

THINK SMALL!

THE JOURNAL OF THE SYDNEY MODEL AUTO CLUB

ISSUE 95

AUGUST 2021

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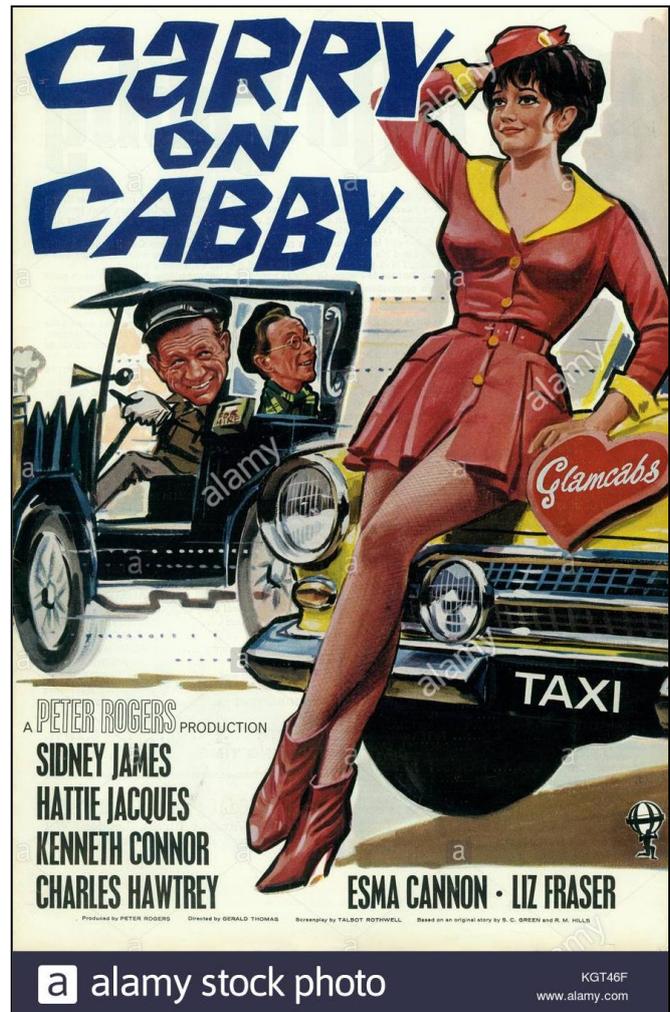
Pictured is a 1960s publicity poster for the comedy movie ‘Carry on Cabby’, in which the 1963 Ford Consul Cortina definitely was a STAR, alongside the other British screen legends identified - see Rob Bender's tribute from page 29

The club's ‘Show and Tell’ Competition is sponsored by Mark Griffin of ‘Model Cars Too’
152 Clarence Street, Sydney
9290 2299

TOY AND HOBBY FAIR

Our monthly fair at Granville remains suspended due to our inability to comply with the government's person-to-floor area ratio. Please direct inquiries to:

Co-Ordinator - Bruce Cook - 0425 327 472
OR
Secretary - PH Cheah - 0406 015 068



Whether meetings listed on the cover can go ahead depends on government regulations related to the pandemic – please check with the Secretary

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FROM THE DRIVER'S SEAT

A report from our President

GLANCING BACK AT MY previous report, before I wrote this, I was horrified to think that we are now in a worse position with the pandemic than when I wrote my report in May. Because of the lockdown, we were unable to hold our annual general meeting in August at the Magpie Sports Club, as this is located within the Canterbury local government area, which was subject to total lockdown. The club was closed, and even if it was open, only Lester would have been able to attend given the five kilometres from home travel rule.

We have had some committee changes since publication of our last edition of the 'Think Small'. Steve Maher, our Vice-President, has moved to Muswellbrook, and we have appointed Rob Bender to this position. Ken Mathieson and John Russell between them are to prosecute the publicity role. So welcome guys, and many thanks to you.

Our visit to the Historic Aircraft Museum at Albion Park Rail has been postponed twice, and given the current situation we will not set a further date until the state government announces some firm commitment towards easing lockdowns.

An important aspect of keeping healthy while we are in this pandemic-induced situation is communication with one another, and our Club is trying to maintain contact with you all. I have sent emails to about 40 of our members, to keep you informed and encourage you to take part in the remotely held 'Show & Tell' competition. Some of you do not have an email address advised to us, and that is okay of course. However, there are several members for whom we do not even a telephone number, so I cannot even ring you and ask you for your email address. We will attempt to rectify that with this issue of the 'Think Small'. Our Secretary and Editor are to include a note in the magazine addressed to those members who are in the above categories.

On a lighter note, I will give you an account of how the pandemic affected me last week. The battery in the Mini failed, and an attempt to re-charge it did not work. It was four years old, so needed replacement. My usual Supercheap Auto is at Auburn, but a check on Google indicated it was 14.3 kms distant, and as my travel from home limit is only 10 kms, I googled Chatswood, which is 9.7 kms distant the problem was solved using the 'click & collect' facility. Fortunately (or perhaps unfortunately) toy auctions have remained available online, and I have found some terrific Minic & Dinky Dublo items to add to my collection, thanks to Trains Planes & Automobiles at Katoomba.

I noted at the meeting of our group still appears to be display at our monthly display that best addresses the members put a lot of time selecting items for their apparently (at least to me and a couple of others) clear winner does not gain even a place. This issue was discussed at some length, and well-respected differing points of view were put forward. Of course, not everybody approaches the subject in the same way. Certainly those members who provide imaginative and unusual solutions to the display theme, when their own collections do not exactly match the theme, are much appreciated.

Why is it that when we transport something by car, it's called a shipment, but when we send something by ship, it's called cargo?

committee in June that our voting on the best-looking meetings, rather than the display theme. A few into thinking about and display, and sometimes an

I trust you all are well. Please endeavour to stay in touch, and if we do not have a telephone number or an email address for you, you will receive a notice with this issue to that effect. Please advise our Secretary accordingly.

Yours in collecting,

Dennis Mitchell

My daughter said I could never make a car out of spaghetti. You should have seen the look on her face when I drove pasta.

FORTHCOMING EVENTS PANDEMIC RESTRICTIONS PERMITTING

Sunday 17 October Campbelltown Steam & Machinery Museum
 4-7 November Bathurst 1000 Race
 Sunday 14 November Powerhouse Museum at Ultimo (postponed from 7 November)
 Our club visit to the Historic Aircraft Restoration Society has been postponed indefinitely

The abolition of Euro trade barriers in 1996 meant that many cars now are of German origin. Accordingly, the following list of German motoring phrases is provided:

Die BlinkenLeiten Tickentocken	Signal Indicators
Pullknob und KnuckleChoppen	Auto Hood (Bonnet)
Der Spitzenpoppenbangentuben	Exhaust
Das Kulink mit Schlippenundshaken	Clutch
Der Phlatt mit Bloody fukken	Punctured tyre
Der Twatten mit Elplatz	Learner driver
Das Bagsaroomfurshagginkin	Estate car
Der Flippenflappenschitspreader	Windshield wipers
Der Klunckenklinkenfrauleinstrappen	Seat belt
Das Buch fur Aresewipen	Highway Code
Die Dippenunddazzel Eibinden	Headlights
Der Pedalpuschinpilloken	Cyclist
Der Fukkengratentrucken	Truck
Der Bananwaltzen	Skid
Dast Fukkennearenschitzenselfen	Near accident



GhettoCruiser
Or just designed by a Committee?

What kind of car does a Jedi Knight drive? A Toy-Yoda.

Where do Volkswagens go when they get old? The old Volks home.

A cowboy walks into a German car showroom and of course says: 'Audi!'

The development of self-driving vehicles is happening so quickly how long it will be before we get a country and western song in which a bloke's truck has left him too?

**'CARS SELDOM SEEN'
OUR MAY 2021 THEMED DISPLAYS**

AS FORMER MOTORING journalist PH Cheah noted, the theme sounds simple enough, but there are nuances. Does one concentrate on cars that literally are seldom seen, or cars that are rare and made in tiny numbers, or exotic and very expensive sports cars or luxury saloons designed to please the most fastidious of clients. Or perhaps just cars from far-flung parts of the world, where the local car industry may churn out models way past the 'use-by' dates of the original model. Some cars may have even have been given some cosmetic alterations to help them look slightly more contemporary, but the results are not always successful interpretations of the originals.

The **first place** was awarded to **Paul Heeks**, who provided a stunning array of models from Jaguar of course!



This 'one-off' model of the **1938 Jaguar SS100 3.5-litre Coupe** was designed by William Lyons for the 1938 Earls Court Motor Show. It sold off the stand for £595 and was awarded the Lord Montagu Award for the most significant British car at the 1987 Pebble Beach Concours d'Elegance. It is for sale again, at DD Classics in London. The model was released by Spark.

Another unique car is the **1939 Jaguar SS100 Vanden Plas**. The design was inspired by Figoni and was built by Vanden Plas in Belgium. Completed in 1947, it was displayed at the Brussels Motor Show in 1948. It last was sold in January 2016 by RM Sotheby's, at Phoenix in Arizona for US\$1,402,500. Made by Matrix in resin.



Two or perhaps three models of the **1958 Jaguar XK150 Ghia Aigle Coupe** were made, designed by Pietro Frua of Carrosserie SA Aigle in Switzerland. The original car went to a Swiss owner through the local distributor, Emil Frey. The known second car was sent directly to a buyer in Paris. This model is by Kess.

1967 Jaguar 420 'Harold Radford' convertible.

Harold Radford, an English coachbuilder, was commissioned by a Scottish businessman to produce this two-door convertible from his new Jaguar 420 four-door sedan. Only one was built. Made by Matrix in resin.



1978 Jaguar XJ Spider Pininfarina

This 'one-off' car was created by Pininfarina for the 1978 British Motor Show as a successor to the XKE. Regrettably, it was not graduated to the production line. This model also was released by Matrix in resin.



1980 Jaguar XJ4.2 Series III Ladbroke-Avon station wagon

Ladbroke-Avon built this station wagon with a view to manufacturing 250 cars, but only 20 were completed. The rear hatch was seconded from the Renault-5. Another production by Matrix and resin.

Ken Mathieson focussed on Russian and Chinese-made vehicles in his **second-placed** display.

Russian **1963 Chaika Mk. 1 GAZ M13** convertible limousine modelled in 1/24 scale.

The name of the marque translates as 'gull'.

The Mk 1 Chaika, the GAZ M13, was debuted in 1958. The cabriolet was produced in 1961-1962 for use in official parades. It was powered by a 145 kW 5.5-litre V8 engine, and 3,179 units of the Mk. 1 version were built.



The Russian **1963 Moskvich-407 sedan** modelled here in 1/24 scale car was a real 'hit' for the maker, Moskovskiy Zavod Malolitrzhnikh Avtomobiley (Moscow Small Car Factory). Produced from 1958 to 1963, it had a powerful motor which enabled it to reach a maximum speed of 115 km/h, which was considered a good performance at the time. The car was very comfortable with a stylish design, and was awarded the Grand Prix at Expo '58 in Brussels as a part of the Soviet exposition. The car was affordable to many Soviet people. The model also proved popular abroad; it was exported to other socialist countries and western Europe. During the mid-1960s an attempt was made to market the car in Australia.

The first Chinese-built passenger car, the **1958 Hongqi CA72 'Red Dragon'**, in 1/20 scale, came with only one windscreen wiper, as seen in the model well, as Ken noted, it was China's first attempt to build a car! The design is based on the 1955 Chrysler and was powered by a 147 kW V8 engine. The grille was based on a traditional design of a Chinese fan, which still is used on the Hongqi. A gold-coloured model dragon appropriately was the bonnet symbol. Hongqi translates as 'red flag', a symbol of the Chinese Communist Party. Originally, Hongqi models were intended for high-ranking government officials. It was produced until 1981. Today it seems party officials prefer Audis!



The comprehensive and wide-ranging **third-placed display** was provided by **David Brown**.

Erich Bitter Automobil GmbH ('**Bitter**') is a premium sports-luxury automobile marque produced in Germany and later Austria. The founder was Erich Bitter, a former racing driver turned automobile tuner, importer and ultimately designer, began crafting his own vehicles after business ventures with Italian manufacture Intermeccanica ended. Bitter specialises in rebodging other manufacturers' vehicles, and its initial production was between 1973 and 1989, selling vehicles in Europe and the U.S.A. Several prototypes followed with possible future low-volume production, but none arrived until the launch of the Bitter Vero in 2007.



1969 Bitter Opel Coupé Diplomat CD
by Minichamps in 1/43 scale

The **Bitter Opel Coupé Diplomat CD** first was shown in prototype form on 9 September 1969 at the Frankfurt Auto Show as a three-door hatchback featuring a 227 hp (169 kW) Chevrolet V8 engine with a 327ci displacement. It was built between 1973-1979. The CD was derived from the sedan version, and was designed by Charles Jordan (Opel's design manager between 1967-1971 and later Vice-President of General Motors) and Opel designer Dick Ruzzin. The tail was inspired by a proposal by Erhard Fast for the 1969 Opel Aero GT. Thanks to the positive

reaction to the CD prototype, Opel considered development of a production model. The doors would adopt a conventional opening

system and the bumper bar, windshield wipers and other parts were to be derived from the Opel Diplomat in order to facilitate production and maintain costs. Robert Lutz, who headed Opel at the time, and who was keen to produce the car, commissioned Pietro Frua to advance the concept and produce two road-going prototypes.

Bitter GMBH was formed in 1971 to market the CD. However, because Bitter did not have the necessary capital and other resources to set up his own production facilities, he turned to Baur GmbH in Stuttgart, a proven independent small-scale manufacturer.

Bitter based his original CD designs on those of Frua, before making alterations closer to the time of production. The basic design changes to Frua's CD design vis-à-vis the 1969 Opel CD consisted of a truncated rear end, modified windshield and less chrome application. Dave Hollis and Opel's design team supplemented the design with a small front spoiler, larger grille and higher bumper bars, and by prolonging upwards the lower edge of the rear side windows across the C-pillar to the rear hatch. Final prototype testing was conducted at the Opel test facility in Duden, in addition to load duration tests by Bitter at the Hydropulseur facility of Baur. The Baur team also engaged in significant development work, which included manufacturing a hard foam mockup. Their role then extended to manufacturing the CD body panels, assembling the shell, preparing the interior and installation of the Opel Diplomat's mechanicals.

The Bitter CD was displayed, to great acclaim, at the 1973 Frankfurt Motor Show, where Erich Bitter took 176 orders. However, the 1973-1974 oil crisis led to the cancellation of most of those orders. Despite this, production commenced later that same year at Baur GmbH. The target of 200 units a year was not realised, and Bitter sold only 395 units. The purchase price in 1974 was DM 58,400.

The **Peugeot 404** is a large family car produced from 1960 to 1975. Styled by Pininfarina, the 404 was fitted with a 1.6-litre petrol engine, with either a Solex carburettor or Kugelfischer mechanical fuel injection, or a 1.9-litre diesel engine available as options. Introduced at the Paris Motor Show as an option was the inclusion of a 3-speed ZF automatic transmission, similar to the unit already offered on certain BMW models, as an alternative to the standard column-mounted manual unit.

Popular as a taxicab, the 404 had a reputation for durability and value. It was manufactured under licence in various African countries until 1991, in Argentina by Safrar/Sevel at El Palomar, in Québec at the St-Bruno-de-



The Peugeot 404
was modelled
by Lone Star in 1/64 scale

Montarville SOMA plant and in Chile by Automotores Franco Chilena S.A. in Los

Andes. Peugeot's French production run of 1,847,568 units ended in 1975. A total of 2,885,374 units were made worldwide by the end of production.

Lone Star, which modelled the Peugeot 404, was the brand name used by the British company **Die Cast Machine Tools Limited** (DCMT) for its toy products. DCMT was based in Welham Green, Hertfordshire, north of London. Interpreting the base of a Lone Star vehicle can be difficult. The inscription on some Impy Toys reads: 'Lone Star Road-Master Impy Super Cars'. To add to the confusion, elsewhere on the base was the inscription 'DCMT'. Other 1:50 scale vehicles chassis simply read, 'Lone Star Made in England'. In 1968, less than a year after the introduction of Hot Wheels, Impys were refitted with sporty fast wheels which Lone Star labelled its 'Flyer' series. The first Flyers wheels were simple shiny silver wheels with black hubs, rather reminiscent of Corgi's first low-friction gold wheels with red hubs. Eventually cars were given a handsome five-spoke wheel.



Bristol 403 modelled by Neo in 1/43 scale

The **Bristol 403** is a luxury car which was produced from 1953 to 1955 by British manufacturer Bristol Aeroplane Company, the car division of which later was named Bristol Cars. The 403 was the third of the eventual five series of Bristols powered by the BMW-derived pushrod straight-six engine. It replaced the Bristol 401 and 402 in 1953 and continued in production for two years. It retained much the same styling as the 401, but featured many mechanical improvements. The 1971 cc six-cylinder engine was modified through the use of bigger valves and larger main bearings with a diameter of 54 mm as against 51 mm on the 400 and 401-series, which increased the power output to 100 hp (75 kW) as against 85 hp (63 kW) on the 401.

The acceleration was markedly improved: the 403 could reach 60 mph in 13.4 seconds as against three seconds longer for the 401. The 403 had a top speed of 104 miles per hour. It was the last Bristol to feature a BMW-style radiator grille, and is noteworthy also for the two extra headlamps at the side.

The **Saab 96** was marketed from 1960 to 1980, and replaced the 93-Series. It featured aerodynamic two-door bodywork, four-passenger seating and at first a two-stroke, three-cylinder engine, later a four-stroke V4.

It was driven most famously by Erik Carlsson in many international rallies. His most well-known results were first place in the 1960, 1961 and 1962 RAC Rallies and first in the 1962 and 1963 Monte Carlo Rallies. It was these successive, top-level victories that put the Saab 96 'on the map' and established its reputation for reliability and toughness. Carlsson also competed in the East Africa Safari Rally. Famous rallying names such as Simo Lampinen, Per Eklund, Pat Moss-Carlsson, Tom Trana, Stig Blomqvist and Carl Orrenius also were connected to the Saab 96.



The Saab 96 modelled by IXO in 1/43 scale

It started life as the ADO16 (Austin Drawing Office, not 'Amalgamated' as some claim) and then found fame as the BMC 1100/1300 range of four door sedans (and a two-door estate car), noted **PH Cheah** in his display. It was a complete range of badge engineered cars wearing Austin, Morris, MG, Riley, Vanden Plas and Wolseley badges to cater to a crowd where snob appeal (and money) decided which brand of near-identical cars to go for.

But BMC wasn't satisfied with its various iterations, and produced some odd variations, such as the Austin Victoria. Austin Victoria? What the blazes is that? he asked.

Well, to comply with import restrictions in Spain, BMC's Spanish outpost Authi (Automobile de-Turismo Hispano-Inglesis) began manufacturing the car for the Spanish market. But its design was actually the product of Leykor - Leyland South Africa. Leykor commissioned Giovanni Michelotti to up-date the original Pinninfarina design which resulted in a longer nose and tail that obviously were influenced by the Triumph 2000/2.5. Its taillight assemblies were Triumph 2000 units.

Surprisingly, blending into the original Farina-designed two-box architecture into a three-box design worked reasonably well. The Victoria ('Victory' in Spanish) differed from the South African original as a left-hook and offered a four-headlamp nose on its high-line version while retaining single rectangular headlights on cheaper models. Mechanically, the cars were pure ADO16s with a 1.3-litre engine driving the front wheels and hydroelastic suspension, but with the advantage of a larger boot, thanks to the extra length added to the tail.

The cars were built at Leyland-Authi's plant at Pamplona, where earlier iterations of the ADO16 had been built. Production was between 1972 and 1975. In South Africa, the car was called the Austin Apache and production was between 1972 and 1977. South African production numbers totalled 21,655 units.



The **1972 Austin Victoria** diecast in 1/24 scale by Premium and Collectors Trading (PCT) trading under the name IXO.

This model was produced for the Salvat Publishing House, which is a part of the Hachette Group that markets its 'part works' series in Spain, Portugal and Latin American countries.

The model is finished in a mustard yellow and has separate pieces for the exterior door handles, bumpers, grille and quite convincing head and tail lights. The wheels follow the 'Ro-style' pattern common to the period and the tan interior allows details of the interior to be seen.

At a glance, it's easy to mistake it for a Triumph Dolomite, but a closer inspection shows how ADO16's hard points have been retained with its new nose and tail successfully grafted on.

The 1964 Shanghai SH760 diecast in 1/18 scale

The manufacturer of the model is unknown; there is nothing on its base-plate that provides any information, but some research revealed that the model was made in 2005 in China, which is about right as PH bought the model in Shanghai in late-2005 for he recalls \$65, which he rated as not bad for such a well-made and detailed model.

It's made of metal, rubber and plastic, with opening features, even to the fuel filler cap, and front wheel steering. The white wall tyres provide some relief from the glossy black duco and there are separate fittings for the bumpers, grille, badges, door handles and chrome trim along the sides. The interior is finished in a light grey, the carpet looks (and feels) convincing and the detailing inside the cabin is impressive. Even inside the car, separate parts are used for the interior door handles, window winders and arm rests. The boot floor is felt-lined and there are spare tyre and a jack lying on the floor. The engine detailing also is quite impressive. This is not a model that's easy to obtain, but PH has seen a couple of vendors advertising it, usually for US\$ 85 or more.



The **Hong Qi L5** is the official state car of the Chinese Communist Party, and is made by the oldest Chinese car manufacturer. The current model features a mixture of modern and retro styling, with its side and rear resembling the Rolls-Royce Silver Seraph 1999/2000 while the front has a grille that's more traditional as its designer sought inspiration from Chairman Mao's 1960s-era Hong Qi C770. It was launched at the Shanghai Motor Show in 2013, and as is expected of China's flagship, it is large at 5,555 mm, with a restrained style that suits its purpose. Power comes from a V12 300 kW engine with a massive 546 Nm of torque. It rides on an adjustable hydro-pneumatic suspension and features 'intelligent' four-wheel-drive.



Hong Qi L5 modelled in 1/32 scale in 2014 by Bai Yue in China

This model was acquired from a vendor based in China and was remarkably inexpensive at below \$20 bucks with free delivery. It is a pretty good model of this unique Chinese car, reckons PH. The black paint finish is glossy, with shut-lines that are very tiny and consistent despite four opening doors, boot and bonnet. The interior is in a light tan and the dash and centre console has a wood-effect look. The steering wheel has the horn ring fitted to the real car. Open the bonnet and you can see the large V12, neatly and tightly nestled

within. Exterior detailing includes 'chrome' accents picked out for the side windows, front and rear windscreens and a rubbing strip running the length of the car. The alloy wheels are of the same pattern as the actual car.

There are two CCP flags attached to the front mudguards and spare flags are even provided; not a bad idea at all, especially as this was marketed as a toy rather than for collectors. As a toy, this is a pretty good model.

A twin-turbo V8 driving the rear wheels also is offered for the Hong Qi L5. It sits on a separate chassis, apparently borrowed from a Toyota Land Cruiser. The V12 is designated CA 12 GV60-01 12, for those readers interested in such numbers.

The interior has the wood and leather ambience of a very premium car, and it's interesting to note that the steering wheel retains the horn ring, which we have not seen in a car since the fifties and sixties.

It is not a cheap car, with an asking price upwards of \$800,000 in US greenbacks. At such a price, the Hong Qi makes a Rolls-Royce or Bentley appear a bargain.

Now to a car, the **Mitsuoka Orochi**, that, aside from some Japanese car enthusiasts, most of us did not know existed.

Mitsuoka is a small, Japanese coach-building car maker that specialises in producing deviations of some established Japanese cars. An example would be a Jaguar Mark 2 look-a-like that sits on a Nissan Micra platform. It is called Viewt and has been reasonably successful in cornering the 'specialist' car sector in Japan. The company, apparently the 10th biggest in Japan, has a history of altering the look of many Japanese cars, mostly made to look like a classic British or European or American as its latest, the Rockstar, is made to look like a Corvette but uses the Mazda MX5 as its base.

Its most ambitious car is a mid-engined (Toyota V6) sports car with some rather confused design ideas meant to convey its supercar status. It is called the Orochi, named after some Japanese mythical serpent. There are hints of the Jaguar XJ220 around the three quarters, and the four headlights appear to have a design similar to the X-Type. A small, chrome plated grille sits between the lights.

It's believed to be based on the Honda NSX, although Mitsuoka denies this but admitted that the NXS engine would fit right in. There's a coupe and a convertible version, powered by a 173 kW, 328 Nm engine sited behind the cockpit. Its body is handmade fibre reinforced plastic sitting on a space frame chassis.

Surprisingly, it has a 5-speed automatic transmission with independent double wishbone suspension front and rear, and it weighs in at 1,590 kg.



2010 Mitsou Ika Orochi

Modelled in 1/43 scale, this is a rather nice model of this unique car. The shape is well captured, as are the correct pattern wheels, and the car's unique detailing is replicated. The front and rear lights are nicely modelled, as is the interior with some splashes of colour such as tan, red and black. Alas, no manufacturer is identified on its base-plate, aside from stating this to be a 2010 model. Although made in resin, it is quite solid and heavy and most likely was made in China.

The model was delivered on 30 April - bought on the net by PH for \$35 with free shipping – just a few days before our meeting, and he just had to include it in this themed display.

The **IKA (Industrias Kaiser Argentina) Torino** can be regarded as Argentina's own car in the same way that many Aussies think of Holden as Australia's car, although inspired by American cars - the Torino from the Rambler America and the original Holden was based on a Chevrolet. Both brands eventually were killed off by their masters, with the Torino meeting its end in the early eighties.

In 1966, IKA signed an agreement with American Motors Corporation (AMC) to design a car based on the Rambler American sedan and two-door hardtop. The platform was the basis of the Torino with a body design by Pinninfarina, with in-line six cylinder engines ranging from 2,968 cc (89kW) to a 3,770cc Tornado Interceptor using three Weber Bologna carburettors. There was even a 24-valve 3,960cc version, with all engines mated to a four-speed ZF manual gearbox.

The car measured 4,724 mm in length, was 1,798 mm wide and it weighed in between 1,060 kg and 1,471 kg.

The idea behind the car was to combine American reliability with European elegance, and the result was a rather good looking car with balanced lines. The Torino was launched at the Autodromo Juan y Oscar Galvez on 30 November 1966 and promoted as the quintessential Argentine car. It was popular during the 60s and 70s, it even surviving IKA's bankruptcy when the brand was absorbed by Renault.

In an attempt to prove its mettle, IKA sent three cars to the Nurburgring 84-hour race. Yes, you read that right – an 84-hour race. The project was overseen by Juan Manuel Fangio and one of the cars won its class and would have been the outright winner except the throaty webers exceeded the decibel limit, relegating the car to fourth overall. Inside the car, the Farina design oozed Italian style with a wood panel dash, wooden steering wheel and multiple dials and gauges. It even had some 'celebrity' owners, such as Juan Manuel Fangio, Leonid Brezhnev and Fidel Castro.

However, by the 1970s, the Argentine car market faced increased competition as tariff barriers were relaxed and cheaper imported cars began to flood the local market, resulting in Renault buying the company, although it continued to market the Torino until 1982. When production ended, IKA/Renault had sold 99,792 units, which was not bad for a car based on an AMC platform that was from the sixties.

The Torino remains the only car that Renault marketed that was not a Renault or French.



On the left is a diecast **IKA Torino 380W** modelled in 1/43 scale.

This is the first series of the Torino 380 in two-door hardtop form. It's made in China for PCT trading under the IXO brand and is part of a magazine subscription series covering cars of Latin America. The look of the Torino has been well modelled with many separate parts for the bumpers, lights, grille mirrors and wipers. The interior is finished in tan which helps in identifying interior details.

Alongside the IKA is a **Renault Torino ZX** also in 1/43 scale.

This represents the Torino built after Renault bought IKA and features an altered front-end design, revised tail-lights and different alloy wheels with a white and tan interior. As is the case with the model of the Torino 380, separate castings for the bumpers, lights, mirrors and wipers are featured, only this time, the mirrors and wipers are black and the bumpers have black rubber strips and over riders.

Next in line is the **Renault Torino 380** 4-door sedan also released in 1/43 scale.

This model, finished in a metallic red, is the four-door model of the range. Like the others, it has separate parts for the bumpers, lights and wipers. Curiously, no exterior mirrors are fitted and the chrome wipers suggest this is an earlier model. The interior is in a light tan. As the car that many Argentines regarded as its own brand – I hesitate to use the term 'national' car - the 4-door sedan looks rather good; the body originally based on the Rambler American has its looks improved by Farina.

On the far right is the **Renault Torino Tiwle** also modelled in 1/43 scale

The model is part of the same 'part-works' series, and PH identified is as a surprising addition to the range as this Tiwle wasn't part of the range built by IKA/Renault. Instead, it was modified by Elvio Winograd, who lopped off the roof of the coupe and fitted a hydraulically operated fold-away roof. The grafting of headlights from the Mercedes-Benz W114/W115 to the Torino's nose was skilfully done, resulting in a very attractive drop-head that looks like a proper factory model rather than a low volume conversion.

The metallic gold model has an interior in light tan and because it is roof-less, much of the interior detailing is quite good. Just like the others in the series, separate parts are used for the bumpers, grille, headlights, tail-lights and wipers and even the wheels use a different pattern from the more plebeian Torinos.

It always is good to see part-works series being offered in Europe including in Britain, Latin American countries and Japan. Unfortunately, such offers are rare over here, although to be fair, PH doubts there would be much call for models of cars of which most Aussies have never heard, let alone seen.

There's a remarkable array of interesting cars that have been made for the markets of Latin America. Manufacturers like Ford, GM and Chrysler had models that were unique to the region, ditto European manufacturers such as Renault, Peugeot or Mercedes-Benz.

My relationship with my chauffeur just isn't going anywhere
..... it seems he's always trying to drive me away

His own conversions or scratch-built models formed the basis of the display provided by **Rob Bender**.

1970 Volkswagen 1600 Type 3 Station Wagon in 'Royal Glow' with white interior with a scratch-built period **Aussie Box Trailer**

This 1:18 model was converted from a European variant by Minichamps to replicate the Australian production vehicle bought new in 1970 by Rob's dad. A one owner 1966 VW Beetle 1300 'Deluxe' was traded in on that vehicle.



The conversion included:

- right-hand drive including dashboard retaining working steering;
- repaint from silver to the original colour of 'royal glow'; and
- scratch-built driver's side weathershield, tow bar and authentic style number plates

1974 TA Torana 1300 Deluxe in 'Royal Purple' with white interior

This 1:43 scale model was built by Rob to replicate the vehicle bought new in 1974 by his grandfather, who traded in his one-owner 1966 split screen VW Transporter.

The TA Torana was produced in Australia from February 1974, and had a production run of only 11 months as a 'stopgap' before the introduction of Holden's Japanese based Isuzu Gemini range in March 1975. Only 11,300 vehicles were produced.

It was offered in 2-door and 4-door form, with the base model as a 2-door only. Trimatic automatic transmission and an 1,800 cc engine were optional.

The previous LC Torana 4-cylinder was offered initially with a 1,200 cc engine, and later as a Vauxhall sourced 1,600 cc overhead cam with a stronger gearbox.



The **Rambler Classic** was produced by American Motors Corporation (AMC) from 1961 to 1966, when it was re-named Rambler 'Rebel'. It was awarded Motor Trend's 'Car of the Year' award in 1963, and was made in Argentina, Australia, Belgium (by Renault), Canada, Costa Rica, Mexico, New Zealand and the Philippines.

An aluminium block 196 cubic inch 6-cylinder engine was introduced in 1961 and a V8 option also was available as the Classic 770.

In the 1963 Classics were introduced numerous engineering solutions, including one of the earliest 'popular priced' cars with curved side glass, combining separate parts in the monocoque (unit construction) body into single stampings - for example the 'uninside' door surrounds that were made single stampings of steel. Not only were 52 parts replaced, and weight and assembly costs reduced, the structural rigidity was increased and better fitting of the doors was provided.

In 1965 the body was redesigned and it became the platform for the Rebel range.

The Australian-assembled versions were identical in appearance to the models made in the U.S.A. through the three generations, and the base prices of Rambler Classics dropped with the introduction of the redesigned 1963 models due to the elimination of some standard equipment such as the reclining front seats and heater. Two four-door body styles were available: a sedan and a station wagon.



1963 Rambler Classic 660 in 'Jade Green' with red interior in 1/43 scale

This model was converted from a 1:43 scale Franklin Mint American production Rambler Classic to replicate the Australian assembled vehicle that was the first car acquired by Rob's mother.

The conversion included:

repaint into 'jade green' including red interior, the original model being finished in white with black interior;

handmade authentic style number

plates; and conversion to right hand drive retaining the left hand drive steering column with gearstick on the right.

Rambler Classics were assembled by Australian Motor Industries (AMI) in Australia from 1961. They were produced from semi knock-down kits. The vehicles were partially assembled and painted at AMC's factory in Kenosha in Wisconsin, with right-hand drive, and the engine, transmission, front suspension, rear axle, and doors were installed. Some of the other components were boxed and shipped inside the car for final assembly by AMI. Interior components such as upholstery and various other parts were locally sourced to get import tariff concessions. Australian cars also were fitted with amber rear turn signal lights to comply with safety standards in Australia.

A Classic sedan was offered in Australia for the first time with a manual transmission, but the biggest selling model was the six-cylinder Classic sedan with an automatic transmission. The AMI Rambler Classics exhibited high standards of assembly and finish. The Brampton, Ontario AMC plant in Canada sent eight fully-assembled, right-hand-drive Classic 770 hardtops to Australia in 1964-1965. AMI also acted as the state distributor for Ramblers for Victoria and sales for New South Wales were managed by the Sydney company Grenville Motors Pty. Limited, which also was the state distributor of Rover and Land Rover. AMI also assembled Standard, Vanguard, Triumph Mayflower, Mercedes Benz (from 1958), Triumph Herald (1959-1966), Rambler (from 1961), Toyota (from 1963) and Ferguson Tractors, and its origin dates back to 1926 as an agency for Standard Motor Cars including Talbot. AMI was fully acquired by Toyota in 1985 and renamed AMI Toyota which became Toyota Motor Corporation in 1989.

The **Isuzu Bellett** was selected by **Dennis Mitchell** from his collection. The car was available in Australia from around 1964 to 1970. Dennis purchased his first car, a brand new 1965 Mini Deluxe, and his cousin purchased the Bellett about the same time. Although probably admitting that the Bellett was superior to the Mini in almost every way, Dennis took solace in the fact it also was almost twice the price! It was a very well made Japanese manufactured car that should have sold a lot better in Australia, but the Isuzu brand was virtually unknown here, and with very little back-up it was doomed to be a sales failure; unlike now of course, with the Isuzu trucks regarded as one of the industry's best, rivalling Toyota.

Interestingly, Isuzu actually manufactured the very well-known Holden Gemini, which was known to be virtually bullet proof, with a friend of Dennis travelling over 300,000 kms in one without developing any major problems.



The Isuzu 117 Coupe, the top model in the range, modelled in 1/43 scale by Ebbro



1959 Dodge Custom Royal Lancer Convertible

Produced by Dodge in the U.S.A. between 1955 and 1959, in each of these years the car was the top trim level of the Dodge line, above the mid-level Dodge Royal and the base-level Dodge Coronet. Two-door and 4-door hardtop models, as well as the convertible, were referred to as 'Custom Royal Lancers'.

The Custom Royal was assembled by Chrysler Australia at its Mile End plant in South Australia from early-1958, utilising CKD kits imported from Detroit. It was offered only as a 4-door sedan.

1960 Plymouth Fury Coupe

Produced between 1955 and 1989, the car was introduced as a sub-series of the Plymouth Belvedere, becoming a separate series one level above the contemporary Belvedere in 1959. The Fury was presented as a full-sized car from 1959 to 1961, then in mid-size between 1962 and 1964, again as a full-size car between 1965 and 1974, and again a mid-size car from 1975 to 1978. Production of the last V8 RWD Plymouth Fury ended on 23 December 1988 and the last Plymouth rolled off the Belvedere assembly line in 2001.

These two models were presented by Bruce Cook.



This Russian **1969 Camion Citerne ZIL130 fire tanker** modelled in 1/57 scale is from the **Michael Rowles** Collection

The first fire service in Russia was established by Czar Alexey Mikhailovich by a signed decree titled 'Direction on Municipal Rescue' on 30 April 1649. Six months after the October Revolution, on 17 April 1918, Vladimir Lenin signed a decree on the organisation of activities for firefighting, which is considered the start date for the Soviet State Fire service. Until 2001 the Fire

Services were placed within the Ministry of Internal Affairs of Russia. On 30 April 1999, President Boris Yeltsin declared 30 April as the date for celebration the fire service, 350 years after its establishment.

1983 Bamby Mk. 1 modelled recently by SMTS in 1/43 scale

Based on a Picola Scooter with a 49 cc engine, this three-wheeled, one-seater car had a steel-framed chassis around the engine and a fibreglass cabin. It was fitted with front hydraulic disc brakes and a three-speed automatic transmission, weighed a mere 107 kgs and was claimed to have an economy rating of 100 mpg.

One could drive it in England with only a learner's permit.

These were shown by Danny Draper.



Robin Aston displayed cars made by the Italian model maker Mercury.

Mercury #10 1949 Fiat 500C 2-door coupe

To meet the demands of the post-war market, in 1949 Fiat released the 500C as a successor to its 1936 'Topolino' economy car, with revised front and rear bodywork. It had a 2-door coupe body with sun-roof, which was later complemented by an Estate version. Both were produced until 1957, when they were replaced by an all-new, lighter car.



Mercury #33 1963 Lancia Fulvia 4-door Saloon

The Lancia Fulvia (Tipo 818), produced between 1963-1976, was named after Via Fulvia, the Roman road from Tortona to Turin, and was introduced at the Geneva Motor Show in 1963 and manufactured in three variants: Berlina 4-door saloon, 2-door Coupé and Sport, an alternative fastback coupé designed and built by Zagato on the coupé floorplan. A Fulvia was placed first in the 1972 International Rally Championship.

Mercury #29 1964 Alfa Romeo Giulia Canguro

In 1964 Bertone was given the opportunity to create two prototypes for Alfa Romeo. One was the Canguro (meaning 'kangaroo'), which stood out as the more ambitious and innovative project. It was a racing interpretation of the Giulia TZ. Despite universal acclaim, Alfa rejected the proposal, perhaps because its new Autodelta racing department was not yet able to produce the chassis on a large scale. Soon afterwards, the Canguro was severely damaged in a high-speed collision on the Parabolica curve of the Monza circuit, when it reportedly rear-ended another Bertone concept, the 1963 Chevrolet Testudo, during filming of a promotional film by Shell Oil.



Mercury #24 1957 Maserati 3500 GT Coupe

This was a seminal vehicle for Maserati as its first successful attempt at the Gran Turismo market and series production. Two 3500 GT prototypes were shown at the March 1957 motor show in Geneva - Touring's Dama Bianca ('White Lady') and another by Carrozzeria Allemano. Touring's proposal was chosen for series production, which started later that year. All 3500 GTs had leather interiors and Jaeger instruments.

A first Touring convertible prototype was shown at the motor show in Turin in 1958, but it was a proposal by Carrozzeria Vignale (designed by Michelotti) shown the next year at the motor show in Paris that went into production as the 3500 GT convertible.

The convertible did not share the superleggera construction of the coupe, but rather had a steel body with aluminium bonnet, boot lid and optional hard top, and it was built on a 10 cm shorter wheelbase. Front disc brakes and limited slip differential became optional in 1959, and were standardised in 1960. Rear discs became standard in 1962. The 3500GT was produced into 1964.



This O-gauge wood **Wally's Service Station**, complete with a lighting package, was made by Menards in the U.S.A. for use with model railroad layouts. **John Russell** presented it with five seldom seen 1/43 scale models of Russian motor vehicles - an EMW 340 ambulance; a Pramo pick-up truck modelled by I.S.T; the Barkas -1000 mini-bus; another Pramo this one the V801 covered wagon; and a camper sedan.



The car is a seldom-seen Jaguar F-Type, all of which were constructed of aluminium, but this run was made in a lighter aluminium, like the 1950s D-Type racers, and only 250 were made.



‘SPORT UTILITY VEHICLES’ OUR JUNE 2021 THEMED DISPLAY

IT WAS THE AMERICANS who coined the term ‘sport utility vehicle’, an ill-fitting term PH Cheah claims, especially as utilities hardly are sporty vehicles, but rather clunky, designed to carry loads in their large rear trays, and intended originally for use by tradies and others who needed such a utilitarian vehicle in their employment, noted **PH Cheah**, who was awarded **first place** for his display. But somehow the descriptor caught on and has been applied to vehicles such as the Range Rover, Jeep Grand Cherokee, Ford Explorer and even our own home-grown Ford Territory. Perhaps most people would point to one particular vehicle that typifies the SUV - the Ford F-150. Ford’s F-Series started way back in 1948; it was simply a single cab with a tray at the rear. It was meant to be a work vehicle, and early examples were offered with the barest of accompanying stuff. A heater was not standard fitment, neither was a passenger mirror or a sun visor, never mind a stereo system or air-conditioning. Ford began offering seat belts in the 1953 model as a nod to what was offered among its cars. Not surprisingly, hardly anyone ordered the safety feature.

However, it has been the best-selling pick-up truck since 1977, and became the best-selling vehicle overall since 1981. That’s right the F-Series outsells everything else in four wheels in the U.S.A. and also is Canada’s best-selling vehicle. Back in 1948 it was marketed as a light-duty truck that was sold as a full-size pick-up. ‘Full-size’ at the time was probably closer to the size of the previous Mazda BT-50-based Ranger - today’s Aussie-developed model is far larger - and my oh my, has the term ‘full-size’ expanded substantially. Today’s F-Series is HUGE by any standard. That is why the Americans decided to build the current Ranger in the U.S.A. to sell below the F-Series.



The 1999-2000 Ford-F150 pick-up released by Ertle in 1/18 scale, finished in maroon with an interior of a similar colour. There are opening doors, bonnet and tail-gate with separate parts for items like the bumpers, grille, head-lights/tail lights and exterior mirrors. The load area has a vinyl finish in black and the chrome wheels are typically American. The front wheels steer of course and the interior is nicely detailed.

To trace the history of this iconic American truck would require plenty of words, so a précis of the models and the significant changes and improvements that has kept it a top seller is required. The vehicle also generates huge amounts of money for the Ford Motor Company. In 2018, it generated US \$41-billion in revenue and annual sales for the years 2017, 2018 and 2019 (for the U.S.A. and Canada combined) were 1,042173, 1,055024 and 1,041490 respectively. These are serious numbers, and they do not take in sales in Latin American countries.

The 2015 Ford F150 released by Welly in 1/24 scale, made in China and representing Ford’s F-150 regular cab. It has opening doors, bonnet and tail gate and remarkably well detailed interior for what is a toy rather than a collectors’ model. There are separate parts for the lights, grille and bumpers with convincing chrome-work.



Ford has continued to ensure its truck remained a best seller with continuous improvements in specification, design, engineering and innovation, such as an all-aluminium body that shed some 750 pounds. Its-body-on-frame architecture remained with its frame made from high-strength steel. Engines began with straight six-cylinder units, but progressed to V8s with the tenth generation receiving the 4.6-litre ‘modular’ V8, the first overhead-cam engine to be fitted to a full-sized truck. The next generation was fitted with 5.4-litre V8 with three valves per cylinder and featured sharper edged styling, and all models came with four doors.

It was on the thirteenth generation that an all-alloy body with steel used only on the firewall and chassis was introduced. It was here that the 'Powerstroke' 3.3-litre V6 diesel was added to the range. The oil burner was mated to a six-speed automatic. Petrol engines were the Ecoboost V6 and a 5-litre V8, all mated to a 10-speed transmission. Electronic aids also added to the specification, list with safety innovations that included pre-collision assist and pedestrian detection and avoidance.

The 1946 Ford pick-up modelled by Gearbox in 1/43 scale and made in China, this model has opening parts - doors and bonnet - with impressive detailing right down to the tempo printed 'Ford' logos on the hubcaps and the tailgate and bonnet sides. Power was provided from an in-line 'six' or a V8 with a 3-speed manual gearbox.



In the 14th generation, styling changes were few, but a hybrid drive model was introduced for the first time in a truck. The six-speed transmission was dropped in favour of the 10-speed. The sportiest version, the Raptor, continued to be offered, powered with the 3.51-litre V6 Ecoboost engine.

This year, an all-electric F-Series that was announced on 20 May, with deliveries expected early next year, was announced. Ford calls it the F-150 Lightning, and took orders for 50,000 units a day after the announcement.

So it is obvious that Ford is not about to let the proverbial grass grow under the F-Series, with constant design changes, improvements, up-grades and innovations to keep the truck sorry SUV ahead of the pack.

The **Land Rover** concept was started when Maurice Wilks, the chief engineer for Rover Card, wanted a work vehicle to use on the family farm. So, together with his brother Spencer, who was Rover's managing director, the brothers cobbled up a prototype that was influenced by the US Army Jeep. The prototype was nicknamed 'centre steer', in that the driver sat in the vehicle's centre. After the war, early Land Rovers were painted in various shades of light green, because that colour was easily available from military surplus supplies of aircraft cockpit paint. The use of aluminium for the bodywork also was a result of the shortage of steel in post-war Britain, as most steel production was for export. Aluminium was readily available, but steel was used for the sturdy box-section ladder frame.



2021 Land Rover Defender 11 modelled by Che Zhi in China in 1/24 scale.

Wouldn't you know it, this 1/24 scale model arrived in PH's mail box the day after our display night, but the Editor reckoned it was worth the effort to include it here.

The model is finished in the pale green that evokes memories of the first Land Rover in 1949, only this time, the paint has a metallic finish. The model is reasonably large and has a black interior with highlights in bright orange; the orange is applied to the seats, doors and facia.

The wheels look rather generic - the interesting steel wheels seen on the actual Defenders would be nicer - but as this is a toy rather than a collector's model, it is acceptable.

The model has a ladder and one spade, fitted just behind the left-hand rear door and on the other side, a tool box that contains a spade which can be removed. There is a glass roof over the rear seats and a roof rack finished in chrome. The facia has instrument dials and the name 'DEFENDER' in script across the dashboard. All in, a pretty good model for his collection until PH can obtain Defender models in 1/43 scale, but prices are rather stiff at present.

The Land Rover is among the most versatile vehicles ever built with numerous uses. It can be found in police colours, as an ambulance, a fire tender, forest ranger vehicle, on farms (of course) and even as a family hold-all. Its permanently engaged 4WD system ensured the vehicles could get almost anywhere, and it is believed that more than 60% of production is still in use somewhere on the planet.

Early models used de-tuned Rover 4-cylinder engines, but over the years, the Land Rover Defender became available with 1.6-litre and 2-litre petrol engines or a 2-litre diesel, and extended even to a 3.5-litre V8. Four speed manual

gearboxes were standard in earlier models, but later models had 5-speed and 6-speed manual gearboxes and automatic gearboxes. Even a BMW engine - the 2.8-litre M52B26 - was offered, while tuning firms even offered a supercharged Jaguar AJ-V8.

The Defender nameplate was introduced in 1990, and the vehicle had a continuous production run of 67 years until 29 January 2016, when the final model rolled out of the factory, fitted with the number plate H 166 HUE as a nod to the first pre-production model, the registration plate on which read HUE 166. More than two million Defenders were sold.

An all-new Defender was unveiled in September 2019, made available in two wheelbases - 90 and 110 – with no components or technology shared with the original. Its aluminium monocoque body no longer uses a separate ladder chassis. Its suspension is independent at each corner. It is in an all-new design that pays homage to the original, with some rather subtle design cues such as the shape of the rear lights. The new Defender is built in Slovakia at Land Rover's Nitra plant.

It is meant to be a serious off-road vehicle and as such, has permanent 4WD with a 2-speed transfer case and locking differentials with air suspension on 110 models, while the 90 has coil springs with air suspension available as an option.

The JLR Ingenium engine is offered, ranging from the D20 146 kW diesel to a 297 kW mild hybrid V6 model offered only with the 110. The 18-inch wheels are standard, and a range of accessories such as a raised air intake, extended mud flaps and side mounted storage boxes are among the options available.

Potential owners can order packages that include 'Explorer' 'Adventure' 'Urban' and 'Country' packs to personalise their Defenders.

The newest Defender has been well received and praised by the critics although, one writer in the U.S.A. complained that the attractive standard steel wheels are impossible to obtain.

Alas, unlike the original, the new Defender is too expensive to be regarded as a vehicle for the mass market.



The 1977 Land Rover 110 released by Polistil in 1/25 scale manufactured in Italy. This is an excellent example of just how good some models made as far back as 1977 could be, reckons PH, who bought it at Grand Prix Models in Radlett in England for just under £10. I wasn't looking for a Land Rover model, he said, but this was just so attractive. It has opening doors and bonnet and a nicely detailed tan interior with a good facsimile of the dashboard. The doors open really wide as the hinges are almost like that of a real car, instead of the thick hinges on most diecast models. There are four gear levers evident inside and even the pedals are correctly mounted and

prominent, away from the floor. The spare tyre sits on the bonnet and there's a spade and pick axe on each front mudguard. An electric winch is mounted on the bumper, just ahead of the grille. This is a right-hand-drive model but, curiously, it has an Italian number plate affixed at the rear.

Land Rover launched the Discovery as a cheaper alternative to the Range Rover, somewhat more mass market than the Range, and marketed it as the LR3 in the U.S.A, and as the Discovery elsewhere. As such, there was an option for a third row of seats. That third row necessitated a stepped roof line to provide additional headroom for those sitting at the boot area. That raised roofline gave the Discovery a distinctive profile with its 'safari' side windows built into the roof. Early models had two doors with a swing rear door instead of the split tailgate of the Range Rover. A 4-cylinder petrol engine was the launch engine, allied to a 4-speed manual gearbox. However, a four-door model was released a year later with additional room for the two jump seats in the boot by extending its rear-end.

Further refinement followed with engine choices expanded to a 2.5-litre TDI diesel and the 3.5-litre carburettor Rover V8 with a Lucas I4 CUX fuel injection, while manual cars had a 5-speed unit with automatic transmission added in 1992.

Fast forward to 2004 the all-new Discovery 3 (or LR3 in American-speak) was revealed at the Frankfurt Show. Here was something that was really 'all-new', as the newcomer threw away so-called 4WD traditions that said such vehicles had to have a separate chassis. The designers combined a monocoque body attached to a ladder frame that Land Rover called Integrated Body In Frame (IBF) that did away with the separate chassis idea. This added weight, but it also added strength, toughness and adaptability. All-independent suspension also was introduced with the system designed to replicate the sort of axle articulation commonly found on 4WDs with solid front and rear axles using its air suspension and electronics.

Electronics played a big part on the Discovery 3 with the introduction of the Terrain Response System in addition to traction control, hill descent control and direction stability control. The TRS is controlled by a rotary dial located on the centre console. The driver is able to select the terrain type to cover driving on sand, grass, gravel and snow, mud and

ruts and rock crawl. Once selected, the vehicle is able to traverse any terrain with the driver doing the steering while the electronics help with negotiating the track ahead.

New gearboxes - a 6-speed manual and 6-speed automatic for the V8 - were introduced. Engines offered were a 2.7-litre TDI V6 Diesel, a 4.4 litre Ford Cologne V6 petrol and a 4.4 litre 220 kW AJ V8 (from Jaguar).



The 2004 Land Rover LR3 made in China for RCZ Britains in 1/18 scale



1949 Land Rover Series 1 modelled by Corgi Vanguards in 1/43 scale. This was the first rover built. HUE 166 was the registration number plate on the original prototype for the Land Rover. Painted in a dull military surplus green, it is an extremely fine rendition of the Landie. The mesh grille is especially fine, maybe too fine because the headlights can be seen only if one squints. It has the correct stance with wheels and tyres that look the part. The canvas top looks reasonably convincing, and the dashboard has dials across its centrally located fascia. The mesh front grille is neatly done and the headlights can be seen behind the mesh. The 'Land-Rover' badge on the grille is especially well executed.

It would be remiss not to mention the ground-breaking Range Rover, regarded as the car that created the 4x4 luxury off-road category. Jeep had produced a similar vehicle many years before, but these were cheaper, more utilitarian and were regarded more as tall station wagons. C.S. King was the head of Rover Cars and in 1967 he thought of moving Land Rover up-scale as there was a growing recreational off-road market to be tapped. The idea was to blend the brand's outstanding off-road ability in a vehicle catered to the luxury market. He became convinced of using coil springs when he drove the Rover P6 across scrubland, and reckoned that that a permanent four-wheel-drive was needed to provide adequate handling and reliably absorb the power required for the vehicle to be competitive.

At launch, the Range Rover was fitted with the Rover 3.5 litre V8 (ex-Buick) and marketed as 'The Car For All Reasons'. It had a top speed of 160 km/h and a towing capacity of 3.5 tons with a roomy interior, disc brakes on all four wheels and the ground-breaking 4-speed dual-range permanent 4-wheel-drive. It received much critical acclaim and was an instant hit with the well-heeled buyers despite the lack of four-doors, a need that wasn't resolved until 1981. The idea of a separate chassis was dumped for monocoque construction, fully independent suspension replaced the rigid axles and even air suspension was added for high-line versions. The styling of the cars also progressed, without losing the look that made the Range Rover a classic. Interiors remained spacious and Land Rover-developed technology that provided the range with increasing ability off-road without sacrificing the sort of comfort expected of a luxury brand when travelling on paved roads.

1974 Range Rover made as a plastic kit by Hella in 1/43 scale. This is a well-made plastic kit that was easy to assemble with parts that fit easily. The model represents the original two-door model and it is a reasonably accurate example of the Range Rover. The chrome wheels were not standard gear on the real cars, although this may have been the case in the U.S.A. At least the wheels are in the correct style.



The four models pictured on this page are from the **second-placed** display provided by **David Brown**.



1945-1962 Willys's Overlander CJ-2A released by Universal Hobbies in 1/43 scale

Willys-Overland was one of several bidders when the U.S. War Department sought an automaker that could begin rapid production of a lightweight truck based on a design by American Bantam. Production of the Willys MB, better known as Jeep, began in 1941, shared between Willys, Ford, and American Bantam.

After the war, Willy, did not resume production of its passenger-car models, choosing instead to concentrate on

jeeps and jeep-based vehicles. The first postwar Willys product was the CJ-2A, an MB stripped of obviously military features, particularly the blackout lighting, and with the addition of a tailgate. Willys initially struggled to find a market for the vehicle, first attempting to sell it primarily as an alternative to the farm tractor, which were in short supply, having been out of production during the war. However, sales of the 'Agri-Jeep' did not take off, mainly because it was too light to provide adequate draft. The CJ-2A was among the first civilian vehicles of any kind to be equipped with four-wheel drive from the factory, and it gained popularity among farmers, ranchers, hunters and others who needed a lightweight vehicle for use on unimproved roads and trails.

1960-1964 Studebaker Champ made by Johnny Lightning [right] and by Hot Wheels [below right] in 1/64 scale

Designed at a time when Studebaker's truck line had not been upgraded in over 10 years, the company, which had endured years of declining sales, was forced to use a number of existing components. The chassis and cargo box of the Champ were basically the same as that used for the 1/2- and 3/4-ton E-series trucks since 1949, but the cab section was very different in an attempt to compete with the Ford Ranchero and Chevrolet El Camino. A new cab was out of the question because of cost, but the new Lark compact car's body proved just the right size and shape for the purpose. The engineering staff took a four-door sedan, cut it in half behind the front doors and modified the front half slightly to fit the truck chassis. Minor modifications for mounting of the cab to the 1949-vintage truck frame also were made.



1963-1989 Mercedes Unimog 406A made by Universal Hobbies in 1/43 scale

The 406 was the first medium duty Unimog, having a larger wheelbase of 2,380 mm and more than twice the engine power of the 401, with a heavy duty truck rather than a car engine. For many enthusiasts, the 406 represents the classic Unimog, having agricultural and silvicultural applications. It was supposed to be an agricultural and forestry vehicle and tractor, but have a longer wheelbase, a higher top speed, the downbent frame of the Unimog 404 and a stronger engine. Three cabs were planned: the Cabrio cab, a closed cab and a closed double cab. The initial engine concept favoured a direct-injected four-cylinder, diesel engine, but because Heinrich Rößler, the leader of the Unimog development, did not want this engine, it was decided to use a direct injected six-cylinder instead. New tyres had to be developed by Dunlop and Continental and the vehicle needed a new hydraulics system for auxiliary devices, a new drivetrain with new axles and a new gearbox to cater for the increased engine power.

[right] **2011 BMW Countryman Cooper-S**

This road version was released by IXO in 1/43 scale.

Dennis Mitchell presented these two model versions of the car in his **equal-third placed** display.



[left] **Mini Countryman Cooper Works WRC #37**

Driven by D. Surdo and Del Bario in the Rally Sardegna in 2011

Also released by IXO in 1/43 scale



The BMW people introduced the MINI Countryman in 2010, so they also could boast a genuine SUV. Although slammed by the ‘purists’ as not a Mini, it quickly caught on. It was available in two- and four-wheel drives with a choice of a petrol or diesel engine.

As it performed so well on dirt in its standard form, it was only a year later that BMW prepared a rally version, and unlike many WRC cars, it was basically the standard car with the same basic 1.6-litre petrol engine, with beefed up suspension for rallying. In its first year it won the Rallye Mont-Blanc, driven by Pierre Campana, and many other first placings were garnered through to 2014. The engine was a joint development with BMW & PSA (Peugeot/Citroen). PSA continues with the engine today in their 3008 and 5008 SUVs, although BMW now produces its own 1.5-litre 3-cylinder and 2-litre 4-cylinder cars, so a current MINI is just a BMW under the skin.



Toyota RV-2 released by AutoCult #09013 in 2020

Released in a run of 333 models last year, this model was presented by **Bruce Cook** in his **equal third-placed** display.

The RV2 was a 2-door wagon concept car shown in right-hand drive during the Tokyo Motor Show in 1972 and the New York International in 1973.

It featured sharply-formed edges and large rectangular headlights. The front bumper covered only the corners, allowing for a prominent grille. The roofline terminated behind the large door on each side. An integrated rollbar terminated the body work and also provided a place top which the

clam shell doors could seal. The 2,600 cc 4M engine was uprated to include SU carburettors which provided a top speed of 190 kph. The clam shell doors met in the middle of the roof, with no centre support. When the doors were raised, a tent could be stretched between them. Two adults could sleep in the tent section, and another two on the front seats, which could fold down flat. The rear section included a full-width tail gate with a wind down window.

Although well-received, the prototype was not put into production.

The pioneering road expeditions mounted by Andre Citroen in the 1920s were featured in the presentation given by **Robin Aston**, who showcased models of the vehicles used in those attempts. Andre Citroen dreamed of using his autochenilles (half-tracked vehicles) to forge new routes across the world. He launched expeditions that were human adventures as much as technical challenges. That any were at all successful was due to the extraordinary will of the men chosen to participate, and also due to a propulsion method invented by an engineer named Adolphe Keggresse – the flexible rubber caterpillar track.



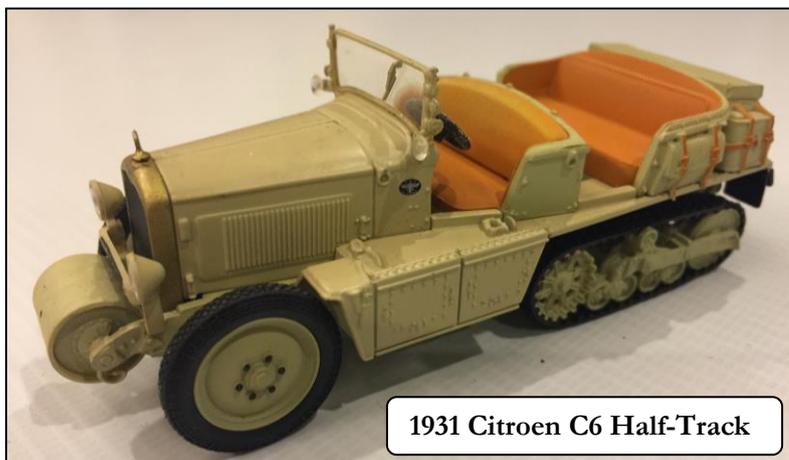
1922 Citroen B2 Half-Track

The first was to be an historic first crossing of the Sahara Desert with automobiles, linking the French colonies in northern and western Africa. At the time, the desert remained an arena of armed conflict. An attempt was scheduled for 1922, from Touggort in northern Algeria to Timbuktu in Mali, 3,500 kms to the south. The expedition was placed under the management of Georges Haardt and Louis Dubreuil, and comprised 10 men in five Citroen B2 Half-Tracks. They set out on 17 December 1922. Each car had an emblem painted on the body: a golden beetle, silver crescent, flying turtle, crawling caterpillar and an ox. They arrived in Timbuktu on 7 January 1923, after 21 days. Departing on the return journey on 1 February, they arrived in Touggort on 6 March after 34 days.

In 1931 the Central Asia Expedition was organised, with the aim of crossing the Black Gobi Desert. On 25 March, Victor Point, the expedition leader, met his 16 journeymen at Tien Tsin railway station, outside Peking, where they had arrived from Russia on the Trans-Siberian railway. The Chinese authorities were hostile as there was unrest between the governments of China and France. Seven Citroen C6 half-tracked vehicles were unloaded on 28 March and taken to the French Concession where they were assembled by mechanics.

On 6 April they set off, and taking no risks, 120 kms into the trip the group skirted around Peking in order to avoid entering the city. The precaution proved insufficient, and a messenger sent by Chinese officials caught them up and required Victor Point to accompany him to Peking to commence further negotiations and obtain necessary travel authorisations.

On 10 May the group was in Kalgan, and on the sixteenth Point, having obtained the necessary authority, set off to re-join them. On the 20th Chinese officials caught up with them and attached themselves to the convoy to supervise their progress. The group proceeded into the Black Gobi Desert, a terrible place without comparison to the Sahara. Two weeks of slow, difficult and painful journeying brought the caravan to a place named Etsin Gol, and several days later to Sou-Tcheou. Here Point learned of a Muslim revolt against the government in Sin Kiang, a place towards which his expedition was headed. Matters became worse. President



1931 Citroen C6 Half-Track

Marechal King blocked the caravan in Ouroumsti. There was no way to send a message seeking intervention, so the expeditioners were held prisoner. The radio operator, Roger Kervizic, by complex subterfuges, managed to contact the French authorities in Perking. Four cars then were allowed to leave, but they reached no farther than Aksou from where they were forbidden to travel further.

The return trip to Peking took a long time. The route was back through Ouroumsti, where Point had remained a hostage. On 23 October, the group still was in Ouroumsti. After several weeks of fruitless negotiations, the gift of three of the half-tracks, despatched on the Trans-Siberian railway, unblocked the situation. However, winter was closing in when, on 28 November, Haardt was given written authority to proceed. Two days later, they left, but other difficulties had to be overcome, including bandits, icy cold weather and repairs to engines.

On 12 February 1932, the caravan entered Peking, and received a grandiose welcome. On 16 February, the remaining vehicles were loaded onto a cargo ship. Georges Haardt had planned a less direct route home. On 16 March, in Hong Kong, he died of pneumonia believed to have been brought on by exhaustion.



The Allard Clipper (a three-wheeler with one wheel forward) powered by a one (two-stroke) cylinder 346 cc engine which provided a maximum cruising speed of 40 mph. It measured 10 feet one inch in length.

This is the convertible version of which 20 were made and two survive.

Modelled By (Trevor Wright) TW Models in 1983.

The car was illustrated in Frederick Warne's 'Observer's Book of Automobiles' (1955) London.

2004 Nissan Murano modelled in 1/43 scale in a part-works series by an unknown modeller



Nissan often is near the top of makes that are recommended to prospective buyers. Unfortunately, with every manufacturer there always is a little footnote, in which a car rates a mention for its inability to meet the general standard set by the manufacturer. The Murano often is described as the high school drop out of the Nissan family, working in a dead end job, with three kids to different mothers and putting pay cheques up his nose. The result of a merged design deal between Nissan and Renault at a time when Nissan was dealing with financial strains, the Murano, at its release was one of the largest and heaviest vehicles, using a new so-called continuously variable transmission design. As with most new technologies in the automotive market, teething problems are inevitable and expensive, and the CVT in the Murano quickly was identified as an issue. The technology has improved, and other manufacturers have used it. Built and marketed as a suburban SUV, the CVT transmission makes the Murano a poor choice of vehicle if one intends to tow.

* * * * *



Paul Heeks was motivated to share a personal experience of drinking and driving, and if you can take a lesson from his experience, some cost and embarrassment might be avoided. People do have unexpected brushes with the authorities from time to time, often on the way home after a social session with family or friends. Recently, Paul was out for the evening to a party, and had enjoyed several margaritas and a bottle of rather bonzer red wine. The venue was a great dinkum Italian restaurant, of course. Although relaxed, he still had the good common sense to appreciate he was slightly over the blood/alcohol limit, so he did something he never had done before. He took a cab. On the way to his home, a police roadblock

was encountered, but the cab was waved through, as seems routinely to occur with cabs, and Paul arrived home without further incident. Of course, these roadblocks can be encountered most anywhere, and Paul congratulated himself on his choice of transport. The real surprise, to him, was that he had not driven a cab before. Unsure from where he had obtained it, and now that it occupied his garage, he did not quite know what to do with it. If you need to borrow it, because well you find yourself at one of those social sessions and have enjoyed yourself a little too well just give him a call.

'THE CAR IS THE STAR' OUR JULY 2021 THEMED DISPLAY

THE PANDEMIC LOCKDOWN again prevented us meeting at the Magpie Sports Club, but at Dennis' suggestion a few members shared their models of starry-eyed motor vehicles in a virtual display. Since the formative days of the industries, motor vehicles have featured in many movies and television shows, from the Model T Ford in which Laurel and Hardy clowned around to Simon Templar's Volvo P1800, the Sunbeam Tiger from 'Get Smart' and the vehicles in the 'Fast and Furious' franchise. The pool of cars is numerous, and a book would be needed to cover all those that have been featured. One car does stand out from this pantheon the Aston Martin DB5 from the James Bond franchise film 'Goldfinger'. This car was fitted with several special effects that included a smoke screen, oil slick, revolving registration plates, machine guns, rear bullet shield and an ejector passenger seat. The gadgets were designed by John Stears, who persuaded the producer to use a DB5 rather than the DB3 in Ian Fleming's novel. The 'real' DB5 came with a 210 kW 4-litre in-line six and a five-speed ZF gearbox with fuel fed by three SU carburettors. The movie car had registration plate BMT216A and the car starred again 'Thunderball'. The Bond character drove many other cars, including a Lotus Esprit and a BMW Z8, but it's the Aston that is the iconic car associated with the secret agent franchise. **PH Cheah** provided the display models described and pictured below.

1962 Sunbeam Alpine Series II

Well before 007's Aston Martin, the first car Bond drove was a Sunbeam Alpine. He was on a mission in Jamaica to investigate the disappearance of Commander Strangeways, whose Alpine JB he drove while pursued by three thugs. Bond drove the low-slung Alpine under a construction crane that stretched across the road. The thugs could not follow and crashed in a ball of fire.

This model is in 1/43 scale from the Bond series of made-in-China part-work models. It is a rather nice model of the Rootes' sports car, finished in blue with reasonably convincing wire wheels. The shape of the car is well replicated, with a figure of Bond at the wheel. Separate parts cover the head and tail lights, bumpers, door handles and grille; all quite impressive as this was not an expensive model. It has a blue interior and its dashboard has dials across the fascia.



Aston Martin DB5



Released in England by Corgi Toys in 1965, this 1/43 scale model was the best-selling toy in the year of its release, with well over five million sold, and no wonder. It is quite an amazing piece of tiny engineering, as the model has many of the gadgets of the real car, including the ejector seat, bullet shield, tyre shredding blades, revolving registration plates, machine guns and battering rams. Corgi initially released it in gold metallic, but as the movie car was metallic silver, the following batches were in that colour. But for serious collectors, a gold DB5 from the original series is a 'must-have'. Corgi has re-issued many variations of the Bond car, including a gold metallic model that quickly became 'collectible'.

The model of the DB5 released by AUTOart in 1/18 scale diecast and made in China, pictured at the top of the next page, is excellent and includes many of the gadgets such as the rear bullet shield, battering ram over-riders, tyre slashers, revolving registration plates and machine guns hidden behind the front side lights/turn indicators, but while there's room for an ejector seat to throw some bad guy through the roof, the model does not feature that infamous device.

The black interior is well finished, and the floor even looks like it is carpeted. The dashboard is detailed and even shows an early idea of a satellite navigation system set into the centre console. The paint finish is up to AUTOart's high standards and is an accurate replica of the real car. The bonnet, boot and doors open and the front wheels steer.

Lift up the bonnet and the straight-six twin cam engine is well modelled, right down to the three 'SU' carburettors. The chrome work is excellent and as usual, the fit and finish of the model is superb. AUTOart models can be expensive but PH considers the \$199 he spent in the 1990s well worth the price.



Chitty Chitty Bang Bang

James Bond's creator Ian Fleming used to tell a story about a flying car to his infant son. After a heart attack, he deemed it necessary to write a novel based around the car, the Chitty Chitty Bang Bang. He wrote the book longhand as his wife had forbidden him from using a typewriter, because she felt he did not need the stress. The film was adapted for the screen by Roald Dahl and directed by Ken Hughes. The car is capable of flight and zips on water like a hovercraft. The car takes on a sentient life of its own throughout the film, and it features a tangible personality thanks to the engine noise that gave the car its name. The film musical starred Dick Van Dyke as Caractacus Potts, with music and songs provided by the Sherman Brothers. Six versions of the car were made for the film, and when the musical transferred to the stage, Chitty Chitty Bang Bang was the most expensive stage prop ever made. Its design was led by production designer Ken Adams together with cartoonist and sculptor Frederick Rowland Emmet.

Alan Mann Racing of Hertfordshire was commissioned with building the 'real' car in 1967. Its power came from the Ford 'Essex' 3-litre V6 mated to a Borg Warner automatic transmission. It weighed 1½ tons and was 548 cms long and 183 cms wide. The fully functional car was 'road legal' and carried registration plates number GEN II.



The model is by Corgi Toys last year and was made in China. The scale is unknown, but it looks like a 1/32 or 1/36 scale. It has 'play' features such as lever controlled pop-out wings. It has four figures in its seats; Caractacus Potts and kids Jemima and Jeremy and Potts' girlfriend Truly Scrumptious. As the model is of a movie car, one that has no real link

to any actual cars, its look is reasonably close to the film car with the long bonnet, red wheels and boat-tail. The pop-out wings sprout in front, back and the sides and while the exhaust manifold suggests a 4-cylinder under the bonnet, the actual car had a V6.

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Lady Penelope's FAB 1 Rolls-Royce.

There cannot be too many of us who are not familiar with the television series 'Thunderbirds' (your Editor begs to differ!). The series centred around the Tracy family whose members ran an organisation known as 'International Rescue'. It was a sort of tongue-in-cheek spy series in which the group worked with the government to effect spectacular rescues and to foil the plans of the baddies, who usually were Soviet. Well the show did run in the sixties. Lady Penelope Creighton-Ward worked with the Tracys, and she had a six-wheel-drive pink Rolls-Royce carrying plates FAB 1. This was no ordinary Roller, as it had an armoury of tricks from smoke bombs, machine guns, turbo jets, ramjet turbines and even hydrofoils.



It was driven by Aloysius Parker, Lady Penelope's faithful butler/driver. Gerry Anderson contacted Rolls-Royce to obtain permission to use the company's brand name. RR's public affairs people replied that Rolls-Royce " couldn't see any harm in AFO's request. As the series is aimed at children, we thought it would be good for the cars - give them a modern image and you never know, it could inspire a child to own one some day." Six wheels were incorporated into the design to distinguish it from the real Rolls-Royces. Designer Derek Medding remembered the car for its outrageous styling, which bore no resemblance to any RR ever made. It is interesting to note that in the 2004 live action film of 'Thunderbirds', BMW (the owner of the RR brand) declined to be involved, so the producers approached Ford, which

accepted the commission, adapting the car from its eleventh generation Thunderbird. The specifications for the full-size FAB 1 make interesting reading. It is 640 cms long, 244 cms wide and has a top speed between 322 km/h to 483 km/h. It can travel on water too, with a top speed of 50 knots (86 km/h).

The first model of FAB 1 was released by Dinky Toys to coincide with the release of the 'Thunderbirds' television series. This model was released in 2015 by Corgi, as renewed interest in such television memorabilia began to gain the attention of collectors. You can't blame Corgi for producing the model as Dinky Toys is no longer around to produce FAB1. Unlike the original, this model is made in China and its scale is uncertain, but if pressed, PH reckons it is nearer 1/36. It's a rather nice model, with a rear-mounted rocket and a larger rocket mounted behind the grille, which has to be lowered before launch. Lady Penelope sits in the back with Parker behind the centrally-located steering wheel. The six wheels are chrome items and the large glass canopy slides back.

1968 Ford Mustang GT V8 from 'Bullitt'

The film 'Bullitt' was released in 1968, and is an action thriller directed by Peter Yates and starring Steve McQueen, Robert Vaughn and Jacqueline Bisset. It was based on the novel 'Mute Witness', and featured what's regarded as the best car chase film sequences filmed. It was a critical and box-office smash, winning the award for best screen editing for Frank Keller. It is notable for the car chase scenes through the streets of San Francisco. Two identical Mustang GT V8s were purchased by Warner Bros., and the engines, brakes and suspension were modified for the chase by veteran car race technician Max Balchowsky. Ford loaned two Galaxies for the chase sequences, but the cars were too heavy to jump over the hills of San Francisco. Besides, a Ford vs Ford 'battle' on screen wouldn't look very believable. The Galaxies were replaced by two 375 horse power (280 kW) Dodge Charger V8s. The director called for speeds from 120 km/h, but the cars, including the chase cars for filming, at times hit 180 km/h. Drivers' point-of-view shots were used to give the audience a participant's feel of the chase. Three weeks were required to film the chase sequences, resulting in just nine minutes and 42 seconds of screen time. The Charger was the more powerful car, so drivers in the Charger had to back off the accelerator to prevent the car pulling away too far. Some mistakes can be seen when watching the chase. Examples are the Charger losing five hub-caps during hard cornering and some editing errors that show damage on the Charger's side but no damage on the same car in the next scene. Ford took advantage of the film's notoriety by producing 'Bullitt' editions of its Mustang finished in the dark green with five-spoke alloys of the movie car, more power and a higher price.

This 1/43 scale model by Road Signature of the 1968 Ford Mustang GT V8 is a reasonably accurate depiction of the film car. It has the correct shade of green and has the correct-design five-spoke wheels. There are separate parts for the bumpers, headlights, door handles and grille. This is a rather nice model that, when first released around 2010, retailed for under \$20. Of course, it is made in China.



Jaguar XKR from 'Die Another Day'

In the 2002 Bond movie 'Die Another Day', a **Jaguar XKR** driven by the villain Zao, when pursuing Bond across snow and ice in Iceland, was featured. The XKR showed that even the bad guys needed a car that was as gadget filled as the Q-Branch Aston Martin that Bond drove all being fair in love and war and this Jag had gadgets galore - a rear-mounted 'Gatling' gun, missiles hidden in the doors, nine mortar rounds, two ramming spikes, MI34 mini guns and a rocket mounted underneath the front grille. The car also had thermo imaging capabilities and was fitted with four-wheel-drive. Eight modified XKR's, all painted in the green of the Formula One cars, were produced by Jaguar for the film.



Four were built on the bespoke 4WD chassis - a shortened Ford Explorer chassis - with one such vehicle dubbed the 'Special Effects Car' (SFX1), having a modified Ford Mustang V8 engine and modified Explorer front suspension. In one scene, Bond escaped the Ice Palace in his Aston Martin Vanquish with Zao in pursuit in a supercharged Jaguar XKR that's more than a match for the Aston, resulting in a spectacular chase on ice.

The model is in 1/18 scale and was made by the Beanstalk Group in China in 2002 to coincide with the film's release. The model is an excellent replica of the beautiful Jaguar XKR and has many of the gadgets that are described above. In the boot are the missiles ready to launch; the two doors have six rockets contained within each; there are 18 miniature rockets hidden behind the front grille; and the Gatling gun is located behind the

front seats. The black interior is well detailed, with sufficient attention paid to the instrument panel's dials and the gadgets on the centre console. The five-spoke wheels are in the correct design, and the tyres even have snow chains embedded in the thread. The Jaguar 'growler' badges on the bonnet and boot-lid are very nicely done. The doors, boot and bonnet open of course, and the front wheels steer and are connected to the steering wheel.

Toyota 2000 GT from 'You Only Live Twice'

Two Toyota 2000 GT convertibles were made for this film because that classic Toyota sports car was built only as a two-door coupe. The in-line six-cylinder engine came from the Crown but had twin-cam heads and Solex 4DPHII carburettors that made 150 bhp (112 kW). Its top speed was 144 km/h and gadgets fitted included a communications system by Sony, small closed-circuit television receiver, a VCR in the glove box, cameras behind the registration plates, auto two-way radio and a voice-controlled tape recorder, all of which were very high-tech items in 1968. The 2000GT started as a Yamaha project that the company believed Nissan would build because of the close association between the two companies. Nissan decided to pass, and Yamaha then approached Toyota and the rest is history. Toyota needed an exciting sports car to enliven its staid and dull image and the car, said to be designed by Albrecht Goertz, was designed by Toyota's Satoru Nozaki. He kept the Yamaha underpinnings and the lightweight aluminium construction and it sure helped Toyota's image, but its sales success was limited as only 351 were built. For the film, the main factor in creating a drop-head was because actor Sean Connery, standing at 188 cms, would not have been able to fit inside the closed 2000 GT. A Targa top was tried, but Connery's head stuck above the top and looked rather odd. Tonneau covers helped to simulate a functioning roof, although no fold-away canvas roof was designed for the car. In the film, Connery never drove the 2000 GT; it was driven instead by the Japanese agent Aki. Aki and Bond were pursued by 'baddies' in a Toyota Crown, and the chase was ended when a helicopter lowered a huge electro magnet on the Crown's er crown and lifted the car and dropped it in the Pacific Ocean.

The model was released by Corgi in 1/43 scale and was made in England in 1968. It is a reasonably close replica of the 2000 GT with Bond in the passenger seat and Aki driving. Obviously, this little model cannot display any of the electronic and communications gadgets, but there are four missile launchers hidden in the boot. It looks like this was an idea seen only on the model, perhaps to give it a little more 'play' value. That said, the 2000 GT's looks and stance is well replicated, and the white paint finish complements the wire wheels that look reasonably convincing.



The Lotus Esprit S1 from 'The Spy Who Loved Me'

For the 1977 Bond movie 'The Spy Who Loved Me', Lotus Cars managed to wrest the contract for supply of Bond's wheels with a **Lotus Esprit S1**. In the film, Bond is chased across the Italian island of Sardinia by crooks in a black Ford Taunus/Cortina Mark IV. Of course, the 'baddies' crash, ending up stuck in the roof of a house. The Lotus is equipped with surface-to-air missiles, cement jet spray, torpedoes, mines and can be converted to a submarine when wheel arches turn into fins which enabled it to dive underwater. Bond even has access to a periscope should he want to observe what's above.



The Esprit was fitted with the Lotus 907 4-cylinder 160 bhp (120kW) engine mated to a five-speed manual gearbox. It weighed just 1,000 kgs and had a top speed of 220 km/h. Lotus delivered two street-legal Esprits to the film crew with one used as a camera car. Unfortunately, the stunt driver hired for the chase sequence was unable to achieve the level of excitement the production crew needed because of the Esprit's significantly high levels of grip. Frustrated by the lack of dramatic progress following an unsuccessful take, the car was returned to the location. Lotus engineer Roger Becker, who accompanied the cars to the film set and was familiar with the car's handling characteristics, got behind the wheel. His brief performance in the car was so impressive that when he slid to a halt in front of the cameras, producer Cubby Broccoli instructed him to repeat the feat, this time with the cameras rolling! He was then hired to do virtually all the stunt driving. In addition to the two

cars, Lotus also provided six Esprit body-shells, one of which was sealed for the underwater sequences. PH visited Lotus in Hethel in 1977 to write a story on the company. The Lotus public affairs people took pains proudly to inform him that the Esprit was the new Bond car. When he informed them that he had an appointment at Aston Martin the next day, they asked him to remind the Aston Martin people of the company's coup. Needless to say, when he visited Aston Martin at Newport Pagnell the next morning, he passed the message from the Lotus people. The Aston Martin executives were amused and laughed, saying that they were not concerned as Bond eventually would be back in an Aston.

The white Esprit model was made in China in 2006 in 1/43 scale for the part works Bond series of cars. The model is shown in its 'submarine' guise, with wheels retracted and fins sprouting from the wheel arches. There are two rudders at the rear with four propellers between them to propel the car underwater. Windows and the front/rear windscreens are fitted with black blinds, and the periscope can be seen just above the rear windscreen.

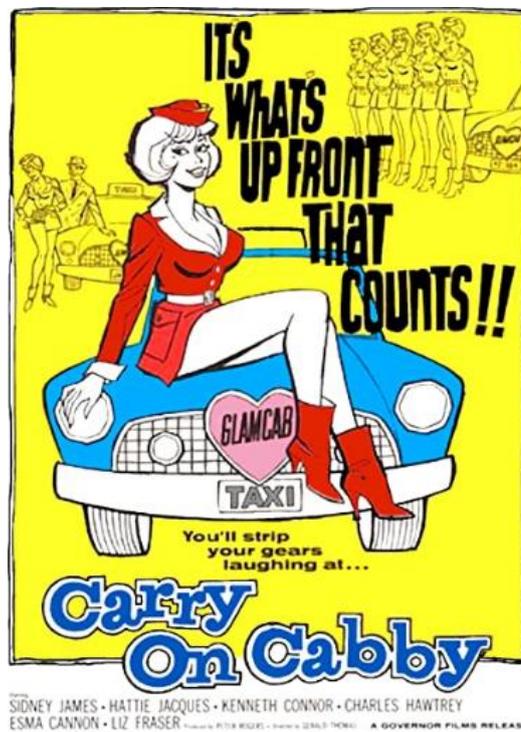


Yes the car IS the 2003-2013 Lamborghini Gallardo and it definitely is a star



The starring car is a 1991 Jaguar XKJ Convertible as if you care

The car definitely was the STAR, in the 1963 Ford-endorsed film 'Carry On Cabby', one of several comedy films from what nowadays would be labelled the 'Carry On' franchise, remembers **Rob Bender**. The movie was used to introduce the new **Ford Consul Cortina**, with official Ford endorsement, and with the cars provided by Ford and chosen by the character Mrs. Glam for her glamorous lady taxi drivers dressed in provocative uniforms. The film featured a revolution within the industry, resulting in a firm of female cab drivers competing with the blokes, and all driving Consul Cortinas. It was released in November 1963, and like all the 'Carry On' films, was a smashing success.



One of the film trailers did advertise the Cortina as film's newest 'star', and although the footage is elusive, Rob has seen it, perhaps in a 'Carry On' documentary. The registration plates confirm that the cars used in the film were among the first off the production line after the prototype. Some of the advertising posters were sponsored by Ford, which supplied the cars and registration plates OWC 164 to OWC 170 (the prototype plate was OWC 155).

Probably of interest to Lester Gough, the cars in the film were very early production cars based on the prototype, with the 'triangular star badges' on the rear quarters as used on Prefects and Zephyrs.

Above are illustrated advertising posters and the official trailer, and at right is a very rare coloured photograph of the girl cabbies on parade with a few of their cabs, with the Hattie Jacques character Mrs. Glam inspecting the cohort before despatching them onto the streets.

'Herbie' - the 'Love Bug' - was a 1963 Volkswagen Beetle with yellow-on-black 1963 California license plates OFP 857. It was described as "..... a lovable car with a mind and spirit all of its own." The original 1968 film established Herbie's racing origins and was aided by the comedy of Buddy Hackett and Don



Knotts. It was released in Australia in December 1969, and it was so successful that the series was continued into 1980. Four feature films were made. The first was titled **'The Love Bug'**. Before the events of the film, 'Herbie' was bought from a showroom by a San Francisco socialite for her upstairs maid, but he was returned shortly afterwards due to 'reliability' problems (obviously unheard of for a Volkswagen!). He was then purchased by a race driver and named 'Herbie' after the uncle of the mechanic who worked for the racing driver. Herb was a middleweight boxer whose nose was shaped more and more like a VW Beetle. Together they transformed 'Herbie' into a racing car.

In order to create the effect of 'Herbie' driving himself, Disney concocted a detailed system of sprockets and pulleys connected to a second steering column under the front seat for a rear seat driver. There also was a second set of pedal assemblies, clutch cables and a shifter extension. In 'The Love Bug', the rear seat driver sat low enough to see over the windshield, but still out of the view of the camera. For 'Herbie Rides Again' and 'Herbie Goes to Monte Carlo', Disney installed a hood-mounted Carello fog light that concealed a small camera which allowed the rear seat driver to view the street and sit lower.

In this first film, the original racing stripes differ from those in later movies; the stripes do not cover the valances or louvres of the car and the blue is a lighter shade. Also, Herbie features colour-keyed running boards, while in later films the running boards are standard black.

During the film, depending on the scene, the wheels were changed from standard VW wheels (although fitted with plain hubcaps with no VW logo) to specially widened wheels on the racing Herbies. During one scene (when Tennessee is hanging out of the window), the '53' racing logo (aka 'gumball') on the passenger-side door is missing. The door is also cut along the lower edge at an angle to enable the car to tilt over to the right on two wheels.

One of the modified racing Herbies featured a Porsche 356 engine, brakes and KONI shock absorbers. The VW badges were removed from the bonnet of all the cars in this first movie and they featured plain non-VW hubcaps. The bonnet-mounted VW logo was replaced with a plain disc of the same diameter, coloured to match the body. All VW logos were removed to avoid any trademark conflicts.



Fan-made 'Herbie' replica VWs on parade at Stamford Hall

After the success of 'The Love Bug', the film was heavily endorsed by Volkswagen, which was in financial trouble at the time, when Beetle sales in North America were considerably lower than in previous decades. The company insisted that the VW logos appear on 'Herbie'. Both the hub cap VW logo and bonnet-mounted VW logo were reinstated.

In the sequel, **'Herbie Rides Again'**, released in 1974, Herbie had been left to the race mechanic's widowed aunt, whose house is earmarked to be bulldozed. To try and save the house, her attractive young female neighbour teams with Herbie, who is entered into foreign racing circuits and teams up with other VW Beetles, along with sentient objects such as the widow's self-playing organ.

'Herbie' featured revised racing stripes, with the original blue switched to a dark navy. In addition, the stripes were applied over the valances and louvres, and the bonnet was recycled for 1982's television series 'Herbie the Matchmaker'. 'Herbie' also received a bonnet-mounted Carello fog light, and his running boards were now the more conventional black.

Additionally, 'Herbie' was running on standard wheels yet again. Volkswagen also promoted the film by having a Type 1 Beetle, complete with 'Herbie' livery, in every showroom. There are various model errors in this film, such as the later post-1964 'big window'

Beetles being used. Also of note is the 'cut-n-shut' engine cover after the warehouse break-in. The Beetle used was a late model, having a more bulbous flat-bottomed lid with an earlier rounded bottom edge welded on.

In 1977 the car starred in **'Herbie Goes to Monte Carlo'**. He is entered in the Trans-France Race (for transgender French cars - haha a test for who's reading???) and falls in love with a female Lancia Scorpion, who also has a mind of her own, and Herbie finds himself at the wrong place at the wrong time when a stolen diamond is hidden in his petrol tank.

'Herbie' again is fitted with wide racing wheels (Goodyear GT radials) and an external fuel filler cap. Post-1967 Beetles did feature the fuel tank accessible on the right side behind the mudguard; the silver cap, however, was fake and added for the film's storyline. With the addition of the fuel filler, the antenna is now a retractable unit fitted on the front cowling, near the windshield wipers. He has a roll cage again, and he has Monte Carlo racing stickers on his windows (one on the front window, two on the left back window and one on the rear window). 'Herbie' still sports the Carello

fog light, with an added black cover sporting the company name. He now has grey bucket seats instead of stitched seats. Throughout this film, 'Herbie' has an asymmetrical door mirror. There were nine VWs used in the film. Many of the cars were recycled for use in the next movie.

In '**Herbie Goes Bananas**', released in 1980, after racing at Monte Carlo, 'Herbie' is left to the race driver's nephew who plans to enter him in the Brazil Grand Primeo. In the interim Herbie befriends an orphan and wreaks havoc on a cruise ship, and Herbie is punished by having to 'walk the plank'. He is rescued from the ocean and disguised as a taxi to stop a gang of criminals from stealing ancient Inca gold. 'Herbie' is given the nickname 'Ocho', because the orphan can't understand Herbie talking through his horn. 'Ocho' is the Spanish word for the numeral '8'; purportedly because the digits '5' and '3' in Herbie's racing number, '53', were combined to produce '8', and possibly to rhyme with 'Vocho', the Beetle's colloquial name in Mexico.

After the Mexico debacle, the racing driver takes in 'Herbie' and opens a driving school in the television series 'Herbie, the Love Bug'. The racing driver hooks up with a woman who has three children, who become Herbie's friends, but a businessman wants to get rid of Herbie and break up the couple because the woman broke up with him during their wedding.

In this movie, the bonnet-mounted light, the grey roll cage bar, the Monte Carlo racing stickers and the silver gas cap were removed. 'Herbie' still has grey bucket seats, asymmetrical door mirror and the Goodyear GT radial racing tyres and rims, and the sunroof was the original light grey rather than the dark shade sported at Monte Carlo. The car that 'walks the plank' in the movie was never recovered from the sea. It was tossed overboard from the M.N. *Coromuel* ferry (not *The Sun Princess* cruise ship portrayed in the film). The car is somewhere between La Paz and Baja in California, but the car thrown overboard was not a proper car and had many wooden parts.

'Herbie' set an actual Guinness World Record as the first car to go through the Panama Canal during filming in 1979. Herbie's name is mentioned only three times in the film, by the garage owner, apart from the two times 'Herbie' honks his horn at Paco trying to say his name when Paco cannot understand what 'Herbie' is saying.

One of the actual film cars used with its flip wheel chassis in the bullfighting scenes now resides in Sydney! Another was displayed in the 'Cars Of the Stars' motor museum until its closure in 2011.

'**The Car**' was a horror thriller released in 1977, in which the villain was based on a Lincoln Continental built by the legendary George Barris. As a bit of trivia, the 'dinosaur' sound Spielberg used at the end of the film 'Duel' (which came from an old monster film) was used again in 'The Car'. The film was influenced by Spielberg's 1971 film 'Duel' and Roger Corman's 1975 film 'Death Race 2000'. The car was a highly customised **1971 Lincoln Continental Mk III**, designed by famed Hollywood car customiser George Barris, who also created the 'Monkeymobile', the cars used by The Munsters and of course the famous 'Batmobile'. Four cars were built for the film in six weeks. Three were used as stunt mules and the fourth for closeups. The stunt mules were destroyed during production, while the fourth is in a private collection.



The cars' bodywork was painted in steel, pearl and charcoal colours. The windows were laminated in two different shades, smoked on the inside and amber on the outside, so one could see out of it but not into it. In order to give the car a sinister appearance, as requested by director Elliot Silverstein, Barris made the car's roof three inches lower than usual and altered its mudguards that same length again both higher and longer. According to Silverstein, the distinctive sound the horn made spells out the letter 'X' in morse code. Rob remembers seeing this film advertised in the 'news' section of a motoring magazine back in the day, which he still may have, but like most overseas films it was probably first screened here years after its first release.

'Christine' was a 1958 Plymouth Fury, "..... possessed by Hell body by Plymouth, soul by Satan" (from the film's trailer). The novelist Stephen King chose a 1958 Plymouth Fury for 'Christine' because it was a "forgotten car." "I didn't want a car that already had a legend attached to it like the '50s Thunderbird," he said. Already a rare car in 1983 when the film was made, 23 cars were used and all but two were destroyed, but the amount of NOS trim used to build cars only to be trashed, to a restorer, is heartbreaking.

The license plate attached to the car begins 'CQB', which is an acronym for 'Close Quarters Battle.' Some interesting anomalies, especially for Mopar fans: Plymouth Fury, licence number CQB 241, although described as 1958, 'Christine' was actually built in September 1957, which was when the next year's models were produced (hence the '1964 and a half Mustang' officially called a '65). 'Christine' is said to be a 1958 Plymouth Fury, which had similar panels and trim to the 1957 model. When the Fury line was introduced, it was essentially a sport and trim package on the Belvedere - notably with two doors, gold anodised trim, gold grille and dual four-barrel carburetors. 'Christine', as shown in the movie, could have been any two door Belvedere with a 318 or 350 engine. Although over 5,300 Furies - and far more Belvederes - were built in 1958, they since have become very rare and are collector's items. There were between 13 and 16 (depending on the source) Belvederes/Furys smashed in the making of the movie (out of the 23 used), but it is unknown whether they were 1957 or 1958 models, or a combination. In any event, Plymouth enthusiasts were infuriated. The movie did popularise the car and probably saved many of them - in the same way that 'Back to the Future' (1985) did for the DeLorean. In the book, the car had four doors, but this was changed to a two-door model when it was realised that there never was a four-door 1958 Plymouth Fury. Although all 1958 Plymouth Furies were sandstone white with a beige interior and gold anodised aluminium side trim and grille, the book mentions that this particular car was custom ordered in Ford red.



At the time of filming in 1983, a 1958 Plymouth Fury was difficult to find and expensive to buy. In addition, the real-life Furies came only in one colour, 'Sandstone White' with a 'Buckskin Beige' interior, as seen on the other Furies on the assembly line during the initial scenes of the film, though the car in King's novel was ordered with a red-and-white custom paint finish.

The original Furies had anodised gold trim on the body and Fury script on the rear quarter. In order to bypass the problem of obtaining the rare trim, the cars featured the more common Belvedere 'Dartline' trim. Most of the cars destroyed were Savoy and Belvedere models dressed to look like the Fury. At least one 1957 Savoy was used, its front end modified to look like a 1958 model.

Originally, Carpenter had not planned to film the car's regeneration scenes, but gave special effects supervisor Roy Arbogast three weeks to devise a way for the car to rebuild itself. Arbogast and his team made rubber moulds from one of the cars, including a whole front end. One of the cars was stripped of its engine to accommodate internally-mounted hydraulics that pulled inward to crumple the car, with the shot then run backwards in the final film.

Of the 23 cars used in the film, the best known surviving vehicle was rescued from a junkyard and restored by a collector. One of the cars was auctioned in 2004 and sold for \$167,000 and again in 2020.

The police car featured in the film also was a Plymouth Fury, but a 1977 model.

She was German with a racing pedigree of 450 hp and a top speed of over 174 mph in 1927. Released in December 1968 (a month after 'Herbie' appeared in 'The Love Bug'), the film was directed by Ian Fleming, best known for his Bond series of novels. Yes, the 'real' **Chitty Chitty Bang Bang** was actually German, and driven by Count Zoborowski in 1927, it beat Malcolm Campbell's land speed record, but for the film she was built from a burnt out wreck, and re-powered by Ford.

The novel titled 'Chitty Chitty Bang Bang' was inspired by a series of four real life race cars named of that name, which were built and raced by Count Louis Zoborowski in the 1920s and were oddly long shaped. Ian Fleming (who wrote the book) saw one of the cars as a boy and was inspired to write a children's story after watching the Count's exploits on the race track.

Count Zoborowski originally campaigned British cars such as Sunbeam and Aston Martin but switched to the Mercedes team in 1924. He died aged just 29 years, whilst driving a Mercedes after hitting a tree in the Italian Grand Prix in 1924.



'Chitty' was a Victorian race car before it was a Ford-engined movie car. Its racing career, before it caught fire and ended up in a junkyard, included first placings in the 1907 British Grand Prix, 1908 French Grand Prix and the 1908 Deutschland Grand Prix. In the 1909 British Grand Prix, the car veered out of control and caught on fire, ending its racing career.

The car had four racing iterations. The first 'Chitty' was a chain driven customised Mercedes chassis with a 23-litre six-cylinder Maybach engine. It was the first amateur machine to achieve celebrity at the Brooklands race track in Surrey in 1921. It was driven to two victories in its debut appearance, reaching

speeds of 100.75 miles an hour in the Brooklands Short Handicap, but in 1922 it blew a tyre, hit the parapet of the track, slid down the home banking, demolished a wooden hut (cutting off the fingers of an official in the process) and tore off its front axle.

The second car was similar to the first but had a shorter wheelbase, an early Mercedes chassis and an 18.8-litre Benz BZ series aero-engine. This car was never as successful as its predecessor, but is the only one of the original three race cars remaining.

The third model was lapped at 112.68 miles per hour, and also was based on a modified Mercedes chassis. It had a 160 hp Mercedes single overhead camshaft six-cylinder aero engine that was tuned to produce 180 horse power.

The fourth car, more commonly known as the 'Higham Special', had the largest engine capacity at 27 litres to race at Brookland. Its gearbox and chain-drive originated from a pre-war Blitzen Benz, and it was fitted with a 450 hp V12 Liberty aero engine. This car was not fully developed at the time of the Count's death, and it was purchased from his estate by racing enthusiast J. G. Parry-Thomas, who named it 'Babs'. Parry-Thomas drove it to the land speed record mark in 1926 with a speed of 171.02 mph and in 1927 he achieved 174.8 mph.

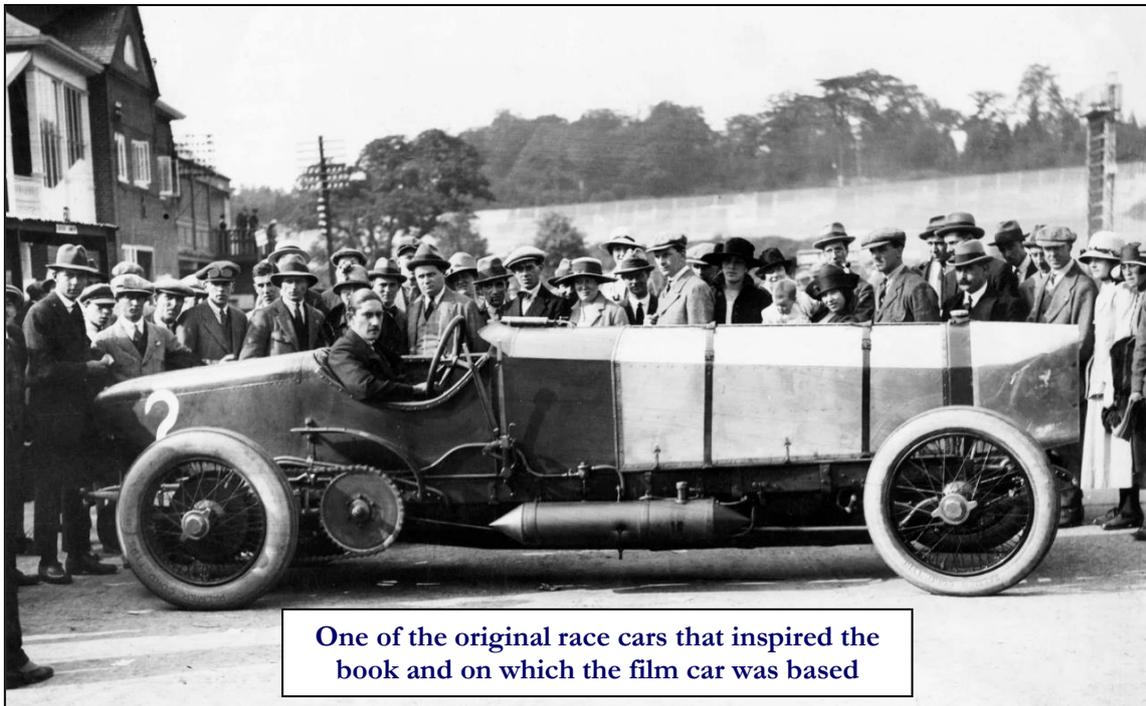
A week after Malcolm Campbell set the land speed record on Pendine Beach in 1927, Parry-Thomas achieved 180 mph, but a spectator walked through the timing beam voiding this run. Parry-Thomas tried again, and during his return run, a chain broke causing serious head injury and loss of control resulting in the car flipping and killing him. As a mark of respect, following the inquest, 'Babs' was buried in the dunes at Pendine Sands.

Parry-Thomas was a chief engineer at Leyland and the first driver to be killed in pursuit of a land speed record.

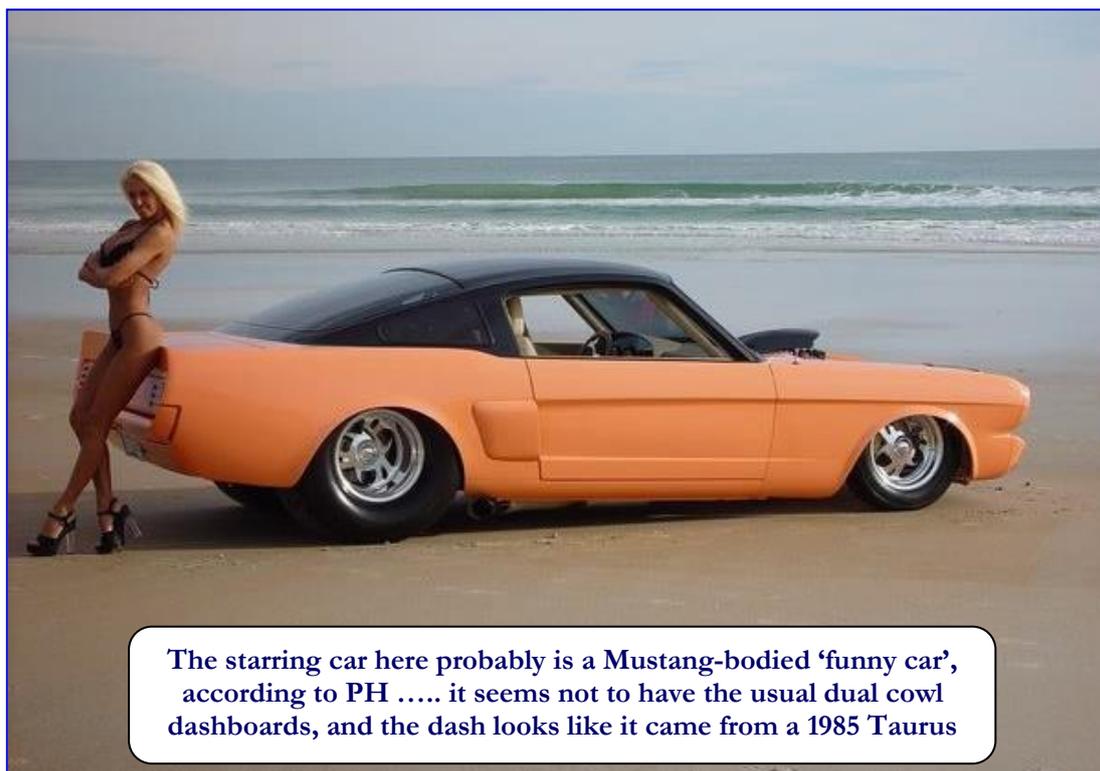
In 1969 a restorer was given permission to 'exhume' the car from the sand dunes, and it is displayed between two museums. The restoration project took 15 years.

For the movie titled 'Chitty Chitty Bang Bang', technicians and engineers worked on designing and building the car for almost seven months in utmost secrecy. A burnt-out ex-Mercedes race car wreck was purchased from a wrecker's yard and a wooden boat body was crafted from red and white cedar, the work of expert boat builders from England's Thames River. Chitty was finished in aluminium, brass fittings from Edwardian ship wrecks, and copper.

The engine was from a Zeppelin dirigible, but the ex-race car used in the film was fitted with a Ford 3000 V6 engine and automatic transmission and allocated a genuine British registration plate GEN 11. Five other car props were built by the studio - a second, smaller road-going version; a transforming car; a hover-car; a flying car; and an engineless version for trailer work. Most had engines added after filming was complete and were used to promote the film throughout the world. The version built for the stage is the most expensive stage prop ever used.



Although most scenes in the movie featured some of England's most beautiful countryside, due to the English bad weather, some scenes (obvious by the vineyards in the background) were shot in France. Actor Dick van Dyke, who drove the car in the film, said " the car was a little difficult to manoeuvre, with the turning radius of a battleship". The roadgoing Chitty Chitty Bang Bang was 17½ feet long, 5' 9" wide, weighed 1½ tons and could exceed 100 mph. Six cars were created for the film by Alan Mann racing. One car sold in 1973 for US\$37,000 at a Florida auction and another in 2011 for US\$805,000 to a New Zealand film director named Peter Jackson.



WHAT HAVE I ACQUIRED RECENTLY?

PH Cheah shares his enthusiasm for a recent acquisition

ONE OF THE MOST revered Italian coachbuilders was the Milanese firm Zagato. Its designs have been somewhat idiosyncratic, ranging from the sublime to the .. er difficult? Zagato's design for the Aston Martin DB4 and Bristol are outstanding examples of its prowess, but its reworking of the Aston Martin V8 and Bristol Beaufighter were not as well received. But what they have in common is the unfaltering commitment to light weight and good aerodynamics.

Zagato saw potential in using the brilliant, if somewhat flawed, Hillman Imp as the basis for a rear-engined coupe. Rootes was keen to boost sales and sprinkle some Italian glamour on the Imp, so the project was given the 'thumbs-up', with three second-hand Imp DeLuxe saloons sourced by marketing man Peter Thomas.

Nine months later, Zagato had transformed them into Zimps, with the cars displayed at the 1964 Earl's Court Motor Show. The aluminium coachwork was designed by Ercole Spada, whose work included the Aston Martin DB4, Alfa Romeo Giulietta Sprint, Giulia TZ and Junior Zagato. It has a pleasingly light and airy design with an almost 'push-me-pull-you' symmetry when viewed from the side, thanks to its droop-snoot and balanced tail. The car weighed just 630 kgs and its fantastic free-revving 875 cc all-alloy Coventry Climax engine ensured the little car was quick and agile, with a top speed of 140 km/h. It was tested by 'Small Car' ('CAR' magazine today) in January 1965, which praised the Zimp for its "splendid driving position, well-padded seats and very good handling", which "never gave us a moment's anxiety even on unexpected". The reviewers also liked its looks and its ability to cleave through wind, noting that it "cut through the air rather than elbow it aside".

Unfortunately, Rootes' financial woes, as a result of industrial unrest and the Imp's early problems, resulted in mounting losses and a take-over by Chrysler. No doubt, a £1,200 price tag would not have helped either, and sadly the Zimp was consigned to the scrapheap. All three prototypes were given to Rootes' employees engaged in the project in lieu of wages, and all three survive. One unique feature of the Zimp are the 'eyebrows' over the headlamps. Apparently, the reason for this design feature has been lost in the mists of time. Even people involved in the car's development cannot recall how it came about.

Hillman Zagato Imp by Rialto Models in resin in 1/43 scale and released in Europe and limited to 100 units.

The moment I saw the Rialto model advertised, I just had to have it. I attempted to place an order in January, but had to wait until fresh stocks arrived and the model finally was delivered at the end of May. It wasn't cheap, but as only 100 were made - this is number 19 - I hope its resale value will remain reasonably high. This is a rather nice rendition of the Zimp, capturing the car's unique shape and stance. Even the tiny hubcaps look close to Imp units. A model of an almost unique car; Zagato made only three prototypes.



* * * * *

See? Who said I needed a 'ute?



OUR 'SHOW AND TELL' COMPETITION RESULTS

December -

'What Else Do You Collect?' or 'What Did You Acquire This Year?'

Dennis Mitchell	4
Ken Mathieson	3
Paul Heeks	2
Robin Aston, David Brown, PH Cheah, Michael Rowles, John Russell, Russell Wright and Graeme Young	1

February -

'The World Rally Championship'

Graeme Young	4
Bruce Cook	3
PH Cheah	2
Robin Aston	2
Russell Wright, Dennis Mitchell and Paul Heeks	1

April -

'Accessorise Your Collection'

Denis Mitchell	4
Ken Mathieson	3
Paul Heeks	2
Robin Aston, David Brown, PH Cheah, Michael Rowles, John Russell, Russell Wright and Graeme Young	1

May -

'Cars Seldom Seen'

Paul Heeks	4
Ken Mathieson	3
David Brown	2
Robin Aston, John Russell, Dennis Mitchell, Rob Bender, Danny Draper and PH Cheah	1

June -

'Sport Utility Vehicles'

PH Cheah	4
David Brown	3
Dennis Mitchell & Bruce Cook	2
Robin Aston and Graeme Young	1

July -

'The Car is the Star'

David Brown, Robin Aston, Rob Bender, Dennis Mitchell and Lance Procter	2
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THE 2021 LEAGUE TABLE December 2020 to November 2021

14	Dennis Mitchell
9	Ken Mathieson
9	Paul Heeks
9	PH Cheah
9	David Brown
8	Robin Aston
7	Bruce Cook
7	Graeme Young
3	Rob Bender
3	Russell Wright
3	John Russell
2	Michael Rowles
1	Danny Draper

The club's 'Show and Tell'
Competition is sponsored by
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152 Clarence Street, Sydney
(between Market and King Streets)
Telephone 9290 2299



Yes it IS the 1961 Jaguar Series 1 3.8-litre Coupe