

**HUNTER MODEL AUTO CLUB INC.**

**-- GEARBOX --**

**~ DECEMBER 2021 ~**

**~ CHRISTMAS EDITION ~**



**CONTACT: Bill Kenchington on phone (02) 4945 4830 OR Andrew Vile [business hours only] on (02) 4933 5607**



*A 'new purchase' displayed at our February 2014 club meeting. But does anyone remember whose model it is? \*\*\*\* Tell Bill at the Club's Christmas Function.*

## **HUNTER MODEL AUTO CLUB**

### **2021 CHRISTMAS DINNER MEETING**

**Date: Tuesday 14 December 2021**

**Time: 6.30 pm for 7.00pm**

**Venue: Edgeworth Sport and Rec Club Auditorium**

**(Where we hold our club meetings)**

**Details: Tables will be set up in the auditorium where our dinner will be held.**

**Members upon ordering their meals at the Restaurant will be provided with a buzzer.**

**When notified members are to collect their meals.**

**Drinks can be ordered from the Main Bar.**

**Guests: Wives, partners, family members and friends are all invited.**

**Note: There will be no business nor "Actual" model competition conducted on the evening.  
However, the "Virtual" model competition will be held as usual.**



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*The next two pics were part of the HMAc members displays at the 2013 Maitland Truck Show.*



# HUNTER MODEL AUTO CLUB INCORPORATED

## Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 9 November 2021

**Meeting Opened: 7.30 pm**

**Members Present: 16      Apologies: 7      Visitors: Nil**

**Previous Minutes:** Moved: Allan Evans    Seconded: Wayne Swanbrough    “That the May 2021 Club Minutes be accepted”.    Carried.

**Treasurer’s Report:** The Treasurer reported that the Club funds stand at \$874.44

Moved: Ernie Williams    Seconded: Steve Gurr    “That the Treasurer’s Report be accepted”  
Carried.

### **Correspondence:**

#### **Inwards:**

- i) Richmond Vale Railway – Invitation to display at the September 2021 Family Fun Fest.
- ii) Richmond Vale Railway- Acceptance to display at Fun Fest and that Public Liability Insurance is covered.
- iii) Richmond Vale Railway – Cancellation of Fun Fest due to Covid lockdown.
- iv) Leukaemia Foundation – Receipt for donation of \$850.00.
- v) Bill Cohen – Various Invitations to a “Celebration of the Life of Phil Cohen” and currently on hold due to Covid restrictions.
- vi) Red Cross – Thankyou for donation and request for further donation.

#### **Outwards:**

- i) Richmond Vale Railway – Application to display at the September 2021 Family Fun Fest.
- ii) Leukaemia Foundation – Donation of \$850.00 being funds raised from Phil Cohen Model Car Auction.
- iii) Australian Red Cross - Donation of \$850.00 being funds raised from Phil Cohen Model Car Auction.
- iv) Bill and Elizabeth Cohen – Advice of charity donations and receipt.
- v) Club Members – Various newsletter emails regarding our meetings and model competitions.
- vi) Bill Swift – New member welcome.
- vii) Ben Wing – New member welcome.

Moved: Diane Kenchington    Seconded: Paul Campbell “That the Correspondence be accepted”.  
Carried.

### **Matters Arising:**

- i) Auction of Phil Cohen’s Models – An amount of \$1700.00 was raised at the auction and donated between Phil’s favourite charities – Leukemia Foundation and Red Cross.
- ii) Christmas in July Meeting - An enjoyable night was had by all who attended.
- iii) Club Banners – Old banners have been replaced with new ones to show our new venue.
- iv) A “Celebration of the Life of Phil Cohen” function – Our Club has been invited to this function on a date to be set in early 2022 (subject to any Covid -19 restrictions being lifted).
- v) Hunter Toy and Hobby Fair- The Edgeworth Sport and Rec Club is to be approached regarding holding the Fair in May 2022.

### **General Business:**

- i) Christmas Dinner Meeting – This has been set for 6.30pm for 7.00pm on Tuesday 14 December at the Edgeworth Sport and Rec Club.
- ii) Proposed Visit to Singleton Army Museum – Once the Museum is opened a suitable date will be booked for 2022.
- iii) Nominations for Club Visits in 2022 – Members were asked to nominate suitable venues for a Sunday visit.

- iv) Frontline Hobbies Store Visit – Brian advised that this has been confirmed for our January 2022 meeting.
- v) Nostalgia Festival Kurri Kurri – Whilst the Main Street Event will go ahead in March 2022, our Club won't holding a display as the School Family Day has been cancelled.
- vi) HMAc Google Drive Account and Gmail Address – Paul provided details on the progress with the development of this records data base/communication channel for our Club.
- vii) Maitland Steam Fest- Planned for April 2022, however we haven't been able to secure a suitable display venue.

**Model Competitions:**

“Actual” Model Competition: This competition for November was cancelled.

“Virtual” Model Competition: “Open” – Qualified

|                       |                       |                                |           |
|-----------------------|-----------------------|--------------------------------|-----------|
| 1 <sup>st</sup> ..... | Brian Blyth.....      | Holden Motor Racing.....       | 26 Points |
| 2 <sup>nd</sup> ..... | Ernie Williams.....   | BP Vehicles.....               | 21 Points |
| 3 <sup>rd</sup> ..... | Bill Kenchington..... | Ford De Luxe Convertibles..... | 17 Points |

**Next “Actual” Model Category:** This Competition is in recess and will resume at our February 2022 meeting.

**Next “Virtual” Model Category - December:** “Defence Force Vehicle” – Any scale up to three (3) models and ONE PHOTO ONLY.

**Meeting Closed:** 8.10pm.



**HUNTER MODEL AUTO CLUB INC.**

*At the 2021 AGM, the following Club Positions were filled for 2022*

**CLUB COMMITTEE**

**President.... Andrew Vile**

**Vice President.... Brian Fairhurst**

**Secretary.... Bill Kenchington**

**Treasurer.... David Standen**

**Magazine Editor.... Jointly Terry Payne and Bill Kenchington**

**Competition Organiser.... Shane Neems**

**Librarian.... Paul Campbell**

**SUB COMMITTEE**

**Public Officer .... David Standen**

**Events Co-ordinator .....Paul Campbell.**

**HUNTER MODEL AUTO CLUB INC.**

*At the 2021 AGM, the Membership Fees for 2022 were determined to be:*

**Adult Members - \$25.00 and Junior Members (Up to 16 years) - Nil Cost**

**New Members plus Badge Cost.**

**At the 2021 AGM, the HMA Model Competition Categories for 2022 were determined to be:**

**“Virtual” Model Categories for 2022: One (1) Photo Only**

**January** – “Horse Drawn Vehicle” – Any scale one (1) model only.

**February** – “Open” – Qualified\*\*

**March** – “Vehicle Running on Rails” – Any scale one (1) model only.

**April** – “Military Vehicle” – Any scale up to three (3) models.

**May** – “Blue Coloured Vehicle” – Any scale up to three (3) models.

**June** – “Open” – Qualified\*\*

**July** – “Pre WW2 Vehicle” – Any scale one (1) model only.

**August** – “Amphibious Vehicle” - Any scale one (1) model only.

**September** – “British Vehicle” - Any scale up to five (5) models.

**October** – “Two Tone Vehicle” - Any scale up to five (5) models.

**November** – “Open” – Qualified\*\*

**December** – “Christmas Theme” – Any scale one (1) model only.

**\*\* Any scale and number of vehicles.**

**“Actual” Model Categories for 2022:**

**February** – “Open” – Qualified\*\*

**March** – “Race Car” – Any scale up to three (3) models.

**April** – “4WD Vehicle” – Any scale one (1) model only.

**May** – “Truck” – Any scale up to three (3) models.

**June** – “Open” – Qualified\*\*

**July** – “Railway Related Vehicle” - Any scale up to three (3) models.

**August** – “Yellow Vehicle” - Any scale up to three (3) models.

**September** – “Vehicle Starting with S” - Any scale one (1) model only.

**October** – “Bus” - Any scale up to five (5) models.

**November** – “Open” – Qualified\*\*

**\*\* Any number of vehicles and combination of scales are allowed, provided that the allotted points do not exceed 6 for the display: - 1/18 Scale (or bigger size).....3 Points; 1/24 Scale (or smaller than 1/18 scale but bigger than 1/42 Scale).....2 Points; and 1/42 Scale (or smaller size)....1 Point.**

# AUSTIN SHEERLINE

The Austin Sheerline was mentioned during some discussions by email with our club member Ken Neal and this was a particular Austin vehicle I didn't know much about at all. Some research was undertaken and that led me to finding nice scale models of the second iteration of the Sheerline, the A125 models, in 1:43 scale by Mini Marque. They can be expensive and usually in excess of A\$150 landed from Ebay. As well, I found that the Sheerline's later super-luxury cousin, the Austin Princess, is well modelled by Oxford in 1:43 scale and available at a more affordable price.

It would seem that the Sheerline was the idea of Austin's chief, Leonard Lord. He actually drove a Bentley and thought it would be a good idea for Austin to produce a large luxury car, perhaps an inexpensive Bentley style of saloon. His reasoning was two-fold. Firstly it would suit the owner who liked to drive an up-market vehicle, but couldn't afford an expensive Rolls or Bentley. Secondly, due to its sale price, it would be under the higher English sales tax limit that was being applied to the expensive Rolls and Bentley.

Of note is the fact that Lord conceived this idea right in the middle of the Second World War and had commenced his design ideas around 1942. In 1943 Lord had Austin's leading designer, the Argentinian born Dick Burzi, who had been promoted to Styling Chief in 1938, design the prototype. Durzi had been interred as an alien in WW2, but was released in 1943 and went straight back to work at Austin again and would design many post WW2 Austin vehicles.



**Above Left - 1947 Austin 110 Sheerline ad. At right a 1948 A125 Sheerline model. Note stand-alone headlights.**

In 1947, and not exactly displaying any form of restraint in its advertising material, the Austin Motor Company announced a new model for the discerning motorist and described it as **the finest car they had produced to date**. It may well have been the largest saloon they had produced also. When auto making re-commenced post WW2, Austin was seen as a company that produced small cars with a four cylinder engine that were quite economical to run and, in this regard, Austin was going along this path quite successfully. The Sheerline would be an immense contrast to their established auto making philosophy



**The Mini Marque Austin A125 Sheerline saloon in 1:43 scale white metal.**

On the history of the Austin Sheerline, *Lancaster Vehicle Insurance* wrote, '*Leonard Lord instructed his chief designer Dick Burzi to create a car possessing the elegance of his own Bentley. The result was an Austin that was Distinctive yet discreet. Luxurious but in the best of taste.*' The Sheerline's interior was definitely luxurious as it had walnut veneer panels, top grade leather upholstery and high quality 'Wilton' produced carpets. The front seats had two fold down arm rests, it had twin glove boxes and a radio and heater were standard equipment.

The first series of twelve **A110** models commenced production at Austin's Longbridge factory in Birmingham in 1947 and were powered by a 110bhp [82kw] 211 cu ins [3,460cc] straight six cylinder engine, formerly used in their trucks but slightly underpowered here. A decision was quickly made to increase the engine size to a 125bhp [93kw] 243 cu ins [3,990cc] version. This model would be known as the **A125** and was released at the end of 1947. Power was driven through a four speed manual gearbox with the gear lever on the steering column which was also telescopically adjustable. The external dimensions of the Sheerline show up as being 15ft 11.5ins long, 6ft 1ins wide and quite tall with a height of 5ft 7ins. This is close in size to the family sized Pontiac and Chevs of the 1960's. The body sat over a wheelbase of 9ft 11.3ins, again very North American in dimensions.

For that era in auto making, the Sheerline's mechanicals were quite standard with suspension being by independent A-arms and coil springs up front and longitudinal semi-elliptic springs and a solid axle at the rear. It had hydraulic drum brakes on all wheels and incorporated a built-in hydraulic jack on each wheel to simplify wheel changing. Unusually, in comparison to North American cars six volt electrical system, the Sheerline's was 12-volts.

Road tests conducted upon release of the A110 appear to give the impression that the Sheerline, though similar in size to American cars of that era, maintained British car's excellent handling qualities. They were written up as being a strong solid saloon with excellent steering and suspension that could cruise easily at 65mph [104kph] and had attained a top speed of 80mph [129kph] in one test. The general consensus was of a saloon capable of completing long journeys at good speeds and with safety.

Soon after their initial release, the Sheerline was available in long wheel base form as a limousine and this meant that they could also be purchased as a rolling chassis for ambulance and hearse bodies to be made by coachbuilders. The total number of Sheerline models produced stood at 11,605 when it came to an end in 1954, and this figure includes the chassis manufactured for use with other bodies like the ambulance and hearse. A story for another day perhaps is the Austin Princess model because by 1954, the Sheerline's customer base was well and truly being accommodated for by the A135 Princess Mk 3.

Briefly, in 1946, Austin bought the Vanden Plas Coachbuilding company and when the second iteration of the Austin Sheerline was launched as the A125, Austin then launched a Vanden Plas version known as the Austin A135 Princess Mk I. Basically, it was the same vehicle but with a more streamlined body styling such as having the headlights blending into the top of the front mudguards rather than being stand alone as on the Sheerline. This can be seen *in the next pics* of the Oxford model.

In 1950, the Princess Mk 2 became available as a LWB limousine as well. 1953 saw a Mark 3 version with a more streamlined radiator introduced. This was upgraded to the Mark 4 in 1956, though the 'Austin' part of the Princess model name was dropped from the model designation in 1957. A short time later that model became the Vanden Plas 4-litre. Austin produced the Princess in Mk 1 through to Mk 4 versions, including the Vanden Plas 4 litre till 1959, though the Mk 4 LWB limousine models stayed in production till 1968. *Terry.*



*Oxford's excellently detailed 1:43 scale diecast model of the later version of the Austin A135 Princess.*

## GEOFF'S STORY

*I recently had an email from our esteemed member, Geoff Hamilton and he was happy for it to go in the Gearbox. So, thanks to Geoff for allowing us through this little doorway into his life and hobby. In answer to his last sentence, I have to say to Geoff that you haven't wasted my time and the members will really enjoy your story. Terry.*

Hi Terry. Thought you might like to hear my story. As most of the club knows that I am a tractor buff and have managed to produce some of my own models all in 1/43 scale, particularly Australian tractors. That was 10 years ago and was a period when my late wife Yvonne was suffering terminal cancer. So the start of a new chapter was when I decided to sell a full size English Rotary Hoe. In a magazine called TOMMS, I noticed an ad of someone wanting anything Howard so a phone call was made. Well it turned out to be a chap who is the current registrar of the Howard Tractor Club. Whilst he didn't offer a very attractive price for the hoe, he went on to tell me the list of all his full size Howard's.

(For those not in the know, the Howard Rotary Hoes were an Australian invention produced at Northmead, Sydney by Sir Cliff Howard who was awarded an OAM by the Queen). I let him ramble on, then stated that I may have a Howard that he didn't have! What's that he replied? A 1/43 scale model of a Howard DH22 tractor with hoe attached. Well I thought he was coming down the phone line. Where did you find that? I have sourced the world for a model without success. So, I couldn't help but savour the moment and announced that I made it.

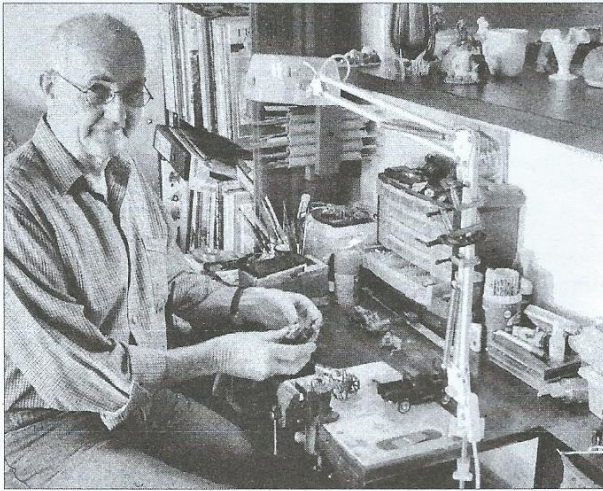
Name your price I will buy it. No its not for sale. Could you make another? I am willing to pay big money. Now here lay a problem, as stated, I made my models during a very emotional time and while I still had enough parts to make 2 more I could not put my heart into making more. Then fate solved that, my new wife Diana has been battling blood cancer for a couple of years with success then came the bad news, the chemo has stopped working.

The mind is a strange thing but suddenly I was able to sit down and recreate two more models with the option to produce more parts and so on. The Howard Club have lodged orders for several and at the ripe old age of 81 I'm back in business. I have attached an article written about me many years ago plus an image of the Howard causing all the concern. Hope I haven't wasted your time. Kind Regards, Geoffrey Hamilton.



*Geoff's excellent model of the Howard DH22 tractor with a rotary hoe attached.*

## World Class Tractor Models

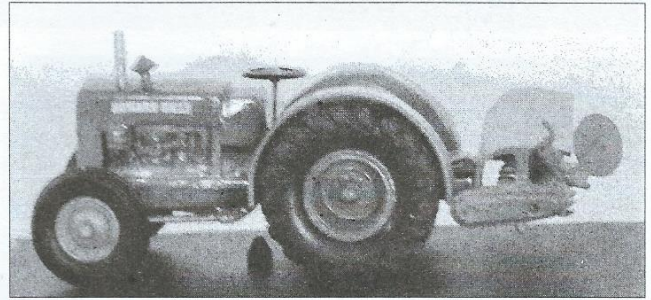


Kenthurst resident, **Geoff Hamilton** was recently published in an international model tractor magazine as a result of his keen interest in collecting and building model agricultural tractors to 1/43 scale.

Geoff has been collecting model cars buses and tractors for over 20 years. He now has over 500 1/43 agricultural tractors in his collection.

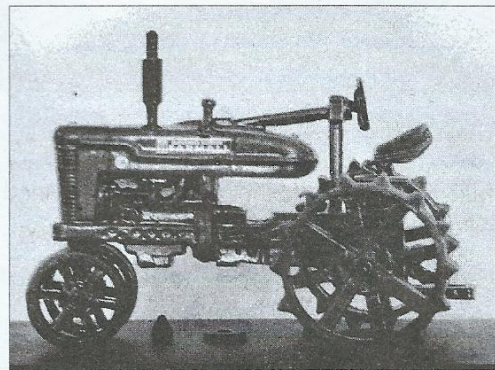
When he discovered there were no model Australian tractors in 1/43 scale available anywhere in the world, he decided to make his own from scratch. The master moulds are of brass and resin, then cast in metal before being assembled and painted. He

produces just 10 copies of each model. It is surprising just how heavy the models are and how intricate and accurate the final model is.



above: Howard DH22 with rotary hoe attachment circa the 1940's

below: an Australian version of the McCormick Deering Farmall H produced in 1939 with steel wheels.



**And speaking of Howard tractors, Bill sent me the following from a Victorian published car magazine "Restored Cars" and the next two articles were published in the Oct-Nov 2021 issue.**



**LEFT.** This little 1949 Howard DH22 Garden Tractor has been restored by **James Feery**, a mechanic from Dimboola, Vic. These were built entirely in Australia, with the only imported parts being an American oil pressure gauge and a British Lucas magneto. It is powered by

a OHC 4 cylinder engine. James built it up from five wrecks. The Howards were exported worldwide over the years to Argentina, Brazil, East Africa, India, New Zealand, and many Pacific Island nations. This tractor is for sale, see this issue's Classifieds.



**FOR SALE.** 1949 Howard DH22 garden tractor. Full nut and bolt restoration of this Australian made icon. Rebuilt M & W single OHC 4 cylinder engine, new tyres, hydraulics, \$13,000. Ph James 03 5787 1725, Vic.

## -Would you believe it ~ 1966 Ford Mustang 'MUSTERO'-

**The next pic** shows a Ford that many people would not know even exists. It's a genuine Ford endorsed Mustang pickup and called a **MUSTERO**. I posted my 1:43 scale model of a red version some time ago on Facebook.



I suppose most collectors would have at least one scale model of the Ford Mustang, a vehicle that became a massive seller for Ford, not only as a road going automobile, but also for motor racing involvement worldwide. Its early success led to some within the Ford hierarchy thinking about other iterations of the little four-seater two-door coupe. They considered a four door version and a two door station wagon, neither of which went ahead, however, the go-ahead was given for a shortened wheelbase two-seater concept being built. That particular version was manufactured not long after the release of the first Mustangs as a prototype by Dearborn Steel Tubing, a company that fabricated prototypes and special vehicles for Ford.

This one-off prototype, using a convertible body as the donor, had its wheelbase shortened by sixteen inches which led to it being known as the 'Mustang III' or just plain 'Shorty Mustang' and was fitted with a prototype 302 cubic inch V8. **SEE THE STORY IN THE JUNE 2017 GEARBOX**. The first Mustang V8s had 260 cu ins capacity before the 289 cu ins engines were introduced. The 302 cu inch capacity V8 engines became an upgrade for the 1968 model year.

Though the two-seater prototype was supposed to be destroyed after a period of being displayed by Ford, it was stolen and hidden away before resurfacing sometime later and subsequently becoming subject to an insurance issue. As the Insurance company had paid out on the initial claim for theft of the vehicle, they were able to sell the recovered vehicle off. It was fully restored in 2013 and is owned today by a famous motoring historian and car collector who bought it at auction in 2015 and it is still being exhibited today on special occasions.

One style of Mustang not suggested as a concept by the Ford hierarchy was a pickup and, as it turned out, the idea for a Mustang pickup was suggested to them by the prominent Los Angeles City's **Beverly Hills Ford Dealership**. Their reasoning for the idea was firstly that a profit could be made if a Mustang pickup took off in the market, and secondly, it would generate quite an interest in the idea of a compact sporty pickup as an alternative to the then current Ford Falcon based Ranchero pickups.

In 1966, Ford gave the go-ahead and the Dealership commissioned the design and production of the pickup and gave it the name 'Mustero' which was a combination of **Mustang** and **Ranchero**.

When the project commenced, Beverly Hills Ford had the intention of producing the pickup in reasonably large numbers and as the Mustang was built on the structure of, and used many parts from the Falcon, the idea should have worked well. Rather than add a pickup tray to a cut and shortened cabin, similar in looks to the squared rear cabin of the Ranchero, the builders altered the Mustang's roof by moving it forward slightly and then blending in a specially designed fiberglass pickup section to replace the rear seats and boot area. With no rear quarter window, they also had to produce a different shaped door window. As a pickup, the original Mustang had now become a two-seater only, though that was not a big issue as the Mustangs did not have great rear seat room in any case.

Though the fibreglass pickup section was quite short, the producers believed they had created an attractive style of sports pickup with grab rails and a nice tonneau cover available.

Yet, one issue that you can see from the pics, is that to retain the standard rear panels of the Mustang, it did not have a drop-down tailgate, so all items of luggage would have to be lifted up over the sides which was not ideal for heavy goods. *See lead-in pic.* Using a fibreglass cargo shell also meant it would not be hard-wearing and so would limit the type of goods to be conveyed. You could also be tempted to wonder if a pickup in this style would have much of an advantage over a regular boot on sedans. *Next pics – My Premium 'X' Ford Mustero 1:43 scale model.*



The Ford Mustero was available with a V8 engine and included the option of a high performance version of the 289 cubic inch V8 as fitted to the Shelby Cobra. The problem for Beverly Hills Ford was that because of production costs, the Mustero had to sell for nearly three times the cost of the standard Mustang coupe. Also, you could just about buy three Ford Falcon Ranchero pickup models for the cost of one Mustero. It appears that only 50 odd Musteros were produced in 1966 and it is thought that only five or six are still in existence.

I have a thought on the Mustero and it's not favourable. If you took the Aussie XL Ford Falcon ute or its similar American cousin, the Ranchero pickup, and put them alongside the Mustero, it would really show up how small the Mustang sourced pickup actually is. In my view, the Mustero would not look as attractive as the Ranchero except when shown sitting on its own as *the following pic.* To me, the size and structure of the cargo portion makes the Mustero look distorted in comparison to the standard Mustang coupe or fastback. Not that I am an expert, but I believe it needs around 30cms added to the wheelbase to extend the length of the cargo section from the rear of the cabin's sloping 'C' pillar to the leading edge of the rear wheel opening. Then again, that's only my opinion and maybe that would defeat the purpose of what it was designed to be, a compact sporty pickup. *Terry.*



**PLACEGETTERS – NOVEMBER 2021 VIRTUAL MODEL COMP**



*Above - First place – Brian Blyth – Motor racing.*



*Above – Second place – Ernie - BP Vehicles. Below - Third place – Bill – Ford DeLuxe convertibles.*

