sale in Australia. I would suggest that many members would have a model of this car in their collection. Funny, I just remembered the old saying, never get behind someone driving a Volvo or wearing a white hat. Yes, there were disparaging remarks made from time to time out here regarding the Volvo, however, it was a car that was considered very dependable in rural areas and I can say that many farmers drove them in far Western NSW rural areas. I know, I often saw them on those mediocre dirt roads maintained by councils when I was out on Patrol, and owners never had a complaint about the Volvo out West back then.

Giles Chapman in his book *'Cars we loved in the 1970s'* said that *'Britain's middle classes should have been congratulated for buying wisely.'* He believed that the 144 was a practical and sturdy motor car and offered owners years of uncomplaining service. And equally popular in Oz was the **Volvo 145**, a station wagon, or Estate version as it was known in Britain. In 1969, the British motoring magazine **Motor**, wrote that the **Volvo 145** offered all that anyone could want in terms of useable space. However, they also said that though it was big enough for sleeping in, it was rather large to park, but that would relate mainly to British conditions I imagine, as it wasn't much different in size to our Ford Falcon and Holden station wagons, so wouldn't have had those problems in Australia.

The 144 Volvo, first of the 140 series, was released in late 1966 for the 1967 model year and it replaced the P120 shown in *the next Volvo factory pic*. Volvo now distinguished their models with triple digits to indicate the series, the number of cylinders and doors. For the 144 that meant series one with four cylinders and four doors.



Volvo had decided that the 120 series replacement vehicles would be slightly larger, but retain the 120 series wheelbase dimensions and basic car weight. Under Volvo's design chief Jan Wilsgaard, the new 140 series models were smartly styled along the lines of how many of the company's future models would appear body wise with a squarer 'three box' appearance.

According to the **Volvo History** site, *'This was done on purpose to demonstrate the latest safety engineering Volvo had been working on. A squared-off shape translates into designed crumple zones to control vehicle impact, proper passenger shell protection built around the cabin and added space around each occupant for future addition of passive safety technologies.'* So Volvo was well into focusing on safety in their vehicles and **Chapman** pointed out that the new 140 series' *'front and rear sections had energy absorbing, in-built crumple zones and the steering column was collapsible.'*

The Volvo's braking system was set up as a three way system where each braking circuit handled three wheels. It was able to provide 80% braking proficiency for the driver in the event that the braking system failed, and it came standard with four wheel disc brakes.

Further safety innovations included an interior with no protruding parts and seat belts for the driver and front-seat passenger. Later additions to the safety initiatives so common to Volvo's ethos, included the standard fitting of rear seat belts, front seat head restraints and child locks on the rear doors.

In due course Volvo would also add a padded steering wheel, but as well, had to have those bulbous rubber faced bumper bars to comply with North American safety regulation updates in 1973. On the other hand, the Volvo Company itself has stated that the styling of the 140 series can be considered 'timeless' as the further developed and slightly larger 160 series models with a six cylinder engine, followed by the 200 series, were still being sold successfully into the early 1990s.

And about that so-called parking problem in Britain, the Volvo sedan was 4.64 metres long which is 15.2 feet in the old measurements and that is fairly comparable to the HQ Holden which was 4.72 metres long in sedan form, and 4.8 metres for the station wagon.

Upon release, the four door 144 model was fitted with a 1,778 cc straight four-cylinder overhead valve engine that produced 84 hp or 63 kw in the single carburettor version and 113 hp or 85 kw in the dual carburettor version on the 144S models. It came with a four speed manual gearbox with electrical overdrive as well as a three speed auto. Late in 1967 Volvo turned out the two door sedan, the 142 followed in 1968 by the 145 station wagon. In 1969 Volvo upgraded the engine to 1,986 cc with 89 hp or 66 kw in the single carburettor versions and 116 hp or 87 kw in the dual carburettor versions. The dual carburettors on their engines were side draft and produced by either SU or Zenith/Stromberg.



Top – Volvo 145 by Atlas. Above Left – Volvo 144 by '99'. Above right – 'IXO' Taxi version, all in 1:43 scale diecast.

From Chapman's article, it would appear that some British motoring journalists felt that the early series were a bit sluggish, but that changed with the introduction of Bosch D-Jetronic electronic fuel injection on the 2 litre engines in 1971 with Volvo increasing the compression at the same time.

However, Volvo had also looked at turning out a luxury model with a more 'up-market' styling and would be showcasing more safety features and this was the **Volvo 164 model** released in 1968. It was still the 144 sedan from the rear end right up to the firewall, but it had a new distinctive, but elegant front end with a large vertical bar type grille giving hints of a style similar to a classier type of British sedan. The wheelbase was extended 10 cms or 4 inches for the new Volvo engine, the 2,979 cc or 182 cubic inch B30 series in-line six cylinder motor that produced 145 hp or 108 kw of power with twin Zenith/Stromberg carburettors fitted initially. This meant that the 164 was Volvo's first six cylinder model.

At the end of the 1974 model year, the **140 series** was replaced by the **240 series** after eight years and having turned out around 1.25 million models. The **164** stayed on for another year before being replaced by the **264**. *Terry.*

- For the Volkswagen fans - VW Corrado Magnum - A shooting brake that never made it to production -



Volkswagen Corrado Magnum Shooting Brake.

Volkswagen have always been successful in Australia, from the early Beetles, right through to the Passat, Golf and current models that now include a good old Aussie ute. We called them *'vee dubs'* when I was young and they were often a part of the surfing scene as well. You still see old photographs of Beetles and Kombi vans parked at the beach with young surfers posing alongside with their surfboards. In the **OCTOBER** Edition of **GEARBOX** we had an article on a VW specific to Brazil, but this article is about a Volkswagen that never saw the light of day, a VW Corrado Magnum.

In 1989 Volkswagen released a nice coupe built on the Golf Mark 2 platform and called a **Corrado**. Unlike the Golf, these little four seater coupes were not exported to Australia even if they sold well in both Europe and the United States. The Corrado was a two door front wheel drive compact passenger liftback manufactured in Karmann's Osnabruck factory in Germany till 1995. Though only a little under 100,000 were produced, they were regarded as one of VW's best *'drivers'* car. **See next pic.**



In Europe, the types of vehicle shown **in the lead-in pic** known as *'Shooting Brakes'* are more often than not, a small to medium size two door model transformed into a pseudo *'family'* automobile. In essence, you take a four seater and redesign the rear to resemble an estate, or as we call them here, station wagons. The end result is more room for the rear seat passengers. Some were very successful in Europe, but many popular brands over there were never really popular in Australia. A couple that come to mind that did make an appearance here, though sold in low numbers, were the Lancia Beta HPE and the Volvo 1800 ES. You may recall the article about the Volvo 1800 ES in a previous Gearbox and a Volvo I actually loved the look of.



Above left - Factory pic of Volvo's 1800 ES and at right the Lancia Beta HPE. Both *'Shooting Brakes.'*

The Spanish on-line auto magazine, **en. Escuderia** ran an article recently that took my interest and it was about a **VW Corrado Magnum**. They started their story by telling us that the 'Shooting Brake' bodies '*have an indisputable appeal, as we see in this Volkswagen Corrado Magnum. Let us remember that these are family-like models developed on the basis of a two-door.*' I am not sure I agree with their view as I have seen photos of some Shooting Brake derivatives I didn't think they were that flash. Two that come to mind were Aston Martin's DB5 effort built by London's Harold Radford & Co and the Jaguar based Lynx Eventer. These are my views only though. Also, most of these Shooting Brake autos were turned out by an independent coachbuilder and in the case of the Jaguar, it was Lynx Engineering, known today as Lynx Motors International.



NEO brand model of the Lynx Eventer Shooting Brake in 1:43 scale resin.

Interestingly it was VW's own idea to look at a Shooting Brake version of the Corrado. Some forward thinkers in VW's Wolfsburg headquarters felt that there was room to add another mode to what was basically a plain little 2 + 2 coupe. A Shooting Brake option may have, as **en. Escuderia** wrote about VW's idea '*add extra practicality to the model.*' They then appointed **Marold Automobil GmbH** to develop a Shooting Brake version of the Corrado. This company had been founded in 1979 by a former Karmann engineer, Josef Marold and they worked closely with Karmann being based near their Osnabruck headquarters and Karmann would be turning out the Corrado coupes.

It was envisaged by VW that around 200 models would be turned out and mainly for the European market. It would use the engine from the most powerful Corrado model, the G60, a 1,781cc four cylinder engine that developed 160 hp or 120 kw. The Corrado G60 had a top speed of 140 mph or 225 kph, though the Magnum version would be slightly slower as the conversion to a Shooting Brake model meant a slight increase in its weight. The front section to the rear edge of the doors was unchanged from the Corrado, but from there, the roof continued level without sloping down as with the coupes silhouette and ending up with an almost vertical lift-up tailgate. The rear side window was now a large rectangular single piece compared to the Corrado's smaller and almost triangular design. This shape allowed a larger rear passenger area or, with the seats down, a massive luggage area.

Two prototypes were built and appeared at the 1989 Frankfurt Motor Show. **This pic courtesy of en. Escuderia.**



Volkswagen took a long hard look at the concept and the cost in producing it, compared to how successful it might be in the very competitive European market for a similar automobile. They believed the figures didn't add up and cancelled the project in 1991. **Marold Automobil** was left with the two prototypes and though they should have been destroyed, they ended up in a scrap yard, but have survived. No doubt both Shooting Brakes have a story to tell about their previous life, however, they both appear now to be in pristine condition having undergone what appears to be full restorations. Their recent history could be a story for another day perhaps. **Terry.**

In America, Mavericks are wild cattle that haven't been branded and have never been rounded up. There was once a Maverick that nearly had all Mustangs put out to pasture.

--- FORD MAVERICK ---



Occasionally I come across a scale model car for sale in the most obscure of places. The same applies to stories about the real thing. Along those lines, sometimes they are about an automobile that I had never heard of, or one I have to say, *'now that rings a bell somewhere in the back of my mind'* like the Ford Maverick.

The black and white *lead-in pic* is taken from a Ford factory advertisement for the 1970 Ford Maverick, released in April 1969, though I don't think it ever saw the light of day in Australia. It hit the U.S. market exactly five years after the release of the Ford Mustang and ran from 1970 to 1977 selling over two million models. In fact, in its first partial sales year, it sold just over 127,500 units and in Ford's 1970 total sales of 2.1 million cars, the Maverick represented 570,000 of those units. The interesting thing is that only 200,000 Mustangs were sold in the same period.



1:24 scale diecast models of the Ford Maverick by Motor Max.

The Spanish motoring site, en.Escuderia.com, wrote that the Maverick was Ford's new economical 1970's car that was so successful, it almost ended the Mustang's reign as it became the favourite automobile for many traditional Ford buyers.

They added that the 1970's saw a big change in the automotive industry with many challenges facing it. A few major issues they had to deal with were the increase in stricter safety and anti-pollution regulations, the consequences of the first major oil crisis in 1973, and the fact that foreign brands were starting to take a big slice out of the North American automobile sales, especially the VW Beetle. To top all that off, there was the big threat to locally built autos emanating from the Japanese brands, especially the Toyota Corolla.

To compete against the smaller imported models, Chevrolet would introduce their Vega and AMC the Gremlin. So, in September 1970 Ford introduced their four-cylinder two-door 'Pinto' model to compete against Chev's Vega, but more importantly, it was designed to fight against the imported 'small' cars. However, the Pinto would end up with a reputation for being a firetrap in a rear-end collision with examples of the fuel tank exploding after this type of impact. For the Pinto, Ford had halved the time it takes to plan, design and build a model and they may have made short cuts in getting the Pinto on the road so quickly. It has been suggested many times that they may well have known about the shortcomings of its fuel tank structure. Interestingly, [How Stuff Works](#) have stated that *'Henry Ford II, who headed up the Ford Motor Company in that era, fought hard against safety regulation, both out of his resentment of the government and his company's bottom line.'* After many special enquiries and court cases years later, it turned out that the Pinto's poor reputation was due to an exaggeration in fact, but the damage had been done and sales had suffered. Maybe a story for another day.

While the early 1970's saw a decline in the popularity of the Ford Mustang at the same time that petrol was becoming more expensive after the 1973 oil crisis, American automakers had also started to have trouble selling their big vehicles. By 1969, Lee Iacocca had now become the Vice President of the Ford Motor Company, having originally been the main driving force behind the concept and production of the 1964 ½ Mustang which had been based on the intermediate sized Falcon model. Looking into the future, the astute Iacocca knew that Ford would soon require a cost-effective sub-compact with good fuel economy at an affordable price that would also be ideal as a second car for the family. However, it would also require great body styling that would stay enduring for at least five years, the timeline target for the release of their next intermediate sized model that would be the Granada. By producing the Maverick, Iacocca was going to repeat history by delivering an affordable personal sports car that was also family orientated, but was still fun to drive.

Like the Mustang, the Maverick was based on the Falcon chassis and would use its 170 cubic inch straight six cylinder engine initially, though the chassis was modified due to new safety and mechanical standards. Technically, it was an updated and re-skinned Falcon and, lacking in standard equipment, it had the advantage of coming in at a low sales price. It was produced only as a stylish two-door fastback type coupe in its first year. *See previous pics.* But it would be released as a four-door sedan as well in 1971. *See the next pic.* Though trimmed in cheap material, it did come with some wild exterior colours. Its structure was also altered to accept Ford's small 302 cubic inch V8 engine in a sports model in 1971 that became the Maverick 'Grabber'. In 1972, this V8 became available in all models. Over its lifetime, there were engine and mechanical upgrades and sales continued to be excellent.

Though it was to be replaced by the Ford Granada in 1975, Ford decided to continue production of the Maverick as there were still worries about fuel costs, and in any case, it was still selling well. The Maverick was finally replaced in 1978 by the new so-called 'Fox Body' Ford Fairmont. Some writers claimed that the Maverick almost meant the end of the Mustang as the second generation Mustang II that hit the market in 1974 was considered a disappointment by many Ford fans. In fact, a large number of sales went from the Mustang to the Maverick Grabber models as they were seen to be sportier in appearance and were definitely quicker and cheaper. As it turned out, the Maverick would end up as one of the best sellers of any intermediate model during the 1970s. *Terry.*



MARK'S ROLLS ROYCE SILVER GHOST.



Most of us have owned one as a model, but have never seen one in real life. I am of course referring to the Rolls Royce Silver Ghost. I can remember seeing the real thing at the Beaulieu Motor Museum in England and have always liked the look of this classic car. There are some great models of this classic Rolls Royce, but some that you would say *'why did they do it in that colour or that coach work?'*

One of the strange colour combinations is this 1970s Model Of Yesteryear in white and purple which is more a statement of when the model was made. Even the box it came in was bright purple. *Next pic at left.*



Pic above at right shows a 1980s Corgi Classic which was painted in black and looked like it should be in the TV show, the Munsters, or even at a funeral.

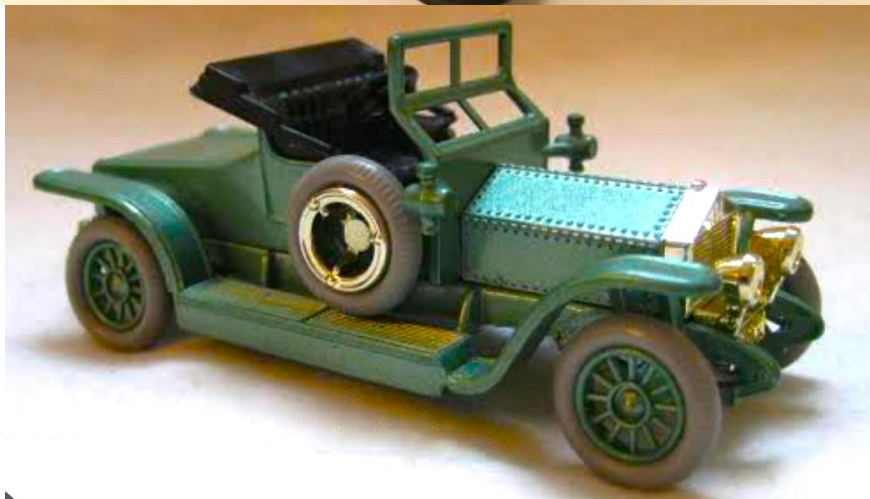
Without doubt, Corgi wins hands down on the worst looking silver ghost with the next model shown below. I would challenge anyone to give this any place in a display cabinet.



The next one here has an interesting coach work and colour combination by Matchbox Models Of Yesteryear.



Without doubt, if you want a Silver Ghost in the 1-24 scale, the model by Franklin mint is the best one to get. There are more detailed models if you go to plastic kits, but this is a nice diecast model at a reasonable price. (2nd hand) My only advice is check the rear wheels that are prone to breaking away. It is easy to fix, but the price should be low for a damaged model. *See next pic.*



At the other end of the price scale is the Days Gone models like Matchbox and they have painted it in many colours. *See above pic.* I would warn any of you thinking of collecting Rolls Royce Silver Ghost models, there a lot of them, and you will never be able to house them all. The Rolls Royce collection is another large rabbit hole. *Mark Jenkins.*

FINAL THOUGHTS – LOOKING BACK TWENTY YEARS AGAIN: I watched the Bathurst 1000 motor race a couple of weeks ago. It's still not the same without a Holden involved. Twenty years ago, this Monaro convertible concept, 'Marilyn', was on display at the **October 2004 International Motor Show in Sydney.** I took many photos that day, including ones of the then latest road going Holden Commodores, and a stunning metallic pink automobile from GMH. This was a five door lift-back style **concept** badged as a 'Torana.' My favourite that day was the red HSV Coupe 4, an all-wheel drive V8 coupe based on the Monaro. **See final pic.** And to think that twenty years on, Holdens are no longer made to belt the socks off the Fords at Bathurst. *Terry.*

