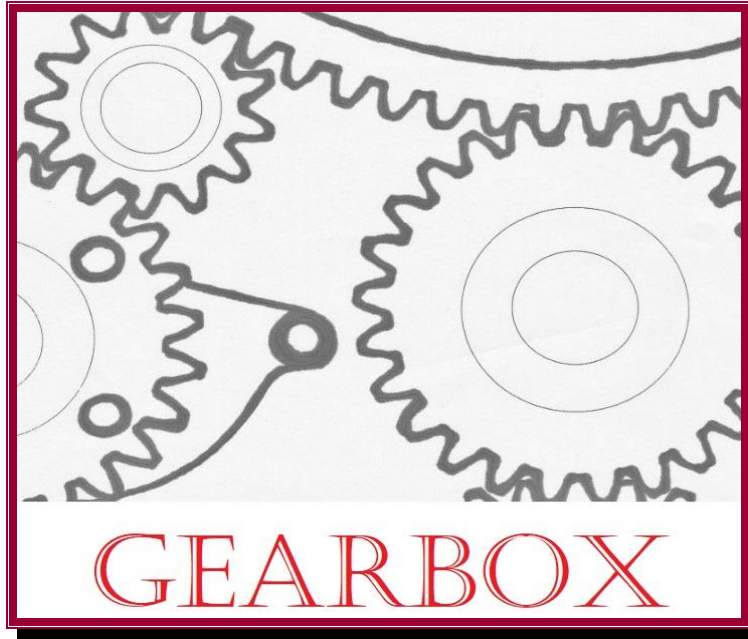


HUNTER MODEL AUTO CLUB INC.



~NOVEMBER 2022 EDITION~

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



A couple of old-timers spotted down here in Paynesville.

***** PLACEGETTERS FOR THE HMAC REAL MODEL COMP FOR OCTOBER. *****



ABOVE - FIRST PLACE WENT TO PIETER WITH HIS EUROPEAN BUS DISPLAY.



ABOVE – SECOND PLACE WENT TO GERALD’S ENGLISH BUSES



THIRD PLACE WENT TO PAUL C’s UTA BUSES.

HUNTER MODEL AUTO CLUB INCORPORATED

Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 11 October 2022

Meeting Opened: 7.32 pm

Members Present: 20 Apologies: 5 Visitors: 2

Previous Minutes: Moved: Ernie Williams Seconded: Mark Jenkins “That the September 2022 Club Minutes be accepted”. Carried.

Treasurer’s Report: The Treasurer reported that the Club funds stand at \$864.09.

Moved: David White Seconded: Shane Neems “That the Treasurer’s Report be accepted.” Carried.

Correspondence:

Inwards:

- i) South Hants Model Club – October 2022 “Wheel Nuts” magazine.
- ii) West Australian Model Club – October 2022 “Showcase” magazine.
- iii) Sydney Model Auto Club – September 2022 “Think Small” magazine.
- iv) Canadian Toy Collectors Society – September 2022 magazine.
- v) Coventry Diecast Model Club – Autumn 2022 “Wheel Spin” magazine.
- vi) Wessex Model Club – October 2022 “Wessex Small Talk” magazine.

Outwards:

- i) Club Members – Reminder for October 2022 meeting and model competitions.

Moved: Diane Kenchington Seconded: David Rosser “That the Correspondence be accepted”. Carried.

Matters Arising:

- i) Richmond Vale Family Fun Fest Model Display – Four members Brian F, David S, Paul C and Bill K provided model displays on both days. Crowd numbers on the Saturday were low as the weather was not very inviting. The Sunday was a much better day with great weather.
- ii) Kurri Kurri Public School Family Day – Members were reminded of this event which is planned for **Saturday 29 October 2022**. Our Club has been invited to provide a display on the day. Andrew and Matt V, David S, Ernie W, Trevor P, Brian F and Bill K indicated that they plan to display.
- iii) Procurement of Club Shirts and Jackets – Paul showed the members the jacket with Club motif he purchased from Hip Pocket Workwear & Safety, Shop 15, 15 North Mall Rutherford, NSW 2320. Phone: 4934 8313 at a cost of \$63.94. Members wishing to acquire any Club apparel were encouraged to visit the shop and check out their jackets and shirts.

General Business:

- i) HMAC 40th Anniversary Celebration – Discussion took place as what we should do to celebrate this event in 2024, being just over 12 months away. Various suggestions were made including the Club jacket, a Club cap, Club model car or Club mug and all with the Club motif and “40th Anniversary” or “1984- 2024” added. As time is getting away, members were asked to come up with some firm proposals before the end of the year.
- ii) Club Christmas Dinner Meeting – It was agreed to pursue holding the Dinner at our normal venue Edgeworth Sport and Rec Club on our meeting night Tuesday 13 December 2022.
- iii) MAR Online – Members were reminded to visit this forum site as it has wealth of information on our model collecting hobby.
- iv) Online Model Car Auction – Members’ attention was drawn to the latest edition of the “Showcase” magazine of WAMC which has an article on this online auction run by Donningtons.
- v) 2022 Hunter Toy and Hobby Fair – Paul reported on very positive feedback from Edgeworth Sport and Rec Club, and they hoped that we would hold a similar event next year.
- vi) Bus and Coach Show – Trevor P reported that he, Ken McG and Ernie W attended this event the other week in Sydney.
- vii) 2022 Annual General Meeting – Members were reminded that our AGM will be held at our next meeting on 8 November 2022 at our normal venue.
- viii) 2023 Virtual Model Competition – It was agreed that we would continue to hold the Virtual Model Competition in 2023.

Model Competitions:

“Actual” Model Competition: “Bus” – Any scale up to five (5) models.

1 st	Pieter Zeeman	European Buses.....	38 Points
2 nd	Gerald Kominatos.....	English Buses.....	18 Points
3 rd	Paul Campbell.....	UTA Buses.....	14 Points

“Virtual” Model Competition: “Two Tone Vehicle” – Any scale up to five (5) models only and ONE PHOTO ONLY.

1 st	Ernie Williams.....	Holdens.....	16 Points
2 nd	Bill Kenchington.....	Chevrolets.....	15 Points
3 rd	Terry Payne.....	American Haulers.....	11 Points

Next Meeting: Annual General Meeting - Tuesday 8 November 2022 at 7.00pm for 7.30pm at Edgeworth Sport and Rec Club. This meeting will consist of Election of Committee Members, determination of the 2023 Subscription and 2023 Model Competition Categories.

Next “Actual” Model Category - 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.

Next “Virtual” Model Category - November: “Open” – Any scale up to five (5) models only and ONE PHOTO ONLY.

Meeting Closed: 8.20pm .

Looking back - A few more pics from the 2016 club visit to ‘Lost in the 50’s’, this time Dodge models.



I thought I'd throw in a story from our late HMAC member, Phil Cohen, that has been featured in a previous Gearbox. Phil, an Ex-pat North American, enjoyed sending us motoring stories for the Gearbox, as well as his pictures of old car advertisements. Terry.



TALES OF THE MEXICAN ROAD RACE – Phil Cohen

Forget TV shows, the *Carrera Panamericana* was truly an 'Amazing Race' - insane speeds over a hair-raising course, international competitors and astonishing exploits.

The Mexican Road Race, as it was more commonly known, was inaugurated in 1950 to celebrate the opening of the Mexican section of the Pan-American Highway. The six-day race covered 3,373 kilometres, with elevations ranging from 100 metres above sea level to winding mountain roads reaching 3200 metres.

The first race was won by Herschel McGriff, driving a 1950 Oldsmobile, arguably the first muscle car, with the big new Olds ohv V8 mounted in a Chevrolet-sized body. The car ran faultlessly - just as well because neither McGriff nor his co-driver had any mechanical ability, much less any tools.



A replica of the winning 1950 Oldsmobile 88

In 1951, Ferrari showed up with two V12 Berlinetta models, basically beefed up Formula 1 cars with Vignale bodies. Predictably, the purpose-built cars finished 1-2.



Ferrari 212 Berlinetta

In third place was a '51 Chrysler with its brand-new Hemi V8 engine. Then, ahead of all the big ohv V8 Cadillacs, Chryslers and Oldsmobiles, came a three-year-old Mercury coupe driven by Indy winner Troy Ruttman, with Clay Smith as co-driver. How did they do it?

The '48 Mercury was just a Ford with different grille-work and a ¼ inch longer stroke crankshaft but Smith, an acknowledged Ford wizard, chose well. The car's solid front axle meant the engine sat behind the centreline of the front wheels; technically a mid-engine car with near-50-50 weight distribution ideal for road racing, and the "horse-and-buggy" transverse leaf spring suspension made it easy to lower the car's centre of gravity. Finally, no one knew flathead V8's better than Clay Smith, who designed and sold his own range of racing camshafts. If Ruttman hadn't caught a case of 'Montezuma's Revenge,' they could have scored a podium finish.



A rare photo of the Ruttman/Smith 1948 Mercury, clearly showing a lowered suspension.

In 1952, the Germans rode into town. Their mounts were Mercedes Benz's first bid for post-war racing supremacy: two aerodynamic, fuel injected 'gull wing' 300SL coupes and a 300SL roadster. Among the drivers (who included American John Fitch driving the roadster) were Karl Kling and his co-driver, Hans Klenk, and it was on the first stage of the race that they inadvertently entered motor racing folklore, with the equally unplanned assistance of a large buzzard. It was sitting alongside the road when the Mercedes rounded a long curve at around 200 kph, its exhaust bellowing. The startled bird rose into the air, timing its ascent perfectly to crash through the car's windscreen on the passenger side.



At left - The 1952 Mercedes 300SL Carrera team. At right – shortly after the collision

The image of two Germans and a dying buzzard thrashing about in the 300SL's already intimate cockpit is probably better imagined than described. Suffice to say that Klenk was momentarily knocked unconscious, Kling managed to get the car off the road and stopped, and they ejected the buzzard (and later reported that the worst part of the collision was the terrible stink in the cockpit). Kling then set off at a moderate pace but the intrepid Klenk immediately yelled "Drive, Karl, drive!" Kling put his foot down. At the next tire change, Klenk got some first aid, then they roared off.

Following a no doubt animated discussion at the pit stop that evening, the mechanics worked into the night, fabricating and installing what became known as the 'bird bars,' eight vertical bars arrayed across the windscreen. The next morning, Kling and Klenk set out in their newly-armoured 300SL and with no more flying fauna to worry about, won the race.



At left - Crossing the finish line. At right - savouring an amazing win.

The Carrera Panamericana ended two years later – too many fatal crashes and ultimately impossible crowd control. Ironically, its most significant legacy had nothing to do with the cars or the drivers. Before the '52 race, the meticulous Germans scouted the course, preparing detailed "pace notes" for the navigator to communicate to the driver during the race; standard practice in modern-day rallying.

But the year before, Clay Smith had recorded the route on the way to the starting line, then kept Troy Ruttman informed during the race about what was coming next. A resourceful Yank did it first.

(Author's note: I've been asked why I don't write about models, and fair enough. For the record, I have models of all the cars I've written about but for technical reasons, it's easier to send internet images to Editor Terry than to send my own photos. This month, for the record, I have eight Carrera Panamericana models, seven 1/43's and the superb 1/18 CMC model of the 'Bird Bar' Mercedes.) Phil Cohen

**** For those who are new to our Gearbox newsletter, the late Phil Cohen was a good wordsmith and his articles were always quite interesting. Terry**

--- MARKS BRITISH RAILWAY PRAIRIE CLASS 2-6-2 LOCOMOTIVE ---



The Prairie Tanks first came out in 1905 and went through several changes. The last were built in 1935. The Kitmaster model is the last of the Prairies and they were numbered 61xx. Trainspotters used to call them sixpence and a penny because of the numbering. Like the LNER J50 the tanks are sloped at the front to give better vision for the driver.

This is part of my building Tri-ang locomotives that Tri-ang did not get time to do. To try and stay true to Tri-ang you must be prepared to only use Tri-ang parts and age related kits. This is an old *Kitmaster* kit now made by Dapol. The kit has been assembled without the chassis and has had some of the interior cut away to allow the Tri-ang motor and chassis to be fitted. The chassis is from a Princess class locomotive and the cylinders are from the old Davey Crockett locomotive I wrecked for the J50. It is a tight fit, the valve gear is the same on the Princess and the Davey Crockett. So I will shorten up the cylinders and reshape them rather than shorten up the connecting rods because Tri-ang always tried to use common parts to save on costs. Also for those of you who know this class of locomotive, you will realise the rear set of drive wheels are too far forward. Again this is something that wouldn't have worried Tri-ang. This keeps the 1960s look of the model. If Hornby did this today they would not be able to sell one, and it would be the end of their business.



Still have the pony truck and trailing bogie to make.





Spot the difference! I have changed the British Railways logo to the earlier version. Nickname Lion on a unicycle the later one is known as the ferret holding a dartboard.



All the wheels are on now. Just the cylinders left to fix up.



Above - Here are the finished locomotives; they have been fun to build without getting too carried away with detail. I have found when restoring 1/1 scale cars and trucks (my paying job) you enjoy the less than perfect ones the most. The more perfect you make them the more worried you are about damaging them. This is also true when you scale down.



The previous pic is the Tri-ang TT3 Prairie and you can see how simple the valve gear is. I have tried to keep the same look to the OO scale model. The only difference was I thought it would look nicer in the earlier green livery. *Next pic.*



The finished locomotive is a true Tri-ang locomotive. It is a good running locomotive that, while looking like a Prairie tank, it is not a perfect copy of the real thing. Instead it is a reliable toy train that will give hours of fun.



There are quite a few Prairie locomotives that have made it to preservation. This is the only 61xx to survive it is not currently in steam. It is at Didcot near Oxford in England. Tri-ang did make a model of Prairie 6151 in TT3, they just never made it in OO. **Mark.**

I read that over 1,000 of the 2-6-2 configured locomotives were manufactured in the U.S.A out of around 1,700 produced world-wide. A 2-6-2 wheel alignment loco went into service on New Zealand Railways in 1885, nearly ten years before they hit the rails in the U.S. The 2-6-2 configuration locomotives were much later named as the Prairie class which also stuck to the British 2-6-2 steam engines.

For those members interested in model railways, **Dapol Models** have the following on their website: -

'The 5101 class of large Prairie locomotives were updated versions of the 3100 class and built between 1929 and 1939 which included the 6100 series, with a higher boiler pressure and designed for London suburban services. The final locomotives were built between 1946 and 1949 with the last twenty not receiving Great Western livery.

During December 1965, the last eleven locomotives were withdrawn all being from the 6100 batch. Dapol shall be manufacturing these models from the early 1930s when cab side shutters were added.

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At the time of writing, Frontline Hobbies had a 2-6-2 model at \$273, so Mark has done well with his effort. **Ed.**

THE VINYL ROOF WAS ONCE ALL THE RAGE

The *Classic and Sports Cars* on-line magazine had a story last year on how the vinyl roof was the trend at various times over the history of the automobile, and even back in the 20's and 30's. **See next pic.** I have to admit loving the vinyl roof on most family and compact sized sedans and think they look great when shown on scale model cars, especially in the Trax 1:43 scale range of our Aussie models.



1933 Lagonda Special Weyman Saloon with a vinyl roofline and cabin spotted by the author in England.

The on-line article pointed out that, though some detested the arrangement of vinyl over metal, many felt it was an attractive addition. The author also indicated that back in the 1920's and 30's, it was used to create the illusion by some owners that their 'fixed roof' sedan could have been seen as a convertible from a distance. However, over the decades since, especially in the 1970's and 80's, it often became a desirable option, even though it could have been an expensive addition to your purchase.

We often think of the US automakers, especially from the muscle car era of the mid 60's to the mid 70's, as being at the forefront of producing various models fitted with a vinyl roof as an option, not only on the luxury trim versions, but also on high spec performance models like the 1968 Pontiac GTO **in the next pic**, modelled in 1:24 scale diecast by 'Hot Wheels.' During the muscle car era, each of GM's five Divisions as well as those of Ford and Chrysler, turned out models with a vinyl top and many of these have been modelled by Ertl/American Muscle in 1:18 scale.



Even in what was the 1970's Britain, their automakers had started to produce versions of their cars with a vinyl top in larger quantities than the number usually produced each year on models that were reserved as high-end trim level vehicles. As an example, in 1971, Ford released an orange Capri called a Vista Orange Special that had a vinyl roof and proved so popular that from then on, the Capri always seemed to have models with a vinyl roof as an option available with each new model year release.

The Mark III Ford Cortina was another British sedan from the early to mid-70's to have the vinyl roof as an extremely popular option and they were quite common, not only in Britain, but in Australia as well. What I have found as a collector, is that Vanguards have modelled many British cars in 1:43 scale diecast with simulated vinyl tops so that there are plenty available for those who like to collect them. They are usually well detailed with the vinyl being simulated using a matt finish duco and they look very nice in the display cabinet. *See next pics* for two examples.



Vanguards 1:43 scale models of British cars with a vinyl top. At left a Ford Granada and at right a Rover 3500.

Some of the best models with a simulated vinyl top are the Aussie models made by Trax. They have produced a nice range over time in 1:43 scale such as the metallic tan coloured VE Valiant VIP sedan with a black vinyl roof. Another two outstanding examples are the ZG Ford Fairlane, one of which is in a nice orange colour with a cream vinyl roof, and the Chrysler VG Regal 770 Valiant, which to me, was one of the best looking Valiants to hit the road out here after the VG two-door hardtop models. Then there is the 1:24 scale Chrysler by Chrysler two door hardtop. Amazing detail here. For me, a car with a vinyl roof is something I have always admired as far as appearance goes, and I really appreciate the fact that so many have been produced as scale models, especially the Aussie autos.



Some Trax models with a vinyl top. A Chrysler by Chrysler 2-door and the author's Chrysler VG Regal 770 Valiant.

Like many members, in my early teens I started out making 1:32 scale plastic Airfix models starting with the planes like the Hurricane, Spitfire, MiG15 and the German Me262 to name a few before I progressed to their cars like the Mark III Zodiac. I made about four of their Lotus Cortinas in various colours before I had a go at ships followed by the Tamiya tanks before moving to AMT 1:25 scale car kits of which I had quite a collection of completed models.

At some point in time in my late teens, I purchased an AMT 1965 Chevrolet Impala SS plastic kit that, like many of the popular AMT kits, came with a choice of making it in 3 versions, standard, mild custom or an advanced custom that was modelled on Gene Winfield's artists impression of a customised Impala. But the best part was that the kit included black vinyl roof material. I still remember my first go at it. I painted it a dark metallic blue using a Tamiya spray paint and the stick-on vinyl top actually turned out perfectly after cutting it to fit with a Gem safety razor blade. I purchased and built this same kit three times I liked it so much.

To finish off, I have to tell you about a couple of severe hail storms that hit Grafton when I was stationed there in the 1970's. We had had previous hail storms, but they were mild. The first of these two big ones, not only damaged a number of our Police cars parked at the rear of the Station, but many cars in the Woollies car park as well. Quite a number of the damaged cars ended up having repairs made that included the fitting of a vinyl roof. The trouble was that not all the damaged cars had been repaired when the second big hail storm hit us. Back to square one. So, whenever I think about cars with a vinyl roof, I remember a time in Grafton when you would see dozens of cars being driven around with a vinyl roof, even if they didn't arrive at the local car dealers that way. *Terry.*

--- JAGUAR MARK V ---

Time for a quick trip down memory in 2016 when HMAC members travelled from Newcastle down South to visit the [Gosford Classic Car Museum](#) and also meet up with members of the Sydney Model Auto Club.



What made me think of it, was seeing an ad for a *Jaguar Mark V* drophead coupe (convertible) coming up for auction in England. Jogging my memory about the day, I recalled that there were some nice old Jags on display and I wondered if there may have been a Mark V model there. So, back into my Club photo files to find the pics we took that day. Checking them out I found that they included quite a few classic Jaguar models including a 1939 SS drophead coupe, a 1948 Jaguar Mark IV drophead coupe, a 1955 XK 140 coupe, and a number of 'E' Types. Then I found pics of the *1950 Mark V drophead coupe* shown in both the *lead-in and next pics*.



It was certainly a great day down there and an amazing experience to be able to wander about the old Bunnings building to look at, and admire, such a large collection of fabulous autos even if not all of the examples on display were actually `classics.' At the same time, we caught up with some Sydney club members which also helped make the day a success.

As an aside, having checked out the photos I took that day, I decided to post pics of some of the striking cars we saw on our visit there on our Facebook page as a reminder of that day at Gosford. By the time you read this, that little exercise may have been completed.

However, the interesting thing is that in early April 2019, the whole collection went to auction with an estimated all up value of the vehicles being set at around A\$30 million. The owner, for whatever reason, had decided to sell up and he appointed Lloyds Classic Car Auctions to implement the sale which was on a world-wide basis and would be for over 150 vehicles. As it turned out, only two buyers were believed to be from overseas, so a fair part of the collection may have remained in Australian hands. Lloyd's stated that this would be the *'largest privately-owned classic car collection ever to be auctioned in the southern hemisphere..... hundreds of pristine vehicles.'*

The **next pic** was of one of my favourites on the day, a 1936 Jaguar `SS,' and after a little research from Lloyd's Auction prospectus in 2019, I found that these models are claimed to be the very first `SS' automobiles actually badged as a Jaguar. Pre WWII, Jaguar was known as the Swallow Sidecar Company, hence the `SS' designation. In any case, after WW2 and for obvious reasons, the company name was changed to Jaguar Cars Limited.



1936 JAGUAR SS 2.5 LITRE 4 DOOR SPORTS SALOON.

Something that I noted in Bonham's *Jaguar Mark V auction* on-line brochure was their suggestion that Jaguar's sports cars take most of the praise in their classic vehicle lineup. However, they point out that it is not just E-Types or Le Mans participants that should be considered as the only examples of Jaguar's outstanding classic car history. Hence they presented a glowing write up on the Mark V up for auction.

The Mark V was first shown at the 1948 London Motor Show and it sat alongside the new XK 120. Though only a prototype and very similar to the Mark IV, it had a slightly more modern body with headlights now integrated into the mudguard body rather than being mounted separately onto the mudguards, and made for a sleeker looking front end styling. So it was a mixture of the long-established pre WW2 `SS' shape with a slight leaning towards a more modern styling to retain Jaguar's traditional, yet almost unique identity. The Mark V also had a new box section chassis which would last through the 1950s in Jaguars, and a new independent front suspension. This ensured the Mark V maintained a smooth comfortable ride, but still with the excellent handling for which Jaguar was known. They were powered by a six cylinder engine in both 2.5 and 3.5 litre capacities as well as having the option of attractive wire wheels instead of the standard steel disc rims. All this led to excellent reviews by motoring journalists who felt then that Jaguar had produced a car that could still be regarded as amongst the finest in the auto world.

Jaguar produced almost nine and a half thousand Mark V saloon [sedan] versions and a bit over a thousand drophead [convertible] versions before being superseded by the Mark VI in 1951. *Terry.*