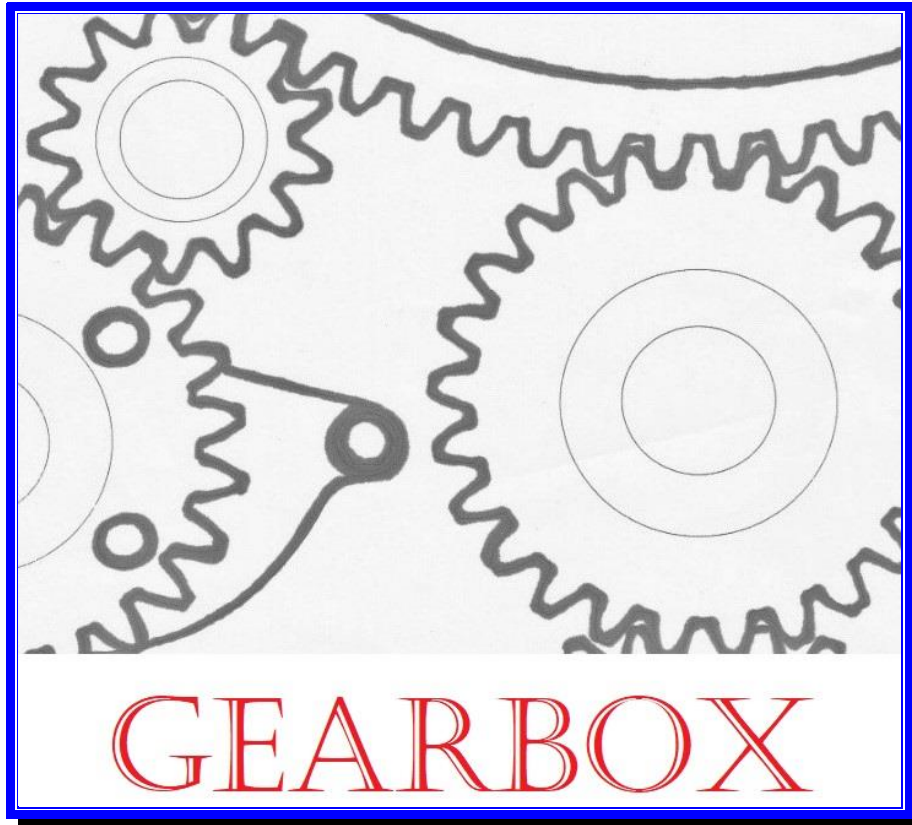
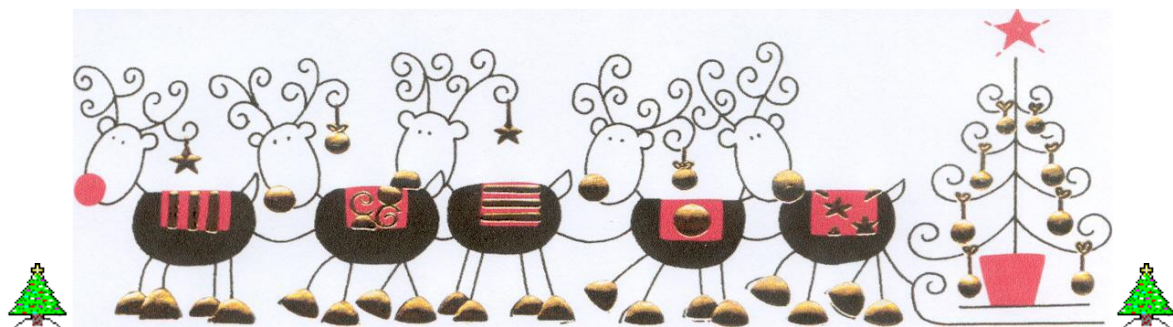


HUNTER MODEL AUTO CLUB INC.



JULY 2021 EDITION.

CONTACT: Brian Fairhurst Ph (02) 4930 1154 OR Bill Kenchington Ph (02) 4945 4830



**HEY, HEY, EVERYONE, IT'S CHRISTMAS
IN JULY AT OUR NEXT MEETING.**

EVEN BETTER – IT IS A MIXED NIGHT SO BRING THE WIFE, THE PARTNER OR THE GIRLFRIEND. IT WILL BE SOMETHING NEW FOR THE CLUB AND THE MORE MEMBERS AND THEIR PARTNERS WHO CAN COME ALONG, THE BETTER THE NIGHT WILL BE.

AS WELL, BOTH THE 'REAL' AND 'VIRTUAL' MODEL COMPS WILL STILL TAKE PLACE.

HUNTER MODEL AUTO CLUB – SECRETARY’S REPORT FOR JUNE 2021

i) The Phil Cohen Model Car Auction

There was no business conducted, nor were both model competitions held at our June meeting to allow more time for the above “inhouse” auction. The auction was well attended and proved to be a great success. Everything was sold apart from a couple of items currently under negotiation. It is expected that the auction will raise in the order of \$1,700. In accordance with Phil's wishes these funds will be donated equally between the Leukaemia Foundation and the Red Cross.

David Standen and Paul Campbell are to be congratulated on a very well-run auction. When we initially received the models, it was noted that a number had some damage from minor to major. Thanks to Ken McGregor these models were expertly repaired in time for the auction.

ii) "Show Us Ya Slotz" Scalextric Car Racing

A number of our Club members and guests visited the above slot car racing venue at Lemon Tree Passage on Sunday 20 June 2021. All those who participated enjoyed themselves immensely. It was obvious from some of the members' performances, that they were experienced slot car operators. I was a novice at the game and it showed, having never played before. The session went from 10 am till mid-day with morning tea provided. After our session, lunch was arranged at Club Lemon Tree, which made for a fine conclusion to a very enjoyable day.

iii) Visit to Australian Army Infantry Museum, Range Rd. Singleton (off Golden Hwy)

Our Club visit has been booked for 9.45 am arrival with 10am start on Sunday 15 August 2021 with a self-guided tour. A minimum of 20 people is required to keep the entry at \$4/head. Lunch has been arranged at the Lone Pine Cafe (next to Museum), which will need to be pre-ordered prior to entry to the Museum for it to be ready at 12noon. The menu will be issued separately.

iv) A Celebration of the Life of Phil Cohen

Bill and Elizabeth Cohen have invited our Club members to this event at the Kirribilli Club, Lavender Bay on Sunday 4 July 2021. Unfortunately, with the current Government Covid-19 restrictions in NSW this event has had to be postponed.

Next Meeting: **Tuesday 13 July at 7.00pm for 7.30pm at Edgeworth Sport and Rec Club at which we will be holding our “Christmas in July” Dinner Meeting.** It will be a social night (wives and partners invited) with no business to be conducted, however both model competitions will resume.

Next “Virtual” Model Category: “Ute/Pickup Vehicle” – Any scale up to three (3) models and ONE PHOTO ONLY.

Next “Actual” Model Category: “Pre WW2 Vehicle” – Any scale one (1) model only.

I will advise you further by email if there are any Government Covid-19 restrictions impacting on the holding of this meeting.

Meeting Closed: 9.00 pm.

Bill Kenchington – Secretary

2021 DATES FOR YOUR DIARY

13 July.....HMAC Christmas in July Dinner, Edgeworth Sport & Rec Club
10 August.....HMAC Meeting, Edgeworth Sport & Rec Club
15 August.....Family Day Visit to Army Infantry Museum , Singleton
14 September.....HMAC Meeting, Edgeworth Sport & Rec Club
25/26 September..... HMAC Model Display, Richmond Vale Railway
12 October.....HMAC Meeting, Edgeworth Sport & Rec Club

SOME SO-CALLED FASCINATING – BUT POSSIBLY USELESS AUTO INFORMATION.

I get hold of some excellent motoring books from time to time and a recent purchase was all about short facts relating to the automotive industry. The author claims they are all '*fascinating facts*' though some weren't that interesting to me. However, I thought I'd run some in the Gearbox from time to time, so here goes.

The word 'car' is derived from the Latin word 'carrus' used by the Romans for a horse-drawn wheeled cart. Far from Roman times we look at the 1920's where Rolls Royce offered as an option, gun-mounts for tiger shooting in India. Not to be outdone, in the 1950's and 1960's some car manufacturers offered atomic bomb detonation warning lights. However, for the ladies, if you buy a Maybach, you are offered the option of having an onboard perfume atomiser, granite trim and gold plated car keys.

In Alaska, it is illegal to drive with a dog tied to the roof of your vehicle. In Spain, if you wear glasses to drive, you are required by law to carry a spare set in the vehicle and in Sweden, you must drive with your lights on all day.

In France, some streets have an alternate parking system where for the first half of the month, you park on one side and for the second half of the month, you park on the other side. *I noticed this in Murcia, Spain where our son and his family were living. For some months you parked on one side of the road, and for other months, you parked on the other side of the road. I could never find out why.*

In 1900, less than 25% of American cars were petrol powered. Over 30% were actually powered by electricity with 40% powered by steam. And speaking of steam, 100 years later, in 2000, a British team built a car with a 12 boiler steam engine. When underway, it was the equivalent to being powered by 1,200 kettles of boiling water at once and reached a top speed of almost 240kph.

And is this a sign of the future for Oz motoring? In Norway, around 50% of all cars are either fully electric or hybrid powered. Though our average fuel economy has been improving without actually taking into account our own Hybrid range of vehicles, over in the U.S in 1973, their average fuel economy was 16 mpg or nearly 15 litres per 100km and around double the average fuel economy of the recently deceased Holden Commodore.

If you are interested in car racing, you might be surprised to learn that the first car race in America took place in 1895 in the middle of a snow storm. It was held from Chicago to Evanston, a distance of only 54 miles or 86 kms. The race was won in a time of 10 hours and 23 minutes and the winner's average speed was 5.25 mph or 8.4 kph.

In recent years, the top four global automakers in *millions of vehicles built per year were* as follows: Volkswagen – 10.74. Renault/Nissan/Mitsubishi – 10.61. Toyota – 10.47. General Motors – 9.6.

And for the **Hot Wheels** collectors – The highest price paid for a Hot Wheels model car was US \$70,000 in the year 2000. It was for a pre-production version of the Volkswagen 'Beach Bomb.' This was a VW microbus with a pair of surfboards sticking out the rear window. It didn't work out in testing and was redesigned to be slightly wider with the surfboards mounted in side-slots and was released in 1969. It is thought that only 50 of the cancelled prototypes are in existence and that model is the most sought after for Hot Wheels collectors.

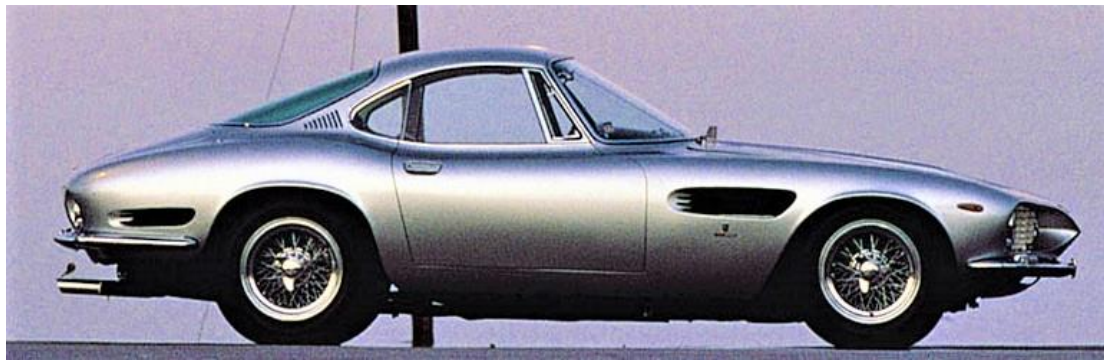
In Britain, the average car is parked for 95% of its lifetime. *[These 'narrow boats' spotted near Bath, UK, are left parked in the canals longer than the average car is parked on the roads over there, but then again, you can live on these.] Terry.*



AN AMAZING CONCEPT CAR - *The Ferrari 250 GT SWB Bertone*



Over the years of writing for the *Gearbox* newsletter, I have rarely addressed Ferrari vehicles for some reason. It is not that I don't like them, it's just that the stories never seemed to pop up for me. Recently, I was researching some astounding auction result stories over the years and came across the *lead-in pic* of a one-off Ferrari that sold at Gooding's Pebble Beach auction in 2015 for **U.S. \$16.5 million**. At the time, this was the sixth most expensive car ever sold and had just slightly exceeded the pre-auction estimate of U.S. \$14 -16 million. Most of the vehicles that had raised a higher sale price at previous auctions, were Ferraris. The subject vehicle is actually fully named as the **1962 Ferrari 250 GT SWB Bertone**, though some sites show it as the **Ferrari 250 GT SWB Berlinetta Speciale**.



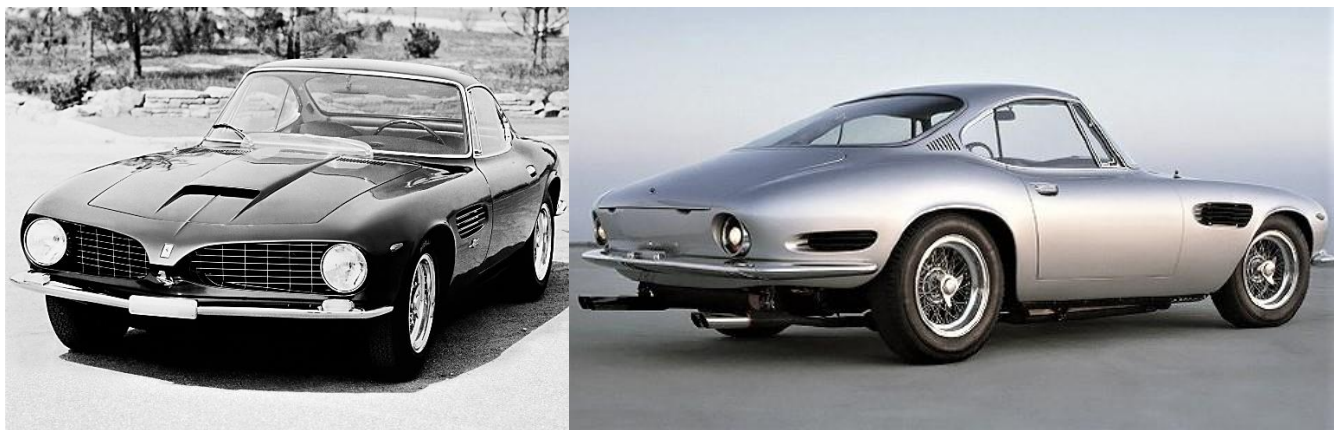
About this Ferrari, *CLASSIC DRIVER* wrote, *'The Ferrari presented here is an undisputed masterpiece of automotive art – the one-of-a-kind 250 GT SWB Berlinetta Speciale designed by the great Giorgetto Giugiaro and built by the legendary house of Carrozzeria Bertone. Since its debut in 1962, this magnificent and utterly unique car has been acclaimed as both a definitive example of Italian automotive design and a coachbuilt Ferrari of exceptional beauty and significance.'*

I read that there are 23 various models of the Ferrari '250' type and some of these have sub-models' and the **SWB** tag stands for 'Short Wheel Base.' This Ferrari has a story. Giuseppe "Nuccio" Bertone grew up under the guidance of his father, Giovanni, who had established his Italian coachbuilding company, Carrozzeria Bertone in 1912. The company had its ups and downs and in the early 50's, Father and Son purchased two cheap MG chassis and built a coupe and cabriolet body onto each and displayed them at the 1952 Torino Auto show. Immediately a North American businessman ordered two hundred of the MG based models and Bertone was back in business.

Alfa Romeo approached Bertone to construct a special one-off concept car which became a smash hit and led to a long association with the manufacturer for Bertone that included the beautiful Alfa Giulietta Sprint featured in previous *Gearbox* articles. Bertone, who had become the largest coachbuilder in Italy, had always wanted to build for Ferrari. However, since the mid 50's, their biggest rival, Pinin Farina, had been involved in designing and building for Ferrari, whereas Bertone had only produced two Ferrari vehicles for private buyers. Then in 1962, Nuccio purchased a Ferrari 250 GT SWB chassis from the Maranello factory with the idea of creating a special Ferrari primarily for his personal use, but also as a show car to exhibit the coachbuilding abilities of the Bertone company.

Nuccio had the soon to be famous Italian designer, Giorgetto Giugiaro, employed at Bertone and he was engaged to help with the design. Ultimately, they created one of Carrozzeria Bertone's most famous designs and, quite possibly, the most memorable coachbuilt Ferrari of all time according to *Classic Driver*.

Bertone and Giugiaro designed the front end of the vehicle along similar lines to the Ferrari F1 open wheelers with *Classic Driver* noting that *'the signature feature of Giugiaro's design was its "sharknose" front-end treatment... the leading edge of the bonnet came together in an expressive point, splitting the traditional Ferrari eggcrate grille into two large ovoid openings.'* They wrote that overall, *'the sharknose 250 SWB was an absolutely gorgeous automobile, with voluptuous forms, beautiful flowing lines, and compact, aggressive proportions.'* It was powered by a 190 kw 3.0 litre V12 from which the car takes its name, as Ferraris in those days were named for the actual displacement of each cylinder, and in this case, it was 250cc capacity per cylinder. That 190 Kw figure is only an estimate as the actual power of this *one-off* was not advertised. It mightn't sound like much compared to today's supercars, however, the vehicle was quite light and, like other Ferrari '250' types, it could really motor along.



For the collector, all Ferrari models command a premium price, from the readily available Mattel Hot Wheels 1:18 scale models to the very expensive European brands such as Tecnomodel and BBR. On the *Legacy Motors website*, you can view many Ferrari models made by these three brands, but you may need a big win in Lotto to be able to afford some of the models for sale there though. Here are a few scale models of the Bertone's 250 GT SWB Ferrari.



Above - FPPM 1/24 scale model of the 1962 Ferrari 250GT SWB Bertone. It comes as an unpainted, unassembled resin body and parts kit, with steel spoked wheels, but it could set you back A \$350 **or** A \$800 assembled.



Above left - Tecnomodel 1:18 scale resin model of the Ferrari 250 GT SWB Bertone. You will pay well over A\$400 for one landed. **Above right** is a 1:43 scale resin model by Matrix in silver and around A\$180 landed. *Terry*.

THE NEXT **TRAX** 1:43 SCALE SELECT SERIES MODELS – AUSTRALIA'S
1962 CHEVROLET BEL AIR AND IMPALA



THE 1962 CHEVROLET BEL AIR FOUR DOOR SEDAN - GM FACTORY PIC – U.S. VERSION.

The next 2 pics are of a 1961 Chevrolet Impala two-door 'Bubbletop' coupe modelled by Sun Star in 1:18 diecast and a model I have always considered a brilliant 're-design' after the so-called 'gull winged' finned models of 1959 and 1960 **at bottom**. I called these fins 'butterfly wings' and check out those 'cat's eyes' tail lights in the 1959 model.



Above left, rear of Spark brand '59 Chevrolet 4-door Impala sedan with the massive, flattened fins. Above right, the Trax 1960 Chevrolet Bel Air 4-door sedan. Both models are in 1:43 scale and are excellently detailed.

But then Chevrolet did another *re-design* for the 1962 model range and two of these will be the latest Select Series 1:43 scale resin models by **Trax**. Two Bel Air models will be available and they were the mid trim level model in the United States. There will be one Impala model which was the top-of-the-line model over there. The proposed Trax models of the Bel Air will be four door sedans, **as in the lead-in factory pic** with one in Parisian Lilac and the other in Wedgewood Blue. The proposed Impala model will be a four door pillarless hardtop and in Surf Green.

Trax wrote in their catalogue that the 1962 Chevrolets were assembled in Australia and had the 1961 Pontiac instrument panel, different tail lights to the U.S. models to comply with local regulations. As well, they were powered by a V8 engine.

From the prototype pics in the catalogue, both the Bel Air and Impala models have triple tail light panels similar to the Impala models in the U.S., whereas the base model Biscayne and mid-level model Bel Air in the U.S. only had twin tail light panels.



Maisto 1:18 scale diecast model of a 1962 Bel Air. This is the 2-door bubble top coupe version.

When looking at the Trax 1962 Chev models, we must remember that they were considered large luxury vehicles in Australia, compared to the family sized Holden and Ford Falcons at the time. However, in the U.S. they were your normal full size family vehicles and the Ford Falcon in America was considered a compact model. As well, the '62 models had been squared up overall in their body style *re-design* and, to me, appear slightly cumbersome compared to the '61 models shown in the previous pics. What I didn't like about them was the so-called 'trailing body crease line' which made it look like it was dragging its tail behind it. ***See above pic of a Maisto 1:18 scale 2-door model.***

Advertising in the U.S pointed out the power, roominess and soft ride of the new 1962 models and many ads showed the '62 Chev with an airport background and proclaimed them as the 'Jet Smooth Chevrolet.' Would you believe that by the time of the release of this model, one third of all U.S. cars purchased were Chevrolets, and that was a little over 2.3 million motor vehicles. For the 1962 model year in the U.S., GM released fourteen different Chevrolet models and of these, they sold over 700,000 Impala models, 365,000 Bel Air models and 160,000 Biscaynes.



Above left 'Jet smooth' ad for the 4 door pillarless hardtop Impala model and at right, a factory pic of the 4-door Bel Air sedan, both of which will be modelled by Trax.

For Australia, the source of these right hand drive [RHD] Chevrolet cars in Completely knocked down [CKD] kit form, was from their Oshawa plant in Canada and this applied for all exported RHD models in CKD form at the time. The Australian Government imposed a 35% Tariff on fully imported cars which led to GMH importing CKD cars and having them being assembled right alongside other Holden products, as well as Vauxhall models.

The Chevs had Aussie produced tyres, all side glass, interior trim, carpets and seat covers added on the assembly line and this reduced duty on imported parts. They were promoted as expensive luxury high-end vehicles and were close to three times more expensive than the regular Holden, however, the seats were fitted with the highest quality Australian leather, the door trims were made from premium Westminster wool, the carpets were of high quality and they had a 283 Cubic Inch V8 [4.6 litres] engine producing 170bhp or 127kw.

There was an exception around the time of the imported 1962 Impala models. The RHD pillarless four door Impalas were actually fully imported as single unit packs by various dealers and not by Holden, though GMH did not raise an objection to this practice. GMH did not import RHD pillarless Chevs in CKD kit form till 1965 when, as with the previous CKD models, Australian parts were added on the assembly line. I understand that the 1962 Chevs were popular in the top-end market when they hit the sales rooms and I am pleased they will be modelled by Trax. *Terry.*



Another *'Those were the Days'* books has been added to my collection and this latest one is about the American Independent Automakers post WW2 to 1960. Though there were many independents, even small, almost 'plain old backyard' operations, the book is really about the major Independents and their attempt to compete against the so-called **Big Three**. Some of the main protagonists in this battle were Studebaker, Willys, Packard, Hudson, and Nash, (as well as their formation into AMC,) to name a few. I found their stories interesting because, like many club members, I have some of their cars as scale models in my display cabinets. One example is a 1:18 scale diecast model of the fabulous 1952 **Hudson** Hornet Club Coupe as produced by *Highway 61* and shown as **the lead-in pic**.

Studebaker has been well modelled over the years also, mainly the Hawk and Avanti models, and also written about often in the *Gearbox*. Two examples are the **June and July 2018 Gearbox** that contained a two part story about the fall of Studebaker called 'What could have been.' The **April 2019 Gearbox** contained an article on the excellently styled 1955 Studebaker President Speedster. AMC/Rambler have also featured in previous Gearbox newsletters.



1:43 scale diecast model of the 1955 Studebaker Speedster Coupe by GFCC Toys.



Above left is a 1:43 scale diecast model of a 1958 Studebaker Hawk by Road Signature and above right, a 1:18 scale diecast model of a 1963 Studebaker Avanti by Signature Models.

What I have found as a keen collector of post WW2 American 1:18 scale models is that most of the vehicles that are modelled are from the **Big Three** as you would expect, that is Ford, GM, and Chrysler. So, let's talk Independents.

After the cessation of hostilities in WW2, the American car market quickly became a lucrative business as demand for vehicles, be they passenger or commercial models, was growing quickly. On top of this, another class of vehicle, the sports car, and mainly the open two-seater like the British MG, was becoming popular and very much in demand.

Some of the Independent Auto manufacturers had survived the great depression and were well placed to be a part of American wartime component production. This meant that at war's end, some found themselves in a sound financial position to be able to recommence motor vehicle manufacturing. Interestingly, post WW2, it was the Independents that were first to introduce new models onto the market with a view to increasing their pre-war market share and thus setting themselves up for a successful business model, moving into the future. As an example, Hudson were quick off the mark with an all new model released in October 1947.

The Big Three, though they didn't hit the market with fresh designs till 1949, had the same idea. Compared to the Independent's limited range of models, the Big Three were better placed to get their cars out into the sales rooms as well as engaging in a cut throat pricing war with each other that would also adversely affect the Independents. A 'horse-power' race was activated by the Big Three and this too was devastating to the Independents as it would be very expensive to be continually developing more powerful engines. They started to lose sales, not only through pricing, but also partly due to the wide range of engine sizes and power ratings becoming available in the Big Three automobiles. The Independents had to change strategy to compete and were forced to 'down-size' as well as entering into mergers and targeting niche markets. Advertising became a useful tool in trying to convince Americans of the benefits of a more compact vehicle, however, it was hard to change the American car culture of *big is better*.

Having written much about Studebaker previously, let's take a look at **Hudson** and **Nash** to see how they fared against the Big Three. **The Hudson Motor Company** was established by Roy Chapin in 1909 through funds obtained from a department store tycoon, J.L.Hudson. The Hudson name became synonymous for having pioneered the closed car concept [as against soft top/convertible] and they built a reputation for reliability, even though they too had a fair old struggle to stay profitable through the great depression.

Then again, just pre-WW2, they were definitely on the up and their production facilities continued to be sustainable throughout the war years with military component production for all three U.S Defence Services. Though having to convert to peace-time manufacturing and managing the problems of material shortages and Union conflicts, Hudson became one of the few automakers to increase pre-war production with close to 94,000 new vehicles coming off the assembly lines in 1946 and just over the 103,000 produced in 1947.

These vehicles were still pre-war designs, but in October 1947 Hudson released a new model, and their first fully redesigned model in 10 years. Hudson's long-time stylist, Frank Spring, had conceived the radical idea of a 'step-down' concept in 1941 and it allowed for a lowered floor being only eight inches off the ground so you stepped down upon entering the car rather than stepping up. It also resulted in a lower centre of gravity, and with this, and an improvement in aerodynamics and a powerful 262 cubic inch [4.2 litres] six cylinder engine in the new Hudson models, they would start to dominate America's stock car racing in the early 50's. Hudson's straight six engine was the most powerful six in the auto industry at that time. With the release of the 1949 model year cars, Hudson also released a convertible model in their lineup.



Above left is Bill's 1:43 scale diecast model of Tim Flock's 1952 NASCAR title winning Hudson coupe by Racing Legends. Above right is the restored 1952 Hudson Coupe that won Herb Thomas the 1953 NASCAR Title.

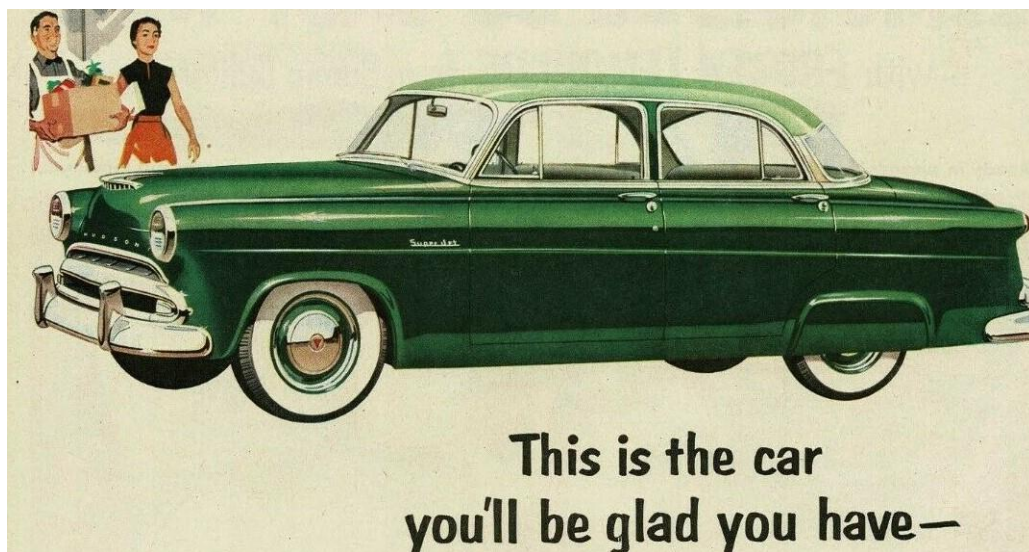
For Hudson, the Hornet Club Coupe stood out in the eyes of the public due to its racing success. When Tim Flock won NASCAR in his 1952 model, Hornets won 27 of the 34 NASCAR races for 1952. Of the 48 stock car races held that year, Hudson Hornet Club coupes captured 40 checkered flags. Hudson would be NASCAR champion each year from 1952 to 1954. But Hudson had already found that winning races doesn't always win the car sales war.

Interestingly, I read that it was Hudson's high-performance six that actually started the horsepower race that would last two decades. Upon release in late 1947, Hudson's new models were only available in four door versions, however, by the end of 1948 they had the previously mentioned two door coupe on the market. The new models were built on a 119 inch wheelbase and an important selling point was that the new Hudson models were designed with front and rear seating positions located between the axles for a smoother ride and importantly, the rear seats were now in front of the rear wheels.



Part of an ad for the 1948 four door Hudson Commodore.

With the Big Three introducing their new models for 1949, the Hudson products suddenly looked 'elderly' especially against those new so-called single spinner Fords. And remember, Ford sold just over a million 1949 models that year. Due to the massive costs to bring a new model to fruition, Hudson could only look to 1954 at the earliest for a new model and this seemed improbable, so they were forced to look at interior upgrades and new model names as well as introducing a shorter 109 inch wheelbase model in 1950. In 1953 they commenced production of the new compact 'Jet' models powered by a smaller six and built on a 105 inch wheelbase in both four and two door models. Hudson aimed their Jet model advertising as bringing '*luxury, performance and durability, plus great new safety and outstanding economy to the low-priced field.*' However, development costs and then the problem of low sales figures for the 'Jet,' didn't help Hudson's bottom line.



Part of an advertisement for the compact 1953 Hudson Jet. [Shades of the re-styled Ford for 1952.]

Notwithstanding their auto racing success, by the early 50's, Hudson was struggling for sales numbers against the *Big Three* and their most popular model, the Club Coupe, *as shown in the lead-in pic*, only accounted for 36,000 being produced in 1952. With only 53,000 Hudson cars being produced in 1953 and with that figure being two-thirds of the total production for 1952, saw talk of mergers amongst the Independents with losses increasing for Hudson.. **1954 would see Hudson merge with Nash. The Hudson-Nash story will be in Part 2. Terry.**

ANOTHER VEHICLE FROM ARGENTINA - 1958 TERAM PUNTERO



IXO 1:43 scale diecast model of the 1958 Teram Puntero.

Our **Gearbox** had an article recently on the Ford Falcon models made in Argentina highlighting an IXO 1:43 scale model of the **1982 Ford Falcon Ghia**. A new addition to my collection is another IXO 1:43 scale model and this time of a 1958 Argentinian made **Teram Puntero**. Puntero in English means 'Pointer' and this Teram model is also known as the Teram Pointer and sometimes as a Porsche Teram Puntero.

Under the dictatorship of Argentina's Juan Peron in the early 1950's, an attempt was made to create their own motor vehicle and aircraft manufacturing industry. In order to have branches of industry available for the various production processes required, ten companies were formed with each having a specialised output. This consortium was to be controlled by a state office known as the '*Industrias Aeronáuticas y Mecánicas del Estado*' translated from Spanish as '*Aeronautical and Mechanical Industries of the State*' and shortened to **IAME**.

In 1953 **IAME** produced their first passenger car called a '**Justicialista**' named after Peron's political party and as a sedan, a utility and a station wagon. It was a front engine, front wheel drive, metal bodied vehicle with a 2-stroke 2-cylinder engine from the German DKW company which would later become part of Audi. Peron insisted on a two seater sports car model be manufactured also, and this led to the production of the **Justicialista Gran Sport**. It was a fibreglass bodied unit in both coupe and convertible and was powered instead by a 1.5 litre air-cooled Porsche flat-four cylinder engine through a Porsche four-speed gearbox and remained front wheel driven. Peron was often photographed by the media driving a Justicialista convertible. Not considered a good look in the eyes of his enemies.



Top left is an ad for the Justicialista sedan and at right the Gran Sport version.

To cut a short story shorter, the Justicialista was a failure and partly because Peron was overthrown by a coup in 1955 and the new regime cancelled the motor vehicle program for the time being. From my research, it appears that the Gran Sport model had a powerful engine that was capable of excellent performance and had a suspension set-up that allowed excellent handling. After Peron's demise, the new Government sold the vehicle manufacturing plant to the Porsche dealer, **Teram** [in English short for - Specialized Repair Shops and Motors] owned by Pedro Daverda and Federico De Bucourt who had started their motor vehicle business in Argentina in 1948.

Going back in time, at the end of World War Two, Ferdinand Porsche and his son, Ferry, were in a difficult situation due to their support for Nazi Germany during the conflict. *[This is a complicated and long story, though worth checking out if you are a Porsche fan.]* Remember that Volkswagen is purported to have used slave Labour and prisoners of war in keeping their part of the German war effort going, and Ferdinand Porsche was making a fortune and becoming quite a powerful figure at the same time. Subsequently, he and his son, at the prompting of some French industrialists, were arrested and accused of being war criminals. They were incarcerated without trial, though some historians called it a 'kidnapping.' Nevertheless, Ferry Porsche was released with a form of obligation to raise funds for the release of his father which he had achieved by 1949. Obviously, some suspicious issues here.

With much of Europe's industrial infrastructure destroyed during the war, it was a hard task for Ferry to become financial again and his company became involved with minor manufacturing of industrial components and servicing of pre-WW2 Porsche vehicles only. However, he discovered that his factories could still manufacture engines and he started to seek out appropriate markets throughout Europe and subsequently was led to Argentina.

His first project in 1946 was with Piero Dusio, a former Italian soccer star and racing car competitor who then assigned Porsche to build a Formula One car. Dusio would later form the prestigious *Cisitalia* Italian vehicle firm with associates including Carlo Abarth, Rudolf Hruska and Ferry Porsche.

Dusio moved to Argentina in 1949 and with support from Peron, formed Argentine Motors. It was the building of the F1 vehicle for Dusio that topped off Ferry Porsche's financial climb to a point where his father could be released. As mentioned, *Teram* had previously been established by Daverda and De Bucourt as motor vehicle dealers before the acquisition of IAME and had approached Ferry Porsche in an effort to import their new 356 Porsche model into Argentina. They struck a deal with Porsche that would last for ten years importing the 356 and some 550 Spider models for competition.

So, when they acquired the full manufacturing facilities of IAME, including the existing stock of 144 partly assembled Gran Sport vehicles and a store of spare parts, they set about designing a new sports car which would become the *Teram Puntero*. By late 1955, they had designed and commenced the construction of a sports car that had to be very different to the Justicialista, as that vehicle would always be a reminder of Peron, even though the Puntero underpinnings would be based on it.

Due to his existing association with Teram, Ferry Porsche helped Daverda and De Bucourt in many ways including the design of the fibreglass body which was manufactured in Argentina. Porsche also provided Teram with the Boxer 1.5 litre engine from the Porsche 356 which was re-located to the rear of the vehicle and also supplied the Porsche differential, steering, instruments and seats, all original Porsche components. Perhaps that is why the front section resembles the Porsche 356 as can be seen *in pics of the IXO model.*

The Teram Puntero hit dealerships in 1958 and was a high quality hand-built vehicle with excellent Porsche-like performance and handling, and a top speed of 170kph. It was not intended to be a long term production sports car, rather it was limited to just the 144 units available for completion and all were sold by 1963.

For the collector, besides the Teram Puntero models, as shown in this article, IXO have also produced 1:43 diecast scale models of the above mentioned 'Justicialista' Gran Sport in a convertible and hard-top coupe. *Terry.*

