

## HUNTER MODEL AUTO CLUB INC.



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*A classic Daimler 2.5 V8 spotted in Singapore*

# “GEARBOX”

- FEBRUARY 2022 EDITION -

*A few more of Murray Walker's famous quips.*

After his passing, *Classics World* wrote *'The motorsport world lost an icon when Murray Walker passed away aged 97. Walker's boundless enthusiasm for motor racing was infectious; his commentary had the power to enthral and entertain in equal measure. He was a highly respected by fans and drivers alike across multiple generations of his beloved sport.'* We had had a few of his famous quips in Gearbox previously and here a few more.

"You might not think that's cricket, and it's not: it's motor racing."

"There's nothing wrong with the car except that it's on fire."

"Excuse me while I interrupt myself."

"The battle is well and truly on if it wasn't on before – and it certainly was."

"I've no idea what Eddie Irvine's orders are but he's following them superlatively well."

"The first three cars are all Escorts, which isn't surprising because they're all Escorts in this race."

"That's history. I say history because it happened in the past."

**\* PLEASE NOTE – GEORGE THOMPSON AUCTION SET FOR FEBRUARY AT HEXHAM BOWLING CLUB HAS NOW BEEN CANCELLED.**

## HUNTER MODEL AUTO CLUB – SECRETARY’S REPORT FOR MONTH OF JANUARY 2022

### Last Meeting-

Our first “get together” meeting for 2022 was on Tuesday 11 January when our Club was once again invited to a Private Opening of The Frontline Hobbies Store, Broadmeadow.

A total of 19 members and guests were in attendance and 3 apologies were received.

Drinks and nibbles were provided throughout the evening, courtesy of Frontline Hobbies.

Frontline Hobbies staff members were available on the night to serve us, as well as answer any questions on the various models that were on display and to take orders for any future model releases.

We were able to wander through the store and browse the shelves of the many plastic kits and diecast model cars, trucks, buses and equipment and even planes and trains and select our purchases at our leisure.

Members enjoyed discounts on their model purchases, for which our Club thanks the Frontline Hobbies management.

Being an informal meeting, there were no minutes for January as has been the practice in past years.

### Model Competition-

We received 5 entries for the January “Virtual” Model Competition, which was somewhat less than expected (see results below). We will continue to hold the “Virtual” Model Competition throughout 2022.

We would encourage those of you who have not already joined the Hunter Model Auto Club Group on Facebook to do so. To date we have 27 members and associates in this Group.

If you have any questions in this regard, please don’t hesitate to contact Paul Campbell or myself.

### Agenda for February Meeting-

Being our first normal meeting since November 2021 we thought it would be a good idea to have a general discussion on a number of proposals we have in mind for 2022.

The following items are up for discussion:-

- i) Club Visit to “Show Us Ya Slotz” at Lemon Tree Passage – Suggestions for possible dates.
- ii) Club Visit to the Army Museum at Singleton – Suggestions for possible dates.
- iii) Hunter Toy and Hobby Fair for 2022 - Nominations to form a Sub-Committee.
- iv) Accessing old digitised “Gearbox” issues.
- v) Any other items.

### Model Competition-

January 2022 “Virtual” Model Competition: “Horse Drawn Vehicle” – Any scale one (1) model only.

1<sup>st</sup>.....Bill Kenchington .....1886 Horse Drawn London Omnibus.....21 Points

2<sup>nd</sup> ..... Brian Fairhurst.....Matchbox Cobb & Co Coach.....12Points

Equal 3<sup>rd</sup>...Terry Payne.....Traditional Sicilian Cart “Caretta” .....11 Points

and.....Brian Blyth.....1902 State Landau Silver Jubilee 1977.....11 Points

*Photos of all the entries can be seen on our Club Facebook page.*

### Next “Real” Model Category (February 2022)

“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.

### Next “Virtual” Model Category (February 2022)

“Open” – Any scale and number of vehicles and ONE (1) PHOTO ONLY.

The deadlines for this competition are as follows:-

1) ENTRY – Email Paul Campbell [campbellp1969@gmail.com](mailto:campbellp1969@gmail.com) your model photo (suitably described) by 9.00 pm Sunday 6 February 2022. *Please include your name in your message to Paul but not in the photo itself and ensure your entry is not lost in the background of your photo.*

2) VOTING – Email/text Shane Neems at email [skneems@westnet.com.au](mailto:skneems@westnet.com.au) or at mobile 0407 950 030 your preferences (1st, 2nd, and 3rd against the letter of the displayed model) by 9.00 pm Tuesday 8 February 2022 (our meeting night and at which a ballot box will be available also for voting).

*(As stipulated last year, again there will be no prizes awarded to the placegetters in this competition)*

**CONTINUED.....**

**Meeting Night Dinner:** A few of us have been getting together before our meeting in the Club Bistro. Why not join us from 6.00pm for dinner and a chat.

**Next Meeting:** Tuesday 8 February 2022 at 7.00 for 7.30 pm at Edgeworth Sport and Rec Club (1A Park Street, Edgeworth).

Bill Kenchington, Secretary.

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### *A little snippet – Ford Probe*

Many people would nominate the Ford Capri as one of the more popular post WW2 Ford two-door sports sedan we saw in Oz and probably because we saw plenty of them out here, from the four cylinder to the fabulous V6 models. Just think back to Allan Moffat's RS 3100 Capri that he raced in the mid 70's. However, most motoring enthusiasts would like to forget the convertible version made in Australia and exported as a Mercury Capri to North America.

However, there was another two-door sporty sedan that we saw in Australia, the Ford Probe. This was the replacement for the Ford Capri but with a front engine and front wheel drive structure. **See next pics.** Coincidentally, one of my new neighbours has a white one sitting in his garage. I have to say that you rarely see them anymore on our roads but I think they were a nice looking model.



**NEO brand 1:43 scale resin model of the Ford Probe.**

Through their partnership with Mazda, Ford had turned out a few re-badged models, one of which was the Ford Probe. It was manufactured from 1992 till 1997 and shared the platform and running gear of the strong and reliable Mazda MX-6, though with a Ford U.S. designed body and interior and has been written as being an attractive car, even by today's standards. Style wise, it was a sleek wedge shaped two door coupe with pop-up headlights blending into the leading edge of the bonnet and a large wrap around rear glass area with a lift-back rear glass panel.

The Probe came in series 1 form with a 2.2 litre straight four cylinder engine putting out 82kw in power, a 2.2 litre Turbo Four with 108 kw and a 3 litre V6 with 104kw of power. The series 2 models had 2 litre engine with 88kw power and a 2.5 V6 with 122kw of power. All of the Probe models came with either a five speed manual gearbox or a four speed auto as an option.

From my research, it appears that it was available in Australia from 1994 to 1998 with slight differences to the U.S. and European versions. Ford Australia had decided to bring it out here for some reason and maybe with the thought in mind that it would be as successful as the Capri. I read that this was around the time that they also brought the Ford Taurus into the Country. The Australian model had the 2.5 litre V6 engine and plenty of luxury items as standard equipment such as air-conditioning, cruise control, power windows, power mirrors, radio-cassette and an alarm as well as safety features such as ABS and dual air-bags.

For North America and Europe, the Probe was designed to go up against the Vauxhall and Opel Calibra and the Toyota Celica, and was slightly less in price, however, they were slightly smaller in cabin space and the V6 models proved quite thirsty. As well, the four cylinder models were considered weak in the performance area. Probably a nice little cruising coupe rather than a decent performance sports car. **Terry.**

**FORD CONSUL CORSAIR - Another 60's car - Cutting edge comfort, space and looks.**



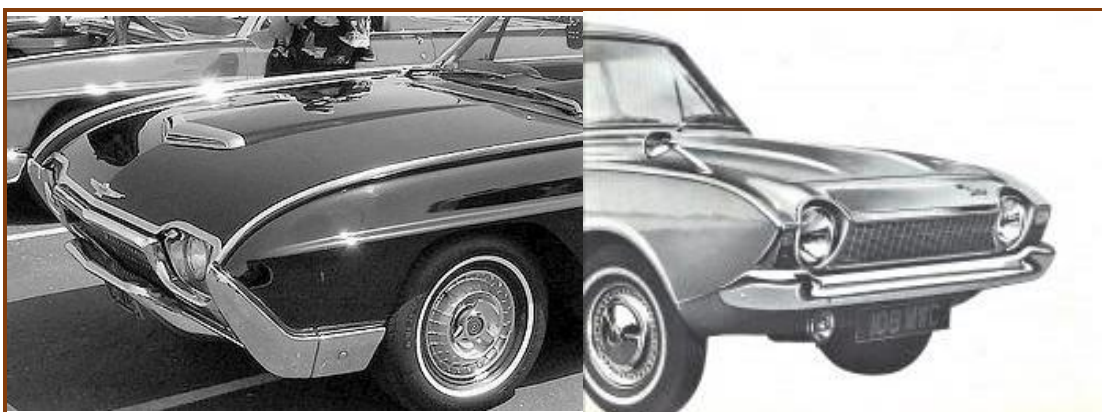
Another '*Cars we loved in the 60's*' from the British book written by *Giles Chapman* is the mid-sized Ford Consul Corsair released in 1963 to replace the shunned Consul Classic and Capri. These two autos were written about in the *January 2022 Gearbox*. The Corsair was designed to fit between the Cortina and the Zephyr.

Giles wrote that upon release there was a twelve week waiting list for the Corsair and he believed that this was a car that '*middle-class drivers went for its cutting edge comfort, space and looks.*' In October 1963, *Motor Magazine* wrote of the four door De Luxe model saying, '*Reasonable overall economy is combined with good performance, a pleasant ride with sure but not sporting handling. Emphasis has been placed on comfort.*' This was so different from the Consul Classic and Capri reviews. *The lead-in pic* and those further on, are of my 1:43 scale diecast model of the two door De Luxe model of the 1963 Ford Consul Corsair by *Cararama*.

To me, the Corsair seems to have been an attractive vehicle yet it was **not** imported into Australia officially, so any seen on our roads would have been brought in privately. I suppose Ford would not have considered bringing it to Australia as we had the very popular, and successful for Ford Australia, Cortina range. Funny thing though, from 1989 to 1992, the model name '*Corsair*' was used by Ford in Australia on a re-badged *Nissan Pintara*.

And speaking of the Cortina, the Corsair was based on the Cortina structure with the wheelbase stretched by three inches. All the glass, with the exception of the rear window, was actually the same on both vehicles. The door frames and other sections of the body were also shared with the Cortina. However, the body styling had subtle differences in specific areas, including the vertical pointed tail lights that almost led into a small fin shape at the top of the rear guards. [Almost like the fin you have when you don't have a fin.]

Most notably though was a front end that was based on the American Thunderbird that Ford promoted as an aerodynamic style with the arrow head profile of the front guards. As well, the headlights were pushed back into the front façade of the wide metal mesh finished grille. So, with these changes, it is unlikely many would have guessed the Corsair's strong connection to the Cortina. *Next pics are of the front ends - At left is the 1963 Ford Thunderbird and at right the British Ford Corsair.*

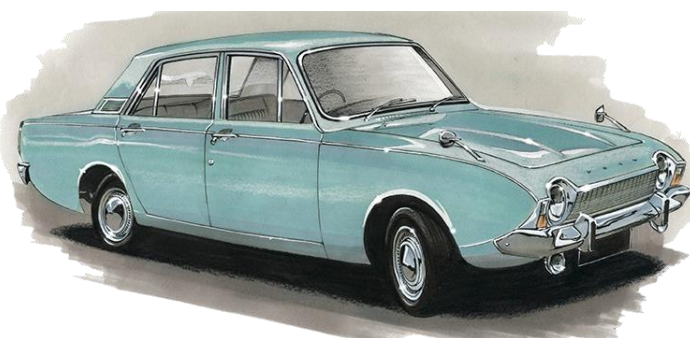


The Corsair was built as a two door and a four door sedan and in standard, being a very basic entry level model, and in De Luxe and GT trim. In 1967, a convertible was built in very small numbers by Crayford, a coach builder based in Westerham, Kent. An estate or station wagon was also produced in very small numbers in 1966 and 1967 having been outsourced to Abbott, coach builders based in Farnham, Surrey.

Though two door versions of the sedan were poor sellers and are extremely rare on British roads today, they were made for use both in Britain and for export, but in very small numbers. The De Luxe models offered a two tone interior finish, windscreen washers and dual sun visors. It also offered as an option, front bucket seats with a floor change. In 1967, a luxury model, the 2000E, was released with a walnut veneer dashboard, a top-of-the-line radio, a cigarette lighter, cut-pile carpet and lighting for the boot and the engine compartment.

The Corsair initially used the Cortina's 160 bhp [119kw] 1.5 litre Kent four cylinder engine through a four speed manual gearbox with a steering column mounted gear lever. After the first 160,000 models had been produced, the Corsair gained an update in 1965 with the *Consul* name being dropped and a 1663cc V4 engine replacing the 1.5 litre straight four, an engine being used in the Ford Transit Van. An automatic gearbox was also available as an optional extra. The V4 engine led to complaints that it wasn't a smooth running motor and many thought that the 1.5 litre Kent engine it replaced was the better of the two power plants. Then, in 1966, a 1999cc V4 was made available as an option, but it too was criticised as not being as smooth as the old straight four Ford Kent engines.

Upon release, the famous British racing car driver and two times F1 World Champion, Jim Clark, conducted a road test for the Ford Times magazine. *British Classic Cars on-line* had him writing that the new Corsair had a *remarkably powerful punch even at low rpm... the doors "close like a dream."* It was also Mr. Clark who was seen pouring champagne over the first Corsair to leave the Halewood production line and in the company of top model Jean Shrimpton, the latter decorating the bonnet, in an especially beguiling print advertisement. The message was clear; *women would want you, men would admire you and Morris Oxford owners would envy you.'*



*Artists impressions of the four door Consul Corsair as used in factory ads.*

Internally, the Corsair shared many of the interior fittings and accessories with the Cortina, though most motoring journalists didn't see this as a problem. They were more interested in the fact that the Corsair offered a very quiet and comfortable ride with plenty of room for four adults. Interestingly, one magazine is supposed to have claimed that you could look at the Corsair as a rich man's Cortina or a poor man's Zephyr Mk III which had been launched around the same time.



In 1970, the Ford Corsair was replaced by the enlarged Cortina Mark III that replaced the Cortina Mark II and now became Ford's mid-sized car as a new smaller model, the Ford Escort, slotted into the model size below the Cortina. During its six years in production, Ford manufactured 310,000 models of the Corsair.

In recent times, you would have seen in the BBC TV series of the same name, Inspector George Gently's offsider, Detective Sergeant John Bacchus, driving a mid-blue Ford Corsair and it didn't look too bad at all after all this time. *Terry.*

# PEUGEOT 402 – A CHALLENGE TO MEDIOCRITY



We'll go back to 1935 for another taste of France. Worldwide, automakers were still hesitant to change the then technology or vehicle body styling from their boxy squared lines, even though this was the **'Art Deco'** age that was inspiring streamlined geometric objects and structures. This was especially true with regards to what you would generally see around you then, such as new building structure's facades that featured horizontal shapes with curved ends. It has been said that the Art Deco design movement then, was all about suggesting movement.

In the [December 2014 Gearbox](#) article on the Chrysler and De Soto 'Air Flow' models, introduced in 1934, I mentioned signage in the National Rail Museum in York, England. In part it read in relation to styling, *'...in the 30's, streamlining evolved from a means by which vehicles could go faster, by reducing air-resistance, to a design movement and even a whole philosophy...Streamlining gloried in the power of the machines to transform the world.'*



**Above**, the 1934 Chrysler **Air Flow** [called a 'Heston' in the UK] displayed in the National Rail Museum in York. Chrysler, under the influence of Art Deco sophistication in style, were probably trying to transform automotive design and ride quality into the future, yet the 'Air Flow' turned out to be a failure. It could have been that the American motoring public were not ready for the radical 'Air Flow' concept in the mid 30's.

But over in Europe, Citroen had just changed the rules of automotive design. In 1934 they introduced the 'Traction Avant' which totally went against the ethos of the average European family vehicle being known generally for reliability and toughness and not necessarily for beauty of body style. **See next pic.**



Citroen made a vehicle that was different; one that was front wheel driven with the body of the vehicle, together with its floor plan and chassis, formed into a single structure known as unibody construction. This led to a cabin with a flat floor and a body without running boards. The name *Traction Avant* means front wheel drive and this vehicle was the start of a new era in automaking for Citroen, and would immediately provide a test for Peugeot to grapple with in order to match Citroen's amazing new concept in vehicle functionality.

Peugeot was one of the world's oldest auto makers with the family having commenced making goods in the early 1800's that included tools, coffee and pepper mills, kitchen utensils and bicycles. They built their first automobile in 1889 and in 1896, a relative started up an automobile business separate to the main family business. This continued until the family amalgamated all business under the one umbrella in 1910.

Though known for their conservatism in auto design, the very capable Peugeot engineers had paid attention to Chrysler's work on streamlining and the resultant 'Air Flow' models produced. They too were fascinated with the concept of streamlining and its visual aspects particularly as it applied to efficient vehicle aerodynamics. After all, this was the era of Art Deco and France was always to the fore of new designs in sophisticated lifestyle items such as jewellery, fashion and other elements of life's little pleasures, so why not in automobile design.

Generally built along the same conventional lines as most European cars at the time, the 1935 402 model was a new beginning for Peugeot vehicles with a low stance similar to the Citroen, but built on a freshly designed conventional rear wheel drive chassis with reflections of Chrysler's streamlined body style. It had the two piece windscreen, but more angled, and it had a more rounded front nose area with a flowing decoration along the sides of the bonnet between the front guards and the front doors. What also stands out are the headlights that are positioned side by side behind the sloping reverse teardrop shaped radiator grille. The 402 had a 12 volt electrical system composed of two six volt batteries and that, notwithstanding the actual location of the headlights, provided excellent night driving vision. **See lead-in pics.** As well, the 12 volt system allowed for twin wipers, each with their own electrical motor, and an interior clock in the dashboard.

Some conventional Peugeot parts were used, such as the cable operated mechanical brakes, but the vehicle's new architecture ran on a freshly designed front independent suspension with rear self-lubricating leaf springs. It was powered by a new 55hp [41kw] 4 litre overhead valve four cylinder engine through a three speed manual gearbox with a top speed of 70mph or 112kph. Both the gear lever and the handbrake lever exited from the dashboard and so, as with the Chrysler Air Flow, this allowed a wide three passenger front bench seat.

As well, the interior was designed in the art deco style and had maroon coloured velour fabric covers for the seats and door panels that contrasted with the brown bakelite switching knobs. The steering wheel hub had a multi-switch button attached for the lights and horn. The four door models had conventional rear operating doors, but front suicide type doors.

Of note, at the time of release, an automatic gearbox had been designed as well as a V8 engine, however, the costs of an automatic precluded it from manufacture and the clouds of war ensured the V8 did not enter production.



**The above pic** of a later model with a single piece windscreen shows up the art deco styling in so many ways with the decoration over the rear mudguard cover being very much of that style. You can see the exaggerated slope of the radiator grill with an emblem at the top of the grille that could be twisted to release the bonnet. The four door model looks quite long, and in fact, was just over 16 feet [4.9 metres] in length and sat on a 124 inch [3.15 metres] Wheelbase. Upon release, there were eight different models set for production and these included the four door sedan as well as a three seater roadster that also had a two passenger external rear 'rumble' seat fitted.

There was also a coach styled six seater coupe model and a sedan built along the lines of a utility with a two piece tail gate for ease of loading. There would be two other wheel bases used in its lifetime, one for smaller sized models and one for a larger model where the extra length was taken up to facilitate three rows of seating.



**Above pics** are at left, a Tecnoby brand model of a 1938 long wheelbase Peugeot 402 with the three rows of seats. Cost is around A \$100 landed. At right is a CCC brand model of the two-door six seater coupe at a cost of around A \$150. Both are in 1:43 scale diecast.

In the *December 2015 Gearbox*, we had a story on the French dentist, Georges Paulin, who in fact was a brilliant auto designer on the side. Paulin became a member of the French Resistance in WW2 but was betrayed, captured and executed by the Gestapo in 1942. Paulin was a genius within the coach-building industry and was a designer who, after a few drawings, could come up with elegant streamlined body styles for use by such makers as Delage, Delahaye and Peugeot. Paulin, with French car dealer Emile Darl'mat, designed and created a revolutionary roof called the 'Eclipse.' It was the first power-operated retractable hardtop and was patented by Paulin in 1931.

The 'Eclipse' roof would be released at the top of the windshield and the reverse-hinged rear boot lid could be raised so that the hardtop roof section could slide back under it. The device had a pair of counter-balancing long elastic bands for ease of use and could be completed in a minute or so and by one person, though two could do the job quicker. It was simple, yet quite clever. French Coachbuilder, Marcel Pourtout, later purchased the sole rights to use the 'Eclipse' from Paulin and also went on to devise an electrical mechanism to operate the 'Eclipse' roof.

Upon release, Peugeot's version of the 402 'Eclipse' became another sensation for the company. The 402 Eclipse needed the long wheelbase 402 chassis to house a rear deck long enough to completely take in the retractable hardtop, but also allow two rows of wide bench seats for six passengers. Brilliant! **See next pic.**



**Two pics above - Norev brand 1:18 scale diecast model of the Peugeot 402 Eclipse with top retracted. Terry.**

## -MARK'S TRI-ANG 'EVENING STAR' LOCOMOTIVE-



### WHAT'S IN THE BOX?

After a patient wait of 50 years I finally got a Tri-ang Evening Star locomotive. *See next pic.* These came out in 1971 and it was quite a difficult locomotive to model. The problem is to find a way of putting in an electric motor and still have daylight between the chassis and boiler. Also the 2-10-0 wheel configuration has to be able to go round tight radius corners found on model railway layouts.

The problem of the motor was overcome by placing it in the tender with the wheels of the locomotive picking up the current from the track. The other problem of the long wheel base was solved in the same manner as the real thing and that is to remove the wheel flanges from the centre set of driving wheels. [A flange is the protruding edge or rim around the outer perimeter of a steel wheel and designed to keep the wheel on the track.]



*This is my Tri-ang ready to run model which has never been on a track (which would be as rare as hen's teeth). One almost mint boxed Evening Star. One name plate missing and the copper pipework below the cab. Very easy to fix.*

All Tri-ang locomotives leave the flanges off the centre drive wheels for better cornering on tight radius track as it helps to fit layouts that have to take up small spaces because English houses are not large.



*Mark's new Tri-ang 'Evening Star' model locomotive.*

The 9F was the last of the British Rail Standard Class and without doubt the best, its pulling power was amazing. They often pulled trains weighing 787 tons up gradients as demanding as 1 in 35. On passenger trains they would often reach speeds of 80 and 90mph. Their detractors pointed out that at a cost of £33,000 each and with the phasing out of steam long before the end of their working life, they were a waste of money.



Evening Star was the last steam locomotive built for British Rail mainline service. It was built at Swindon. There are other higher numbered 9Fs that were built at Crewe, but they were finished before the Swindon locomotive. Evening Star came into service in 1960 and it was the only locomotive to be earmarked for preservation before coming into service. **Next pic – Evening Star in the National Railway Museum at York.** By 1965 it was all over for Evening Star, in fact, some of the 9F class had already started to be scrapped with 20 years of life still left in them.



Regarding the British Railways Standard Class 9F, a total of 251 were built. Production was shared between Swindon with 53, and Crewe Works with 198. The Evening Star is often said to, not only be the last steam locomotive built by British Railways, it is also the last made by Tri-ang. As romantic as this is, the last locomotive built by Tri-ang is a GWR Class 57xx pannier tank. The Evening Star was the second last.



*A little history on 92220, the 'Evening Star.'* Completed at Swindon, at a cost of £33,500, in March 1960, it was the 999th and last steam locomotive built by British Railways. **92220** was finished off in GWR [Great Western Railway] green livery with a copper capped chimney and given the name *'Evening Star.'* As mentioned above, it was the last steam engine to be built and was earmarked for restoration and preservation as soon as it was built.

The Evening Star operated for only five years but was always in service. This may have been a very short period, nonetheless, it had a solid reputation for various quality achievements such as in June 1960, pulling the *'Red Dragon Express'* at estimated speeds up to 90mph. As well, it did so whilst using less coal than a GWR Castle class, or the rostered Standard Britannia class locomotive would have done. The Red Dragon was an express passenger train that ran between London's Paddington station through to Swansea in South Western Wales and onto Carmarthen.

In September 1962, 92220 was transferred to the Bath Green depot in order that it could haul the very last Pines Express train over the Somerset & Dorset line on 8th September 1963. In doing so, it managed the heavy twelve carriage train with ease. Around this period, the Evening Star was also used from time to time to haul some local trains between Bournemouth, a coastal resort town on the south coast of England, and Bath, the historical and beautiful city on the Avon River in South Western England.

The Evening Star locomotive was withdrawn in March 1965 after five years in service and overhauled at the Crewe Works. After being in storage for a short period at the Pullman Car workshops at Brighton, it was loaned to the Keighley and Worth Valley Railway from July 1973 until May 1975 whilst the National Railway Museum at York was being completed. It was also used occasionally on the same North Yorkshire Moors rail line that many would have seen in the background of the TV series *'Heartbeat.'* Upon being based at York, it was used occasionally on the mainline before being loaned to the West Somerset Railway for the summer season of 1989.

In fact, the Evening Star was used on many *'specials'* on British Railways lines in the 1980s, however, all 9Fs were subsequently banned from UK mainline tracks because the flangeless centre driver caused problems with newer points. In 1990 the Evening Star returned to Swindon where it went on static display before being returned to the York railway museum after it was refurbished.

*Thanks to Mark for another interesting historical Railway story regarding vintage British locomotives.*

*Another little motoring snippet – LIKE CHALK AND CHEESE – 1952 Nash Rambler Station Wagon and 1965 Aston Martin DB5 Radford S/wagon.*



*The 1952 Nash Rambler Station Wagon courtesy of Sotheby's Auctions.*

The *lead-in pic* is a **1952 Nash Rambler** Station Wagon, one of a range of Nash Rambler models some American motoring historians say were amongst the most important American cars ever made. Part of their reasoning is that post WW2, the average American motorist held a view that it would be better to drive a second-hand full size car than a new mid-size or compact car. But in 1950, Nash were able to showcase a compact vehicle with excellent interior space and viability for 'everyday use' in their new compact Nash Ramblers.

The Nash Rambler was built on a shorter wheelbase to the company's large Nash Ambassador sedan and with minimal overhangs. Nash advertised them as '*The Rambler all-purpose sedan*' and the new models were powered by a 2.8 litre 82 bhp [62kw] straight six cylinder engine rather than a V8. They followed up their sedan range with the introduction of a two-door station wagon in 1951 followed by the four-door model in 1952. The smaller Rambler models with their excellent fuel economy and equipment levels, made an immediate impact on the public perception of compact cars and became a very successful product for Nash. However, good things don't always last, and it didn't take long for America to revert back to '*the bigger, the better.*'



*The Radford-built 1965 Aston Martin DB5 Station Wagon Courtesy of Sotheby's Auctions.*

The Aston Martin DB5 is well-known because of its appearance in the James Bond movie 'Goldfinger.' However, Aston Martin's owner, David Brown, wanted a model for personal use, and one that he would be able to place his various sporting equipment into easily, as well as his hunting dog.

Aston Martin soon approached the established Coachbuilding firm of Harold Radford and Company to produce a 'Shooting Brake' or as we know it, a station wagon body on the DB5 chassis. Radford was well known for turning out the limited production hand-crafted coachbuilt 'Countryman' bodies on the Rolls Royce and Bentley chassis. And so, David Brown soon had his special Aston Martin DB5 wagon, but the trouble was that everyone who saw the vehicle, and who thought they too could afford it, also wanted one.

As the Aston Martin factory was at full production in supplying their popular DB5 to salesrooms, they were forced to outsource the DB5 shooting Brake production to Radford. All up, twelve very expensive examples were completed by Radford with just four in left hand drive for export. Probably worth a fortune today. *Terry.*