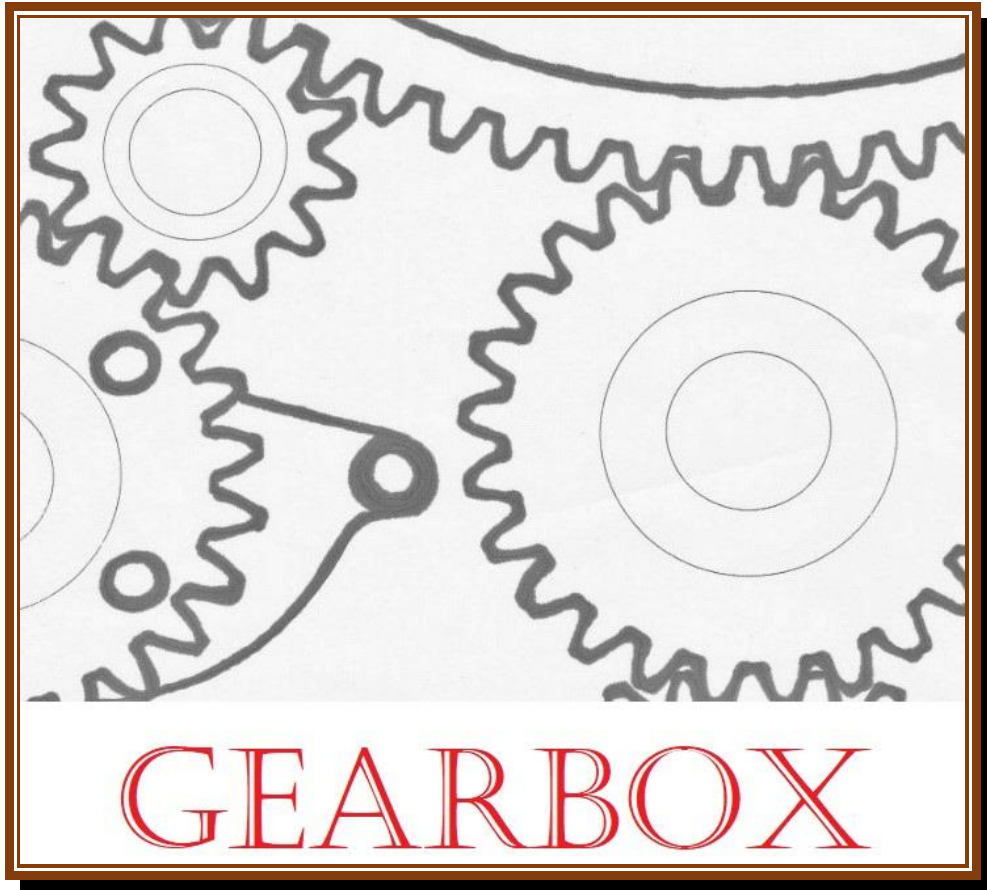
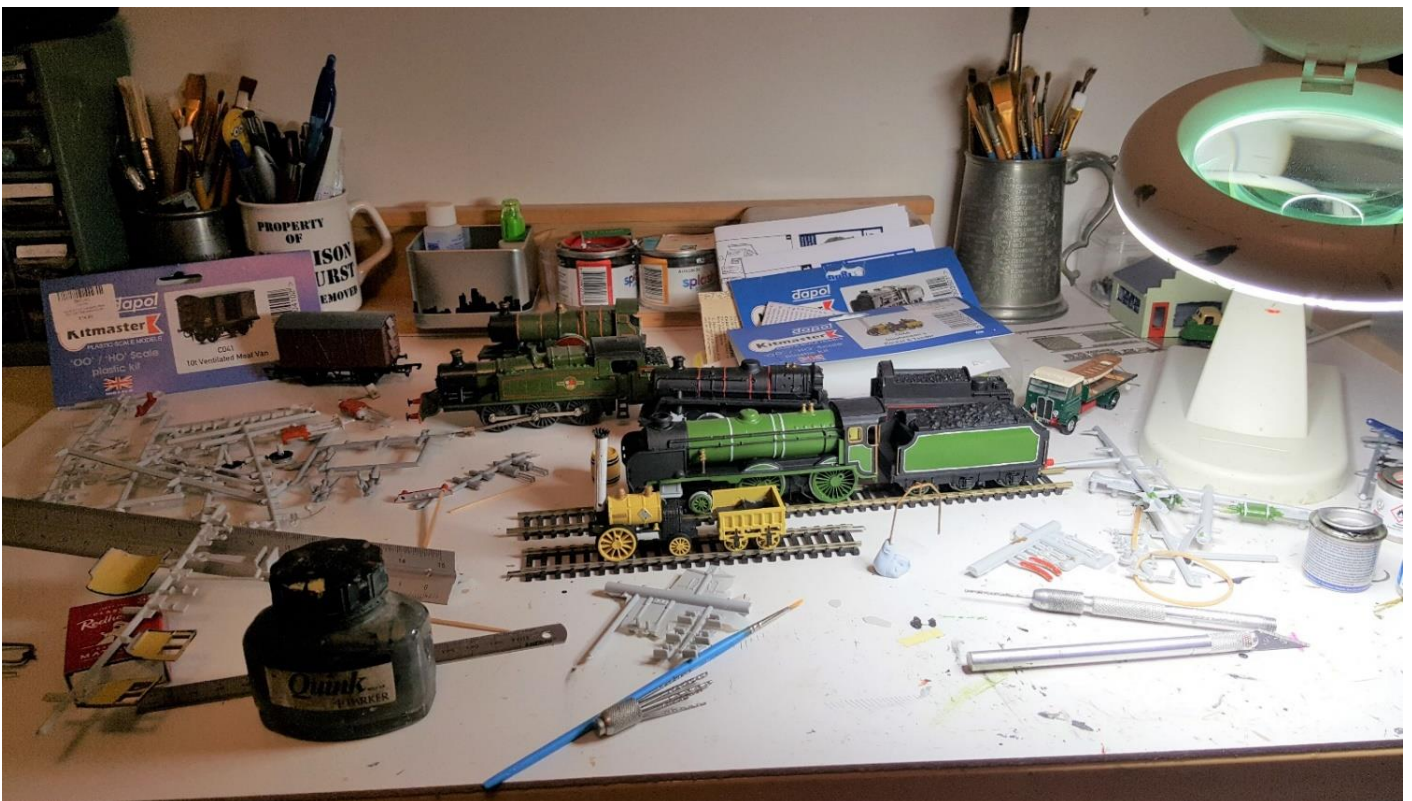


HUNTER MODEL AUTO CLUB INC.



SEPTEMBER 2021 EDITION

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Mark's version of an office desk, only more interesting. He calls it organised chaos & he has another story below.

-HUNTER MODEL AUTO CLUB – SECRETARY’S REPORT FOR AUGUST 2021-

i) “Zoom” August Meeting

With the Covid-19 Government lockdown in place our “Normal” meeting and model competition for August were cancelled.

Thanks to Allan Evans, a “Zoom” meeting was arranged as a substitute. The following members participated – Allan, Paul, David S, Terry, Sandra, Andrew V, Diane and Bill.

Whilst there was no business conducted at this meeting, those who were present did enjoy meeting up with each other and the general discussion that followed.

One positive point was that we were able to conduct the “Virtual” model competition with the results as follows:-

“Virtual” August Model Competition Results: “Convertible Vehicle” – Any scale up to two (2) models and ONE PHOTO ONLY.

1 st	Bill Kenchington.....	1955 Pontiac “I Love Lucy”	22 Points
2 nd ,	Brian Blyth	Red Convertibles.....	19 Points
3 rd	Terry Payne.....	1955 Chevrolet Convertibles.....	11 Points

ii) Cancellation of our Planned Visit to the Infantry Museum, Singleton

Another casualty of the Covid-19 Government lockdown has been the cancellation of our Infantry Museum visit.

However, Paul assures me that once these Covid-19 restrictions have been lifted, he will arrange a suitable date for our visit to take place.

Next Meeting: Tuesday 14 September at 7.00pm for 7.30pm at Edgeworth Sport and Rec Club. It will be a normal night with business and both model competitions to be conducted.

Next “Virtual” Model Category: “A Pair of the Same Vehicle of Different Scales” – One (1) pair only and ONE PHOTO ONLY.

Next “Normal” Model Category: “British Vehicle” – Any scale up to five (5) models.

As you are no doubt aware the Government has extended the Covid-19 lockdown to 10 September. I will advise you further by email if there are any further Government Covid-19 restrictions impacting on the holding of this meeting.

Bill Kenchington - Secretary

2021 DATES FOR YOUR DIARY

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
9 November.....	HMAC Annual General Meeting, Edgeworth Sport & Rec Club
14 December.....	HMAC Christmas Dinner Meeting, Edgeworth Sport & Rec Club

Winners and place getters for the August 'Virtual' Model Comp.

Entry E



1/18 scale 1955 Pontiac "I Love Lucy" by Sunstar

Above – First place goes to Bill's excellent model.



Entry A

Above – Second place went to Brian Blyth's pair of red convertibles.

Entry G



A pair of 1955 Chev Convertibles

Above – Third place went to Terry's pair of 1955 Chevrolet convertibles.

THE CHEVROLET 400 – ANOTHER CLASSIC SEDAN FROM ARGENTINA.



The *lead-in pics* are of a new addition to my diecast model collection of Argentinian manufactured cars and it is a **1962 Chevrolet 400** by IXO in 1:43 scale diecast. The stand has the title as '4 Puertas' which translates to 4-doors. IXO now produce a series of 1:43 scale diecast models of cars made in Argentina by U.S.A automakers.

In the early 1960's, General Motors were well into their war with Ford and Chrysler in the compact car market and, and as the Chevrolet Division were only achieving reasonable sales success with the Corvair model initially, they decided to look abroad for additional markets. Fuel was still relatively inexpensive and the compact car in North America could be had with high powered V8 engines as well as the smaller four and six cylinder engines. However, for Argentina, Chevrolet decided that, like the Ford Falcon and Chrysler Valiant vehicles produced in Argentina, small six cylinder engines would suffice for that market. The question for GM was, what model would it be.

Initially, the Corvair was Chevrolet's answer to the compact car war, but it was unusual in that it had an air-cooled rear engine and I read that some motoring journalists had stated that it was close to being a camouflaged VW Beetle with an engine that sounded identical. I'm not sure how true that is, but in any case it failed to have an impact on the growing popularity of the Ford Falcon. The GM executives next step was to launch a second compact model into the skirmish which would be of the conventional variety, but they also pushed the urgency in launching this as an 'A.S.A.P' project. Chevrolet was given 18 months to have this new compact up and running and in August 1961, the Chevy II was launched. Oddly, Chevrolet never produced a Chevy I.

Subsequently, the new Chevy II model also became the **Chevrolet 400** for the Argentinian market and commenced production in their Buenos Aires factory in the outer suburb of San Martin in 1962. It would be a four door sedan model only, even though the North American Chevy II models came in four door sedan, two-door hardtops coupes and convertibles, as well as a station wagon. The first **Chevrolet 400** model came in two versions, the luxury model called the 'Special' and a base model which would be a popular choice for the taxi industry in Argentina.



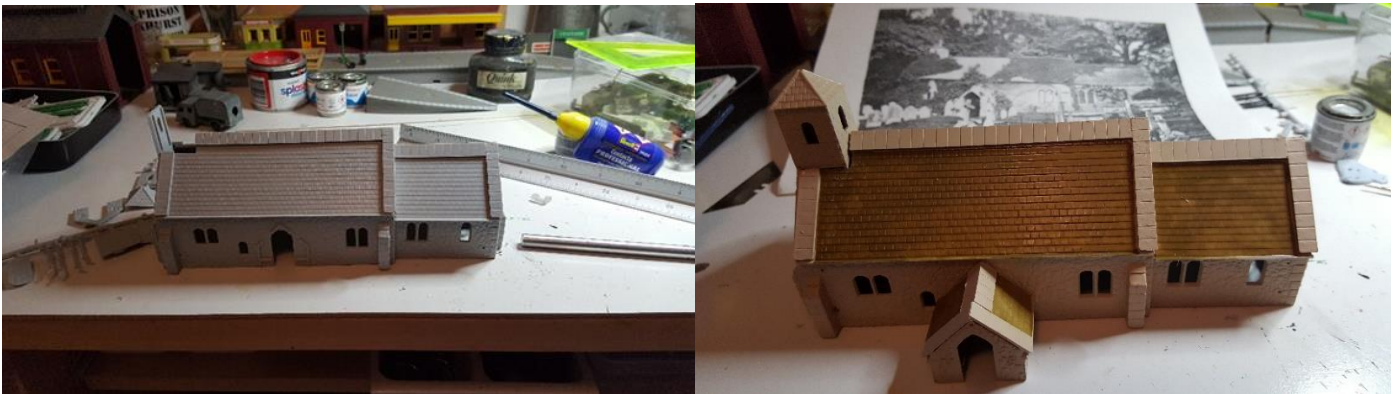
The **400** was powered by a single carbide, 194 cubic inch [3.185 litre] straight six engine that produced 106 hp or 79 kw driving the rear wheels through a three speed manual gearbox. *See above pic at left.* In 1964, Chevrolet released the 'Super' model with a 230 cubic inch six [3.769 litre] and in 1967, the 'Super Sport' model with a new 250 cubic inch six [4.1 litres] and a change to the grille with twin headlights as a feature. *See above pic at right.* The popular Chevrolet **400** model ceased production in Argentina in 1974. *Terry.*

HOW TO MAKE A SCENE BY MARK JENKINS



'Dapol' brand Parish Church model – *This scenery model is based on the Old 'St Boniface Church' at Bonchurch on the Isle of Wight.*

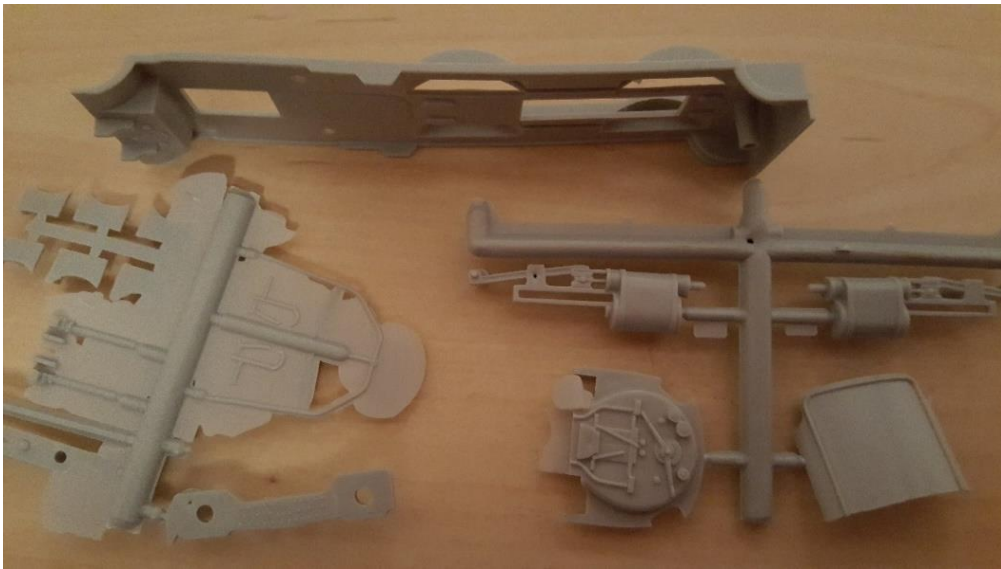
The **lead-in pic** is of a Dapol brand Parish Church model, an old Airfix kit based on a Norman Church in Bonchurch (near Ventnor) on the Isle of Wight. It is one of the '00 scale' railroad scenery model church construction kits by Dapol.



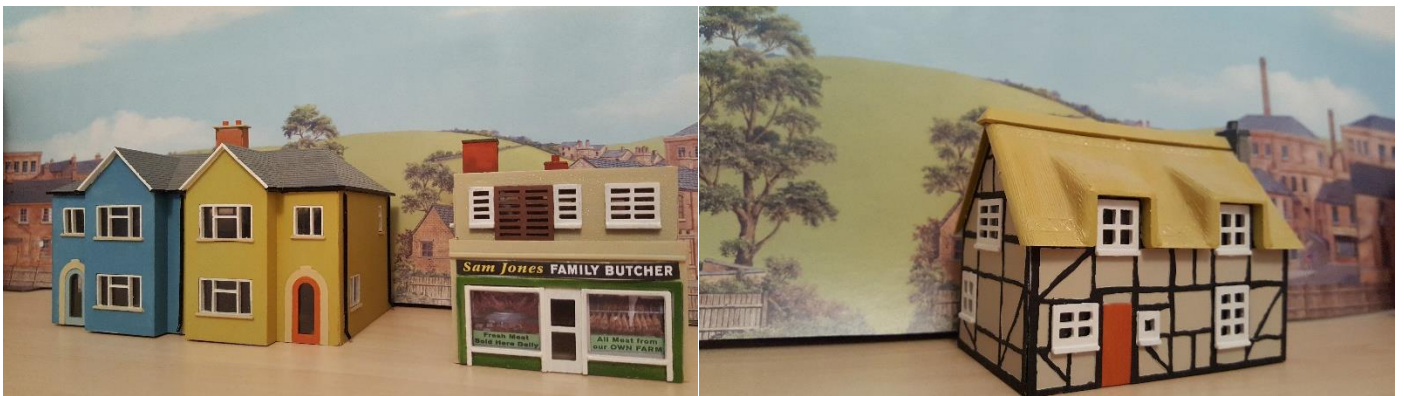
Above left - The Dapol kit is easy to assemble and goes together well. At right, the Church is now together and the painting has been started. NB the picture in the background for reference.



The above pic shows the model is covered in part with body filler to represent the ivy on the real thing.



Dapol kits have been made in Wales since the early 1990s, but the tooling for their models goes back to the 1960s and are Airfix. They do put a warning on their kits to let you know that the kit can be a bit of a challenge, as you can see *in the above photo* of some of the `schools' class locomotive kit parts. [The `schools' class was another name for the SR V class 4-4-0 locomotives.] The kits of buildings are less of a challenge than the locomotive kits. So I would recommend doing a few buildings first and if the bug bites, do a locomotive. Then for the truly insane, you can try to fit a motor into it.



Some of the modern buildings (1960s). Top left is a semi-detached house and modern butcher shop and, at right, a more traditional thatched cottage.



The above photo is awaiting me to finish some Dapol locomotives and a signal box.



A couple of Dapol trucks I have made. Above - AEC Flatbed. The load was a lifeboat from an HMS Victory ship kit.

Below three pics - Scammell Scarab.



Above pic - On the bench - 10t Ventilated Meat Van behind a Black loco BR Mogul; Yellow loco Stephenson's Rocket; Green loco Schools class; Front row GWR City class; GWR Prairie - both of the front row are having motors fitted.



Above pic - This GWR Prairie Tank is getting a Tri-ang chassis taken from a Princess locomotive. The rear set of drive wheels are not in quite the right position but the chassis is from the same era as the kit.



Above left - As you can see I like to have several kits on the go at one time. This means you can pick and choose what you work on depending on the time and patience you have available. **Above right** - If you would like to add interior lights to your buildings there are a few things to take into account. First seal all the gaps so as the light doesn't come out from between the walls and roof. Also remember people don't leave every light in the house at the same time and neither does their neighbour. So you will have to divide up the inside. Finally remember if the scene is only going to be viewed in daylight don't bother. **Mark.**

A little research shows that Dapol Ltd is a model railway manufacturer founded in 1983 by David and Pauline Boyle and based in Chirk, Wales. The name 'Dapol' comes from their Christian names. The factory where some of the design and manufacturing take place is just over the border in England. The company is known for its model railway products in N gauge, OO gauge and O gauge. David owned 'Highfield Birds & Models' and in 1981 made an initial attempt to buy out the Airfix and Mainline ranges without success. Dapol commenced their first railway models in 1983 and then in 1984, ex Airfix railway kits became available. Then in 1985, Dapol successfully bought from Palitoy, the Mainline, and therefore, the former Airfix model railway ranges. By the end of the 1980's, Dapol had purchased Trix/British Liliput as well as the Model-Land construction kits range.

Dapol is regarded as a model railway mainstay and their kits are very popular being great for both beginners and experienced modellers. Like most similar railway scene kits, they only require gluing and painting to turn them into excellent additions for model railway scenery. Dapol have won many awards in the model rail industry.

Finally, the **Old St Boniface Church**, on which the Dapol kit is based on, is one of the few medieval churches in England dedicated to the Saxon monk who died in 755, having been at the forefront of spreading Christianity to Germany. It has sat on the side of a gentle slope near Bonchurch on the Isle of Wight since the mid-11th Century. St Boniface is thought to have visited this area on the Isle of Wight around the 8th Century. Possibly due to a natural spring nearby, it was also an area of Roman occupation, so it is an important historic site.

DID YOU KNOW? A little Cadillac snippet.



Everyone knows of America's premier luxury motor vehicle, the Cadillac. It was amongst the earliest auto making companies in the world having been established in 1902 and is still going strong today. But many may not know that it nearly ended up being dropped as a Division by General Motors during the Great Depression. In 1930, Cadillac sold a tad over 55,000 models but with the depression causing economic havoc worldwide, especially in the luxury car market, the company only managed to sell just on 8,000 vehicles in 1932 and were lucky to make 6,000 sales in 1933. This equated to a reduction in sales of around 80% from the late 20's peak period.



Above left is a Franklin Mint model of a 1930 Cadillac V16 engine Roadster and at right is a Rextoys model of a 1940 Cadillac V16 Fleetwood Five Passenger Coupe. Both models are in 1:43 scale diecast.

According to *Hagerty Insurance on-line Media*, a man named Nicholas Dreystadt walked into a GM boardroom meeting in 1932 where Cadillac's future was being decided, and asked the chairman if he could speak to the meeting. He had some standing within Cadillac's management and indicated that he had a proposition for the board.

Dreystadt was born in Germany and started off as an apprentice mechanic for the Mercedes Racing Team and had visited the United States with the team when only 13 years of age. Having had no formal education, he learnt his trade through Mercedes's technical school and later migrated to the U.S in 1912 gaining employment as a mechanic. In 1916, he started working in Cadillac's Chicago service facility and commenced studies at a Chicago Tech College. He was promoted to shop manager early in 1926 and then progressed through Cadillac Sales and Service till sent to Detroit's Cadillac factory as service manager in late 1926. Overall, and unlike some managers within the GM organisation, he had a reputation as being an optimistic type with a friendly disposition towards his workers.

Dreystadt realised there was a particular problem that, not only Cadillac, but most automakers shared with regards to their luxury models, and that was a policy of not selling their 'luxury' models to African Americans. By the 30's, there were numerous outstanding sportsmen, entertainers and business owners who were quite wealthy and wanted to be able to display their achievements. Dreystadt knew they would often use a non- African American as an intermediary to purchase their luxury vehicle. He spoke out at the meeting in an effort to convince the board that they should change their attitude and sell directly to all African Americans. At the same time, he presented ideas on reducing production costs and improving build quality. One thing, he was listened to with confidence by some at the board meeting as he had already built a reputation within the Cadillac Division for introducing policies and practices in the service area that greatly improved customer relations and reputation for Cadillac's products. With Cadillac in dire straits financially, the board decided to take up Dreystadt's suggestion, but with an 18 month time limit.

Over the next two years Cadillac sales were on the up and in 1934 Dreystadt was promoted to President of the Cadillac Division of GM. The company, under the leadership of Dreystadt, went on to become profitable again and by the early 1940's were selling over 60,000 cars annually. Much of this came down to his managerial skills and ideas on efficiency of production and quality of the product, and perhaps the policy put in place to sell Cadillacs to everyone regardless of the colour of their skin. During WW2, Dreystadt controlled operations for GM in the production of the Allison V12 aircraft engines being built by Cadillac as powerplants for US Army Air Force fighter planes. He went on to run the Chevrolet Division Post WW2, but died of cancer in 1948 aged only 59. *Terry.*

SOME MORE SO-CALLED FASCINATING – BUT PROBABLY USELESS BITS OF AUTO INFORMATION.

Following on from a recent article, here are some more so-called '*fascinating facts*' from one of my new books.

In 2007, two very limited edition Koenigsegg CCXR Trevita models were made and each had a unique body in that they were made from multiple coatings of the newly developed 'white' coloured carbon fibre, interwoven with real diamonds, to create a shimmering finish. It retailed for three million British Pounds and one was purchased by the famous multi-world championship boxer, Floyd Mayweather.



What is it about despots? Adolf Hitler had a six wheel drive Mercedes specially built with bullet-proof glass that as far as fuel economy went, was so heavy it could only make 7.8 miles per gallon, or just 2.8kms per litre.

Joseph Stalin had a specially designed ZIS-115 built for him and based on stolen Packard designs. The glass was so thick that the windows had to be raised and lowered by way of hydraulic motors and the car weighed just over eight tons.

Idi Amin, the former Ugandan dictator, was so worried about an assassination attempt whilst he was being driven around, that he had a specially built Range Rover added to his fleet. The interior was heavily fortified with weapons that included hand grenades, pistols and knives. Externally it had a mass of spotlights and an assortment of aerials for the radio communications equipment.

Then again, Muammar Gaddafi had a military spec Mercedes-Benz ML that set him back 3.5 Million British Pounds. It had a protective cage and was fitted with radio-wave scrambler technology as a deterrent to being targeted by guided missiles and drones.

What's in a name? Skoda's top-of-the-line trim level is called 'Laurin and Klement.' It is a tribute to the original name of the company founded in 1895 by Vaclav Klement and Vaclav Laurin in what was then called the Austro-Hungarian Empire.

Ford Escort – The original Mark I Ford Escort was one of the first global cars as it was built in Britain, Australia, New Zealand, Belgium, Ireland, Taiwan and Israel.

Princess Diana owned a black Mark I Escort RS Turbo. It was the only black version produced as they were all white.

The Escort was actually a rear wheel driven car when launched in 1967, however the third generation models were switched to front wheel drive models in 1980.

For those who have a scale model of the Ford Escort called a 'Mexico' or have seen this car on a recent British motor vehicle restoration series on television, I read that it was named after their win in the 1970 World Cup Rally from London to Mexico. Hannu Mikkola won and other Escorts came in 3rd, 5th, 6th and 8th.

You might find this hard to believe as you could probably name plenty of Nissan models that could be considered their top seller of all time, but it is actually the 'Qashqai' that to this point in time, has sold just over 3.7 million models since its introduction in 2006.

Finally, MG once had an advertising slogan that said, '*Your mother wouldn't like it.*' Terry.

MY FAVOURITE MASERATI - THE MISTRAL - 1963-1969.



Most model car collectors have a genuine interest in the motoring world for various reasons. One thing I believe is that most of us admire the spectacular Italian sports cars from companies like Ferrari, Lamborghini, and Maserati, to name a few. On a recent trip we were passed by around a dozen low-slung sports cars, mostly Ferraris, and I have no idea what they were doing or where they were going. I assumed it was some form of Italian motor vehicle club outing or rally, however, it was in the middle of the week and we were in a mountainous, narrow, and winding road part of Central Victoria and it was pouring rain. Though it would not have been a pleasant day for them, just the same, it was an amazing site to see them all snaking around the curves as they flew past, one after the other.

You may have gathered over the years of producing the Gearbox newsletter that I love some of these sporty Italian motor vehicles and often run articles about some of these models. I have to say that I don't get off on their scarcity, engine type and power, or even road test performance figures, I just love the beauty of their body styling. For this reason, my favourite in the **Maserati** range is the **Mistral** coupe that was produced from 1963 to 1969. Though it also came as a Spyder, [convertible] the hard-top coupe is a master work in design to my eyes.

The **lead-in pic** is of the Minichamps 1:18 scale model of the 1963 Maserati Mistral coupe in resin and usually around A \$340 plus shipping from Britain. As much as I would love to have it on display, that probably won't happen. Minichamps make the Spyder in 1:18 scale as well and they make it in 1:43 scale at a cost of around A\$150 landed. That sounds more like it. **The following pic**, and the final pics in this article are of the real Mistral coupe courtesy of **How Stuff Works**, and show up the beautiful lines of this handsome Italian two-seater GT type sports car.



A bit of Maserati history tells us that the Italian Maserati family consisted of six brothers who became automakers and came to prominence in motor racing after their 1.5 litre straight eight supercharged engine, powered their 'Tipo 26' single seater to a class win at the gruelling 1926 Targa Florio road race. In the 1930s, vehicles and engines built by the Maserati family developed a reputation for being amongst the fastest and most technically advanced vehicles of that era. They were turning out machines that were often winning some of the major European road races and had wins in the American Indianapolis 500 race in 1939 and 1940. Like many Italian industries coming out of WW2, Maserati succumbed to financial problems and was sold off, however, and luckily for aficionados of Italian sports car, the Maserati name has lived on.

Though various owners would come and go, Maserati continued to be successful in motor racing especially in F1 with their '250F' between 1954 and 1960 when they were driven to two F1 drivers world championships as well as winning many non-F1 competitions in Europe. It is said that Sir Stirling Moss claimed the '250F' was the best F1 car he had driven in his career. The Maserati firm continued to produce road going sports cars in limited numbers over time with many newly developed engines commencing a new series or body style and from front engined to mid engined models. As an example, between 1962 and 1969, Maserati produced around 450 of their famous 235-horsepower [175 kw] twin-cam six cylinder powered Sebring 2 + 2 models that had a top speed of 150 mph or 240 km/h. The extra '2' was really only a removable rear bench seat. It was this model that generated the **Mistral**, though it was a smaller two seater and totally different, style wise.



Above pics are of a Minichamps 1:18 scale resin model of the Maserati Mistral Spyder.



Top left – A Coupe model by Amercom, a brand similar to Altaya and in a blister pack for around A\$50 landed from France. At right, in Spyder (convertible) form and by Whitebox for around A\$80. Both are in 1:43 scale diecast.



The Mistral, designed by the Italian stylist Pietro Frua, together with the Sebring 2+2, would be the last of the six-cylinder front engined Maseratis that had brought them fame post WW2. Though built alongside the Sebring, and having the same engine and later upgrades, it was different to the Sebring as it was a two-seater built on a shorter wheelbase with a large lift-up rear window like a hatchback. It was also different stylistically to the Sebring that had a squarer front end, twin headlights and a large chrome rimmed grille opening like a Formula one machine. The Mistrals design cues suggest a more 'rounder' body shape with a slim grille below the bumper bar and recessed single headlight bezels. I think it is a nice Italian sports car and probably my Favourite Maserati model. **Terry.**