

THINK SMALL!

THE JOURNAL OF THE SYDNEY MODEL AUTO CLUB

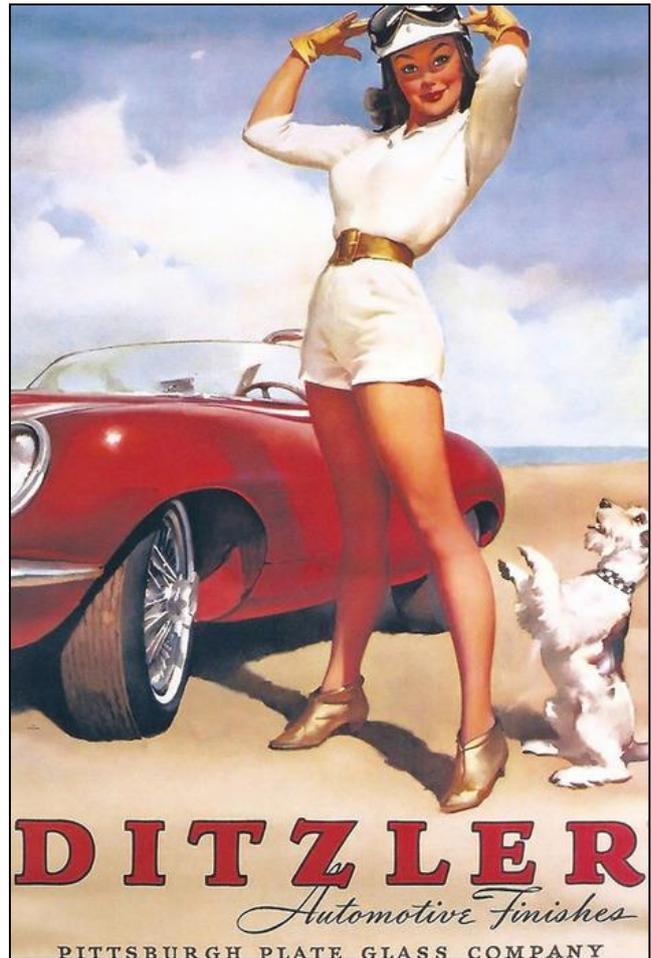
ISSUE 97

MAY 2022

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The atrocious weather in Sydney on 2 March caused the postponement of our annual slot car challenge. An alternative date is to be advised.



THE TOY AND HOBBY FAIR

Our Toy and Hobby Fair is set to resume!

New location and a different day.

See the advertisement on page 3.

Please address inquiries to:

Co-Ordinator - Bruce Cook -- 0425 327 472

OR

Secretary - PH Cheah - 0406 015 068.

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

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FROM THE DRIVER'S SEAT

A report from our President

WE ARE THRILLED TO announce that the SYDNEY TOY AND HOBBY FAIR has a new home. It has been nearly two months since representatives of the Holy Family School at Granville advised they no longer are hiring the hall that has been home to the fair for some years. We had expected that after the Covid lockdown restrictions were eased that we would be back in, with some minor restrictions. This was not to be.

The search for a new Hall has been difficult and at times exasperating. The table holders were interviewed, and the following relevant factors were identified:

- * no or little increase in table fees;
- * easy access and plenty of parking and preferably no signing in at entry;
- * a location in the Granville area; and
- * non expensive drinks and snacks from the canteen.

What a surprise we received when we searched for hire around the Granville area. We needed Friday evening from 4-10 pm, with reasonable parking for both table holders and customers. The costs were either in the thousands of dollars or no or little parking. In fact, to cover costs including insurance we would have had to increase the table cost to \$40 or even \$50.

It was in passing at a monthly Club meeting that Furio, one of our members, suggested that he had been to a great venue for a train fair in Epping. Well, to cut to the chase, apart from not

being in the Granville area it was perfect, and we could hire the whole complex on the first Friday of the month for the rest of the year and into the future, with table hire to remain at \$20, a canteen as at Granville and off-street parking for around 200 cars. The new venue is the Epping Creative Centre at 26 Stanley Road. We have access to the whole complex with a large hall, a slightly smaller hall and two rooms, with overall about the same floor area as at Granville, excluding the outside area.

Many of our members who are able regularly to attend meetings are converging on the Granville site on Friday 20 May to move our tables and other materials to Epping, where we will erect a 'mock' assembly on the following Monday to plan and gauge the new layout and store our gear. Our fair coordinator Bruce Cook already has received 20-plus confirmations of the lease of tables in the new site from intending dealers.

In other news, I am pleased to report that about 10 of our members made a long-anticipated visit to the Powerhouse Museum in Sydney on Sunday 30 January. The highlight was a fabulous collection of micro cars. A report follows in these pages.

The atrocious weather in Sydney on 2 March caused the postponement of our annual slot car challenge. An alternative date is to be advised.

At our April meeting a new member, Philip Wong, was introduced. Actually, he needed little introduction, having leased a table at our toy and hobby fair for 12 years or more. A chemical engineer, Philip has retired and has lots more time to devote to the hobby. His collecting passion is 1/43 scale models of the Ferrari Formula 1 racing cars.

Yours in collecting,

Dennis Mitchell



PH Cheah presenting the 2020-2021 'Show & Tell' Award to Dennis Mitchell at the end-of-year diner in December (or is that Dennis presenting PH with the trophy for second-place?)

THE SYDNEY TOY AND HOBBY FAIR IS TO RE-OPEN

We at the **SYDNEY MODEL AUTO CLUB** are pleased to announce the re-opening of the **SYDNEY TOY AND HOBBY FAIR** at a new venue:

EPPING CREATIVE CENTRE

26 Stanley Street Epping

The fair is to operate **on the first Friday of every month (altered from the second Friday)**

Public entry is to be from 6.30 till 9.00 pm for a fee of \$5

Vendors are able to enter from 4:30 pm

We anticipate the provision of 70 tables

The table cost for vendors is \$20 (or 3 tables for \$50)

Our 2022 Dates:

Please note that **the first fair is to be on Friday 3 June** and thereafter on each Friday:

1 July - 5 August - 2 September - 7 October - 4 November - 2 December

There is off-street parking for 200 cars

Use of face masks is optional

Drinks and snacks are available from the canteen

The complex is air-conditioned

Prospective vendors are to contact our CoOrdinator Bruce Cook to discuss the arrangements and terms for the hire of tables and to finalise a booking on 0425 327 472

A MESSAGE FROM YOUR EDITOR

PUBLICATION OF THIS edition of 'Think Small' has been delayed pending identification of an alternative venue for the Toy and Hobby Fair and a decision about the time / day it is to operate. We now are delighted to advise the revised arrangements.

This is the 97th edition of our magazine. I anticipate that the landmark 100th edition will be published in March/April next year. My aim then is to produce a bumper magazine with a large, varied and eclectic content, showcasing the history of the Club and our members. I ask that members contribute autobiographical material and photographs. Do not be shy! If you have ideas and suggestions for content, both for the 100th issue and more generally, please contact me.

My stewardship commenced with Issue 68 in May 2014. The role has been sometimes arduous but always interesting. I appreciate those regular attendees at meetings and exhibitors who have tolerated my many requests and demands, and covered for me during my absences. I am a hard taskmaster, and I do not resile from that. The aim always has been publication of a quality product. The 'Think Small' is our mouthpiece and the public face of all our efforts. I am glad to have been able to contribute, but all journeys eventually end. By the end of this year, I anticipate I will reside far from Sydney, which presents a problem, and I also tend to believe that a fresh approach is needed. As well, having disposed of my large collection (Jaguars and military history), my level of direct interest in the hobby has waned. Of course, it is possible in the computer age to operate remotely and produce a magazine. However, my absence from meetings inevitably would militate against the most efficient collation of photographs of exhibits and accompanying descriptive narratives. It would cast a burden on others to gather this material in the first instance. Consequently, I urge our members to consider whether you would be willing and able to step up.

Continue to think small!

Michael Nibbs

THE MICROCAR EXHIBITION AT THE POWERHOUSE MUSEUM

OUR MEMBERS FINALLY MADE a long-anticipated visit to the Powerhouse Museum in Sydney on Sunday 30 January. Although the Matchbox Collection was not displayed, and against expectation there was no exhibit of tin toys or steam engines, a highlight for the 10 members present was an exhibition of Micro Cars that was opened on 5 November last year. Opening of the exhibition first was mooted two years ago, but as with many things, the pandemic caused delay. The scale of the exhibit is appreciated best when considering the two people to the right of the picture of the exhibit provided on the back cover. That event was reported in 'Micro Motoring Magazine' (Summer 2021), the publication of the Micro Car and Scooter Club ('MCSC'), of which our Danny Draper is a member. The museum's curator, Damian McDonald (pictured below), provided much information for an article which appeared in that issue of their magazine, which is reproduced in part below with the kind approval of their Editor.

Microcars hit their peak of popularity in the years soon after the 1939-1945 world war, when factories in Germany and Italy, no longer devoted to the manufacture of military aircraft, re-tooled to meet a new demand: freedom – in this case embodied in cheap, easily accessible, tiny and economical motor cars. Using mainly scooter engines, and super-light bodies, Messerschmitt, BMW, Heinkel, Fiat, Goggomobil, Lambretta and other manufacturers popularised the Microcar.

Their appealing, if cramped, aesthetic soon spread across the world: Britain, Japan, and Australia also created versions of the microcar; most notable in Australia were the Goggomobil, Dart & Carryall and the versatile Zeta Runabout and Sports models. Made in South Australia, the Zeta Runabout was designed by an engineer and entrepreneur named Harold Lightburn in 1964. His company, Lightburn and Co., made wheelbarrows, cement mixers and washing machines, and it was their success in the use of lightweight fibreglass that led him to design a small car using that material. Taking note of the shortcomings of other Microcars - mainly the lack of storage space - Lightburn gave the Runabout actual luggage space.

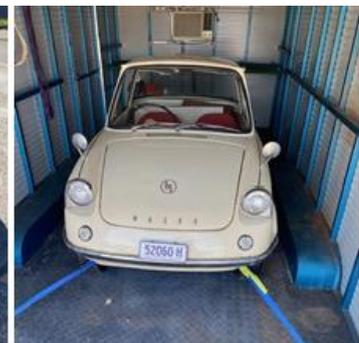


Curator Damian McDonald with a 1950s Messerschmitt KR 200 (right) and a Goggomobil Dart. Photo: Rhett Wyman

Pictured in this report are Microcars from the Powerhouse Collection which have been loaned by notable Australian collectors. This presentation also examines contemporary electric and hybrid Microcars, such as the Renault Twizy, Microlino, Messerschmitt and Smartcar, now experiencing a resurgence 50 to 60 years down the track, due to the need to reduce fossil fuel use, the cost of transport and competition for space to park. Due to their fragility and rare appearances outside their normal homes, a visit to the Museum provides an ideal opportunity to see a good cross section of Micros all in one place and admission is free.

The photographs showcase the talent of the curator and his team in making the Micros appear to be the little Dinky toys we had as children.

When MCSC members Rita and Bob Billiards agreed to lend their **Mazda R360** to the museum, they thought this would be a great incentive for them to get the car back together. The engine had been removed two years before, because it had run a big end bearing. It took quite a while to find someone they trusted to disassemble the engine (and a spare engine they had) then locate a fellow in the country to undertake all the machining required. Then the pandemic got in the way and Bob was quite busy at work.



The project dragged on and when the Powerhouse display opportunity came along they had a date for which to aim to get the job done. As it was, the week before the car was picked up, Bob and a friend had to overcome a range of smaller issues that arose. What should have been just say five hours of work took three days.

In the 1950s Bill Buckle travelled to Germany searching for a small affordable car to sell in his family's auto dealership. He bought a licence from Bavarian company Hans Glas GmbH to distribute its Goggomobil coupe in Australia. Later he struck a deal to import the mechanical parts and assemble them with a locally produced body made from fibreglass rather than steel. The **Buckle Motors Goggomobil Coupe** was ready! In 2018 this one (pictured at right) was driven from Perth to Sydney to celebrate the car's 60th anniversary. It made it in a month, with no mechanical issues.



Following the sales success of the Goggomobil Coupe, Bill Buckle again with cooperation from Hans Glas GmbH, designed and built the **Goggo Dart** - an inexpensive two-seater sports car designed to appeal to young people. The need for a simple but elegant doorless design meant that this



Microcar was made of two parts, one fibreglass moulding for the upper part and another for the lower. Cheaper and easier to manufacture than a traditional vehicle, an additional advantage was increased body strength. Customers could order it in any single colour or a two-tone combination, with the most popular colour being a sporty red. This one (pictured at left), owned by its creator, is turquoise and white. They are on loan from Bill Buckle.

The car was licensed to several manufacturers, including in 1954 to the then struggling motor cycle and luxury car maker Bayerische Motoren Werke AG. The Isetta's cute design and fuel efficiency made it the top-selling single cylinder car in the world, and saved the company known now as BMW. This Isetta was built at a converted locomotive workshop at Brighton in England. Amazingly this car (pictured at right) has had only three owners in its long life.



Including the first jet engine, the **Heinkel Kabine** was the brainchild of Dr Ernst Heinkel in 1956, a famed designer of Great War and WWII German warplanes. It was lighter than its main competitor the Isetta, had rear child seats and was one of the first Microcars fitted with a reverse gear. A canvas canopy had the unintended benefit of an easy escape when the front opening door was blocked. Made in both three- and four-wheeled versions, an

example of the latter is pictured, although the two rear wheels are so close together that no differential is needed. It was manufactured by the Dundalk Engineering Company in Ireland in 1960, this is believed to be only one of two in working condition in Australia, although there are many surviving Heinkel scooters on Australian roads. The Isetta and the Heinkel are on loan from Graham Sims.



Built in Leeds in England, the characteristic shape of the **Scootacar** (pictured at right) resulted from the way in which the component parts were bought together. It is said that Henry Brown, producer of the Scootacar, sketched the outline of a Villiers 9E two-stroke engine with himself seated directly above it

and fitted everything else around. Production of the Mark 1, known simply as the Scootacar (until the advent of the Scootacar Deluxe) began in 1957. The Mark 2 Deluxe was released in 1960. Overall production ended in 1965, with about 1,500 cars produced. The Scootacar was Britain's answer to the BMW Isetta, the Heinkel Kabine and the Trojan. The driver straddles a narrow seat with a passenger sitting behind pillion-style. This car originally was used on a grand tour of Europe, then used as a daily driver and finally in 1970 it was brought to Australia by its current owner, who stored it before recently restoring it to its original glory.



MCSC member Fred Diwell has been the very proud owner of this **KR200** for almost as long as he can remember. It has been his daily driver, and is now frequently seen at events and even featured in movies and promotions. It recently was cosmetically converted to an Elvis lookalike Messerschmitt, and used in the Baz Uрман Elvis movie recently filmed in Queensland. After WWII, air-craft manufacturer Messerschmitt Works retooled its factories to build microcars. The design pedigree of its BF109 fighter aircraft is evident in this KR200 model. Both driver and passenger sit in a cockpit one behind the other. The vehicle is steered, not by a wheel, but by handlebars. The car was a big hit in Germany, Europe, Britain and the U.S.A. Last year Messerschmitt announced plans for two new similar Microcars, one petrol powered, the other electric.

The **Zeta 'Runabout' Wagon** was an Australian brand of Microcar made by a subsidiary of the washing machine maker Lightburn and Company in South Australia. Between 1963 and 1966 around 400 Zetas were produced. Harold Lightburn designed the Runabout after recognising his company's experience in manufacturing products using fibreglass, which could be used to make lightweight bodies for small cars. To overcome one of the main shortcomings of other Microcars, so-called luggage space was included. The Zeta was marketed as a second family car, intended basically for short trips, school drop offs and pickups, shopping and running errands. The sedan was not equipped with a rear hatch, so access to the cargo area required removal of the front seats, the ease of which was advertised as a positive feature. The power source was a Villiers two-stroke engine, linked to a Burman motorcycle gearbox. This example has been loaned to the Museum for nine years by club member Gordon Sandes.



After the Zeta Runabout came the two seater **Zeta Sports**, the body design of which was based on the English Frisky Sprint which was manufactured by the engine and gearbox manufacturer Henry Meadows Limited. Only 48 Zeta Sports cars were produced and this one was the loner that came with a surfboard rack. This car was purchased by Fred Diwell in 1990 and driven to Sydney from South Australia. The trip was memorable for the extra time taken to search the scrub for a windscreen wiper that flew off and for running out of petrol on the desolate Hay Plains. Gordon Bedson, the Frisky designer, met Harold Lightburn and took a chassis and some parts with him to Australia along with drawings of the

Sprint and a supply of 50 engines by Fichtel & Sachs, the 493cc engine from the legendary FMR 'Tiger'. The Lightburn Zeta Sports, although based on and similar in appearance to the Frisky Sprint, is not a Sprint. There are a multitude of differences.

The designer and builder of the **Bartschear**, Dieter Bartsch, as a boy, used an aluminium wing tank from a wartime bomber to make his first car. Over the past 40 years, the retired Sydney-based mechanical engineer has built 34 Microcar prototypes. This is the only surviving example. It has an air-cooled, single cylinder, four-stroke, 9.5-horsepower motor with continual output, automatic transmission, reverse gear and one chain driven rear wheel. Now aged in the nineties, Bartsch remains passionate about Microcars and their potential as an environmentally friendly alternative to larger passenger vehicles. He believes that if commuters embraced Microcars, amongst other benefits, carbon emissions would be lowered, traffic congestion eased and land use for carparks at bus and train stations reduced. The car is on loan to the Museum from Dieter Bartsch.



This replica **KR200 Super** was made in the late 1950s as a one-off special edition. A single seater racing model, the original car broke 22 international speed records in its class, including the 24 hour speed record, which it set at 103 kmh. This record showed it to be a bona fide road vehicle, and was a great marketing stunt for the regular KR200. The vehicle was restored in 1983 by its owner and his best friend before being featured in Mondo Rock's music video for 'Modern Bop'. No, it does not have a V8 engine, but maybe the standard engine has been tweaked somewhat, plus gear ratios that supported the high top speed. It is a very streamlined version, especially with the raised section behind the driver's head. It is loaned to the Museum by Paul Tonitto and Jaz Fox.

The **Morgan Motor Company**, a British sportscar manufacturer founded in 1909, pioneered the three-wheel design and modernist aesthetic which became hallmarks of later Microcars. The designers of the original Morgan three-wheeler were inspired by the elegant luxury of racing cars, but it was the austerity policies that swept Europe in the wake of the 1939-1945 war that fuelled the international craze for three wheeled microcars. This vehicle has been in the owner's family, and continuously roadworthy, since 1957. The body has a unique bullet shaped tail, seen only on Morgans made for the Australian market, while the engine is a Matchless 1000cc V twin. It is on to the Museum from Greg Dalsanto.



* * * * *

PH reports that a bloke was waiting at traffic lights when his car was rear-ended. Not a little annoyed, of course, he looked in the rear view mirror and recognised a marked police car as the one that had struck his. He alighted and strode to the driver's window of the other car, and quietly but sternly asked the sheepish your driver behind the steering wheel, "Tell me gentlemen, just how do you stop your car when I'm not around to use as a bollard ?

‘THE EASTERN BLOC’ OUR DECEMBER THEMED DISPLAY

THERE WAS NO DOUBT THAT for most of us, wrote **PH Cheah**, whose display waws awarded **first place**, our preference in cars has tended to favour brands from the U.S.A., Europe, Japan and Korea. There have been a few rare instances where cars from Europe’s old ‘Eastern Bloc’ became available here, such as Skoda and Lada, but by and large, the various brands that were found in the Soviet Union, Poland, Czechoslovakia, East Germany and other countries tended not to be on our radar.

However, while the old Eastern Bloc may not have made cars we were keen to buy, there have been many brands that, by and large, have escaped our gaze, and the following display showcases just a few cars that were mostly kept behind the Iron Curtain. From behind the curtain were brands such as Volga, Moskvitch, ZIL, Lada/AvtoVaz, Skoda, FSO, Tatra and many more, with names changed on occasion depending on where the car was sold outside the Bloc.



1960 FSO Syrena Sport in 1/43 scale made for IST DeAgostini Kultowe in a Polish car partwork series. This is a cute model, well-made with good detailing such as convincing headlights and a chrome grille.

A tiny Polish sports car from the indigenous manufacturer FSO (Fabrylc Samochodow Osobowych) is the **Syrena Saloon**, made between 1953 and 1957. It was a simple, reliable car, sold very well and encouraged its engineers to have a bit of fun to create something special. It was designed by Cezary Nawot as a sports car, as a test bed for technology that could be incorporated into production Syrenas. Obviously, the test idea need not be beautiful, but Nawot decided to have some fun exploring the design, knowing that the prototype

never would be produced. Its inspiration came from western designs such as by Ferrari, the Mercedes-Benz 190SL and even the Chevrolet Corvette. The result was a small, two-seater roadster in fibre glass with a tiny air-cooled 700cc 4-stroke flat-twin engine driving the front wheels. It weighed just 750 kgs and handled well, thanks to the inclusion of independent rear suspension. Nawot hated the idea that his creation would use the 2-stroke, 2-cylinder S-15 engine, so he

designed the bonnet line so low that the Syrena’s standard engine would not fit. He wanted a 50 bhp (38 kW) power unit, but instead the engine produced just 26 kW. The car made its debut on 1 May 1960 (Labour Day) and was greeted with much enthusiasm. An Italian newspaper ‘Il Giono’ even called the Syrena Sports ‘..... the most beautiful car ever built behind the Iron Curtain’.

While everyone knew this was a prototype and not meant for production, it did not stop an impressed public demanding it be produced. But Poland was behind the ‘curtain’, a country which frowned upon sports cars as frivolous playthings, and hardly the sort of car for the working man in a Communist state. The story goes that someone from the government called FSO and ordered an immediate end to the program. At the time, the Sport already had covered 29,000 kms and it was stowed away. With the breach of the Berlin Wall in 1989, it would have been great to report that the car was rescued from mothballs and restored. Not so I’m afraid; the Syrena Sport was destroyed, together with a few other prototypes due to a reported lack of space. Unfortunately, the car’s original plans survive either.

Tatra is one of the oldest 1850, its first motor name Tatra was adopted, understandable when its original was Nesseldorfervozouka a.s.

The firm is known for its air-cooled V8 engines located in the rear of its 4-door ‘luxury’ cars. Its emphasis on streamlined shapes set the company apart, and even as far back as 1934, its fastback 1.5 litre T-77 had a drag coefficient of 0.2455.

In 1953, dissatisfied with the poor quality of Russian cars, Tatra was given permission to produce a luxury car like the 603. Like the pre-war cars, the car had an air-cooled, rear-mounted engine housed in a body designed to cheat the wind. Tatra offered several V8 engines over

1934-1937 Tatra T-77 diecast by IXO in China in/43 scale for its ‘IST’ brand in 1999. Featuring right-hand-drive and a central fin in the fastback rear, and spats covering the rear wheels, this is a rather good model of an early Tatra.

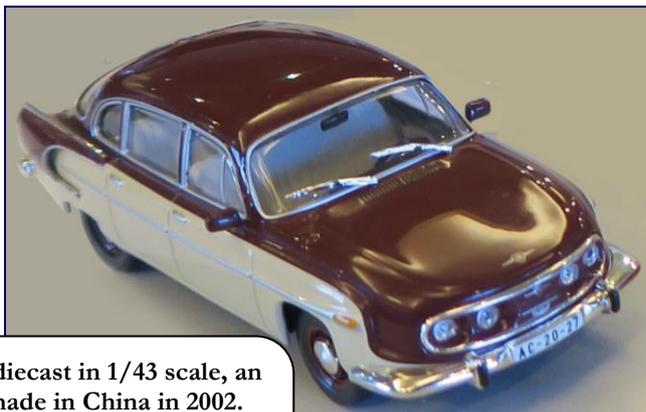
car manufacturers around; founded in vehicle was made in 1918. In 1913, the



the years ranging from a 1.5-litre to a 3.5-litre that made 123 kW.

The **Tatra 613** was launched in 1970, although production began only in 1973. It was designed by Vignale, who broke with tradition by introducing a more modern, less rounded shape. It was a tribute to the designer that the car's appearance did not date quickly.

As a manufacturer, Tatra did not appear interested in exporting its cars into Europe, although its trucks had modest success in Western Europe because of their simplicity and durability. Its cars are generally unknown, although some can be found in private collections.



1956-1975 Tatra 603 diecast in 1/43 scale, an IXO/IST model, made in China in 2002. The unusual appearance is captured with good detailing which includes the headlights, chrome bumpers and chrome highlights for window surrounds.



2012 Lada Granta, manufactured by Carline in China in 2012 from a series of Russian car part works. This is a pleasant enough model and the good looking wheels are a highlight. The model isn't that special although the car's look is well replicated.

The **Lada Granta** is a modern small car developed by Russia's Avto Vaz in collaboration with Renault. It was released in 2011 and is the best-selling car in Russia. It's sold as a 4-door sedan or 5-door hatchback and is powered by a 1.6-litre 8-valve or 1.6-litre 16-valve engine. Transmission is either a 5-speed manual or a 4-speed automatic.

Under licence, Lada built the 1960s Fiat 124 as the **Lada 2101**. It was marketed in Britain as the Lada Riva.

The car was extremely popular in Russia and the rest of the Eastern Bloc countries and even was exported to much of western Europe. The 124 was modified to meet harsher Russian conditions, with the car raised for better ground clearance to the use of thicker steel and beefed-up suspension to cope with the atrocious roads. The Fiat engine was discarded for a newer overhead-cam unit right down to using aluminium brake drums. It was built almost unaltered from 1970 until 1982.



The first prototype of the Moskvitch IZH 1500 Kombi was released in 1966, based on the Moskvitch 412, and is considered the first Russian hatchback, some 10 years before the Lada Samara. What's a little unusual is that the car is based on the wagon body, but its 'D'-pillars have their own support and do not gain from weight reduction. It was quite successful between 1974 and 1980 in the U.S.S.R. because of its durability and increased carrying capacity.

The Moskvitch 401 to 422 was a family car made between 1964 and 1975. It was manufactured by MZMA/AZLK as a 4-door sedan and 5-door estate. Its front-mounted engine drove the rear wheels and it has drum brakes all-round. Power came from a 1357 cc OHV engine making 37 kW, although export versions had 40 kW and carried an E-suffix. The series was the first Russian-made car to have crumple zones, dual circuit brakes, collapsible steering columns and a padded dash.

Diecast in 1/43 scale and made in the U.S.S.R. in 1980 by Rune Fed, this model of the Lada 2101 is relatively good. It features an opening boot and bonnet, and bright parts include the bumpers and grille.



Made in the U.S.S.R. in 1984, the 1/43 scale diecast model of the Moskvitch IZH 1500 Kombi (above right) features opening front doors and tailgate, which does not have 'glass' fitted, and there is an extra tray that can be lifted to reveal the boot. Like most of the Russian-made models of the period, it is well replicated even if parts of the casting are a little crude. Bright metal parts for the bumpers and grille are evident and the chrome wheels resemble those found on the real car.

Made by Radon in the U.S.S.R. around 1984, the 1/43 scale diecast model of the Moskvitch 401 (above left) features an opening bonnet which reveals a chromed engine. It has bright metal parts for the bumpers and grille but the tail lights are made of plastic.



APZ P-70 'Zwickau' Coupe

This small family car was produced in East Germany by VEB Automobilwerke Zwickau (AW between 1955 and 1959). It succeeded the IFA F8, using the same 684cc two-cylinder, two-stroke engine, but with a completely new Duroplast body mounted on a wooden frame and plywood floor. The engine produced 16 kW. Introduced in 1955, the sedan was followed by an estate version in 1956 and a coupé in 1957. After the Chevrolet Corvette (C1), the P70 was one of the first cars to be built using an all-plastic body. In 1958 AWZ was united with the former Horch factory to become the VEB Sachsenring Automobilwerke Zwickau and the AWZ P70 became the Sachsenring P70. The P70 was replaced by the Trabant P 50 in 1959 after 36,151 cars had been produced. The model is from the **second-placed** display provided by **Paul Heeks**.

The German word 'Trabant', derived from the Middle High German 'drabant', means 'satellite' or 'companion'. The car's name was inspired by the Soviet Sputnik satellite. The cars often are referred to as 'Trabbi' or 'Trabi'. Produced without major changes for nearly 30 years, the Trabant became the most common automobile in East Germany. It came to symbolise the country during the fall of the Berlin Wall in 1989, as images of East Germans crossing the border into West Germany were broadcast around the globe.

The series of small cars from the Trabant stable were produced from 1957 to 1991 by former East German car manufacturer VEB Sachsenring Automobilwerke Zwickau. Four different models were made; the Trabant 500, Trabant 600, Trabant 601 and Trabant 1.1. The 500 was a modern car when it was introduced, featuring a duroplast body mounted on a one-piece steel chassis (a so-called 'unibody'), front-wheel drive, a transverse two-stroke engine and independent suspension. Because this design remained largely unchanged until the introduction of the last model in 1990, the Trabant became a symbolic of the former East Germany's stagnant economy and the collapse of the Eastern Bloc more generally. Although often labelled "a spark plug with a roof," 3,096,999 Trabants were produced. Older models have been sought by collectors in the U.S.A. due to their low cost and fewer restrictions on the import of vintage cars. The Trabant also gained a following among rally racing enthusiasts.



Trabant 601

1952-1966 Wartburg Sedan

The origin of the Wartburg name dates to 1898 and is derived from Wartburg Castle located on one of the hills overlooking the town named Eisenach, where the cars were made. From the 1950s, Wartburgs were produced with a three-cylinder two-stroke engine that had only seven major moving parts (three pistons, three connecting rods a crankshaft).



In 1898 a car made by Automobilwerk Eisenach was named the Wartburgwagen. It had a two-seating cane chair, four mudguards, two headlamps and a two-cylinder 765cc engine. Its top speed was 25 mph (40 kmh). The name was dropped in 1904 when the company changed hands, but it re-appeared briefly in the early 1930s on the BMW 3/15 DA-3 Wartburg, which was BMW's first sports car.

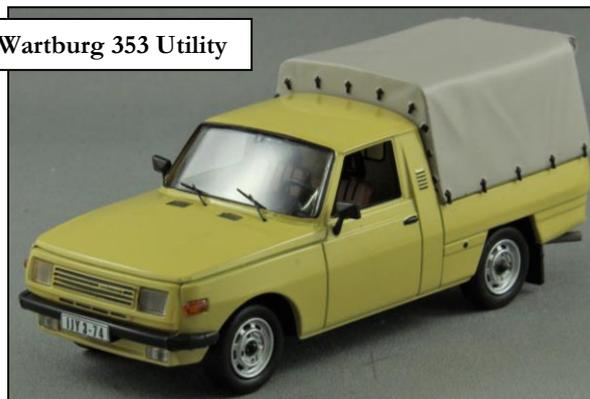
The name was revived in 1956 by VEB Automobilwerk Eisenach and given to an updated version of the IFAF9 car which had been in production since 1950. The new car had a more powerful version of the three-cylinder two-stroke engine driving the front wheels and a completely new body. By this time, Germany had been divided into two countries and the Wartburg factory was in the communist GDR. Exports to West Germany began in 1958, and by the early 1960s the car was exported to other countries, including Britain and the U.S.A. Right hand drive models were first manufactured in 1963 and were exported to Cyprus, with British buyers being introduced to the car in 1964. However, just 550 examples (450 saloons and 100 estates) were sold in Britain. These were two-tone models sold at the same price as a basic British Mini, appealing mostly to older people. The 311 model was manufactured in a number of variations, including utility, station wagon and two-seater roadster. A convertible was advertised in the GDR in 1957, but its production did not exceed 350 units.

The engine was enlarged to 992cc in 1962 and a completely new body was manufactured after 1966. This version, the 353, was sold as the Wartburg Knight in several countries, including Britain. where the estate model was sold as the Tourist. It remained on sale until 1976, by which time nearly 20,000 had been sold. This marked the end of right-hand drive Wartburgs, but left-hand drive versions continued to be imported into Britain and at least one model was converted to right-hand drive. In 1966 the gearbox was given synchromesh on all speeds and was designed to freewheel as a fuel efficiency and engine protection measure, which meant that unless the freewheel feature was disabled by a lever beneath the steering column, the car did not benefit from engine braking. Because the engine was a two stroke unit, it relied on the passage of the petrol mixture (two-stroke oil and petrol at a ratio of 1:50) to lubricate the engine. With the freewheel device disengaged, the engine could be starved of lubricant and seize on long down-hill runs unless the throttle was opened briefly from time to time. Nevertheless, disengagement of the freewheel device was recommended to give engine braking in snowy or icy conditions.

Wartburg 353 Utility

Three models of Wartburg 353 were produced - Limousine (sedan), Tourist (combi) and Trans (utility). The 353W modification had a new, round-shaped dashboard and black-coloured grille. It also was fitted with disc brakes on the front axle. The 353S modification featured new rectangular headlights integrated into the grille in a new shape. The De Luxe version featured electronic ignition, a 5-speed gearbox, front and back fog lights, an alarm system and central locking. This model reached around 155 kmh. The engine produced 50-57hp (37-43 kW) depending on the year of production and the carburettor type. Fuel economy was barely acceptable for run-about driving.

Wartburg 353 Utility



The offer of Volkswagen to move a surplus engine assembly line to the GDR, to be paid off by manufacture, was accepted by the government on account of fuel economy. In 1988, the new model Wartburg 1.3 replaced the 353S. It featured the reliable though bulky 4-stroke engine from the Volkswagen Golf. Being larger than the compact 2-stroke unit, this needed considerable reconstruction of the engine compartment. The VW engine provided 64 horsepower. The new Wartburg was short-lived, its end sealed by German reunification; production was inefficient and could not compete with West-German manufacturers. Production ceased in 1991, and the factory was acquired by Opel.

Russian-made 2012 Microcar Dobrovolets Fire Truck made for the City of Kineshma Council made in copper and resin in 1/43 scale in Ukraine by Kimmeria for Homemade Diecast (Dmytro Petin) in 2020



The models photographed on this page are from **Danny Draper**.



1952 Felber Autoroller LT 400, a three-wheeled microcar with a rear-mounted 398cc Rotax two-cylinder opposed twin two stroke 15 metric horsepower (11kW) engine and an unusual seating arrangement, with a small child-sized seat behind the driver on the left and a conventional passenger seat diagonally behind and to the right, modelled in resin in 1/43 scale by Kimmeria in Ukraine. Felber manufactured motor cycle sidecars in Vienna.

1957 SMZ S3A or CM3-C3A Invacar with a soft top diecast in 1/43 scale by Kimmeria in Ukraine. MicroCars with motor cycle engines designed to carry no more than two people commonly are called 'motorised strollers in Europe.



1922 AMO F15 'White' Russian Army Truck, based on the Italian Fiat F15. Different models were built: flatbed trucks, omnibuses, fire engines, ambulances and armoured versions of

each for the military. The 'White' Army, bolstered by armies from 23 Western countries, fought the Bolshevik 'Red' Army in North Russia in 1920-1922, and almost succeeded in the objective of restoration the Russian monarchy. About 200 Australian soldiers demobilised in London after 1918 joined British Army units bound for North Russia. Of the 100 awards of the Victoria Cross to Australian soldiers, two were awarded for actions in that campaign. In consequence of that military intervention, the Russian government adopted an isolationist, anti-West and suspicious mindset and ideology. The history of the 20th century could have been so different but for that incursion.



Russian-made 2000 open-top MicroCar modelled in copper and resin in 1/43 scale for Kimmeria by Homemade Diecast (Dmytro Petin) in 2021 from 10 units



1929-1939 Robuste K40 Tractor in 1/43 scale by Universal Hobbies

This Hungarian-manufactured tractor was powered by a single cylinder semi-diesel horizontal, hot bulb engine (a very popular engine design of the time for tractors) which had a cylinder capacity of 14,810 cc. Production ceased at the beginning of the war, and as technology advanced these engines became obsolete.

The models on this page were displayed by **David Brown**.

Ursus Company began building tractors in the early 1920s at Chelmon

near Warsaw in Poland. The first models were copies of American tractors, but after the war the company was nationalised and began to manufacture the C-325, the design of which was based on the famous Lanz Bulldog. In 1957 a prototype was built, and mass production began in 1959. Release of this tractor marked a new era for the company, as it had all the features of the typical tractor of its time.



1959-1963 Ursus C-325 Tractor in 1/43 scale released by Universal Hobbies



Zetor began to make farm equipment at Brno in Czechoslovakia around the turn of the 20th century. In the 1950s the firm's owners wanted to create a more powerful tractor, so two Zetor 25 2-cylinder engines were coupled, resulting in the new 4 cylinder Super-35 which by 1960 had evolved into the Super 50. It was well-equipped with a threshing pulley and a hydraulic lifting system for its tool bar and an air compressor. It was a very popular model due to it being 20-30 percent cheaper than identical models from rival manufacturers.

1960-1968 Zetor Super 50 (in some markets it was sold as the 550) modelled by Universal Hobbies in 1/43 scale

Mockba 80 KamAZ 5511 Tipper Truck modelled by Elecon at Kazan in Russia in 1/43 scale

This tipper is from the Russian KamAZ plant in Naberezhnye Chelny. It was the manufacturer's first tipper and was built in series from 1977 to 1990. A very similar successor is the KamAZ-55111, which was manufactured until 2012. Development of the tipper began in 1972, at a time when the manufacturing plant in Naberezhnye Chelny did not yet exist. The prototype received the designation KamAZ-5510, which was not retained for the production model. Large-scale production began in 1977, with Neftekamski Avtosawod supplying the bodies. The steel troughs initially held 7.2 cubic metres and could be heated by passing the vehicle's exhaust gases through. This prevents wet cargo from freezing at low temperatures. From 1980, the KamAZ-55102 version was built, a tipper specially designed for agriculture. The permissible payload was reduced to seven tons. At the same time, the tipping body was enlarged, especially for bulky goods. In contrast to the basic model, it was also designed with a horizontal base. In addition to this version, vehicles were also specially built for cold and tropical climates. A major revision took place in the 1980s. The trough was shortened by about half a metre to prevent vehicles being overloaded. This step reduced the cargo volume by around 0.6 cubic metre. The KamAZ-5511 tippers were built until 1990, with the successor KamAZ-55111 manufactured in parallel since 1988. Some KamAZ-5511 were exported to East Germany.





Another version of the Mockba 80 Tipper Truck from David Brown

Although bereft of anything from the Eastern Bloc, but in what he described as a pitiful ploy to garner a point, Dennis Mitchell offered the two models pictured below, made in 1/87 scale by Wiking in Berlin, which for all Dennis knows could have been from East Germany. A more direct Eastern Bloc connection is that during the war, Wiking employed forced labour brought from the U.S.S.R. to produce model vehicles for use in training soldiers in the identification of enemy aircraft and ships.



Nag-Bussing 300 Carrier made in China for NEO. It carried one race car and spares. The model represents the truck that carried Tazio Nuvalaro's Grand Prix-winning Auto Union cars around Europe during 1938.

This model was included in the display provided by Robin Aston.



The car is a Ferrari and it definitely was not produced in the Eastern Bloc



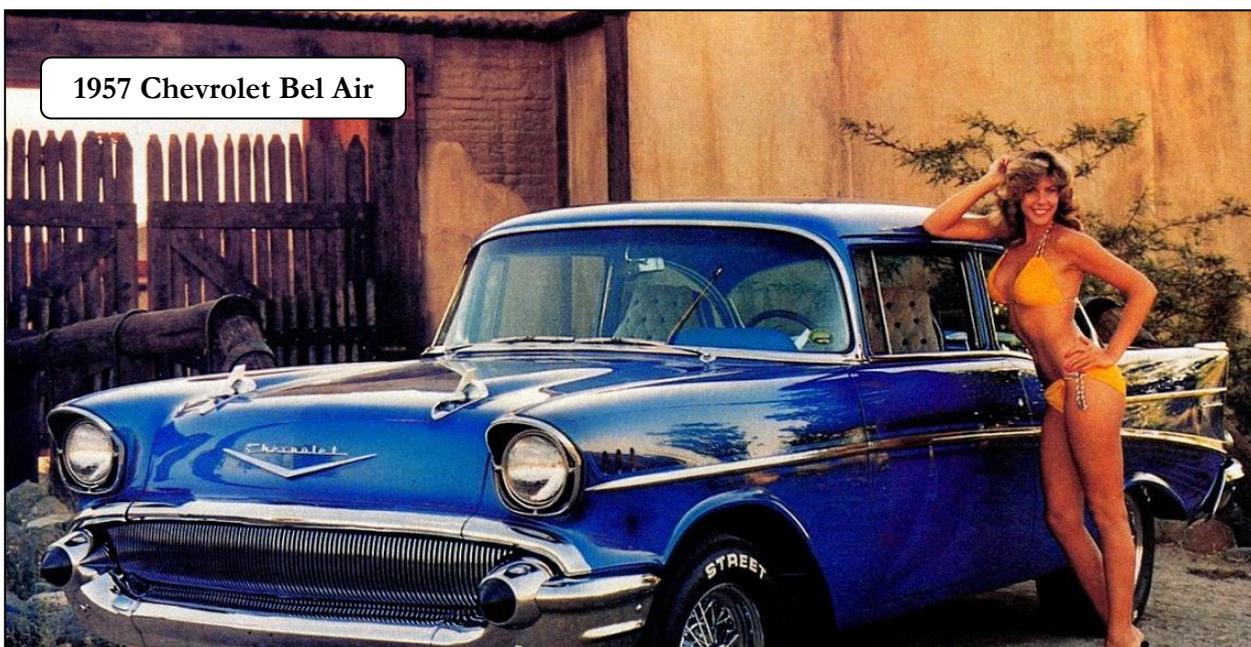
2003-2008 BMW Z4 (E85) Roadster

The 'Z' in BMW's Z4 is for 'zukunft' or 'future', and the car has been produced in four different series with six iterations comprising roadster, coupé, sports and concept variants. The first-generation Z4 was known as the E85 in its roadster form and E86 in its coupé form. It was designed by Danish BMW-designer Anders Warming.

The Z4's design addressed many criticisms of the preceding Z3 model. It was larger and featured a significantly stiffer chassis. The Z4 initially was available only as a roadster, but a coupé version was launched in 2006.

The second-generation Z4 (E89) was debuted at the 2009 North American International Auto Show in Detroit. It was fitted with a retractable hardtop, which meant there no longer were separate roadster and coupé versions.

The third and current generation Z4 (G29) was unveiled at the Pebble Beach Concours d'Elegance on 23 August 2018. It is fitted with BMW's (B58B30) inline six-cylinder engine. The soft-top convertible roof found on the E85 Z4 was used, instead of the retractable hardtop. The G29 Z4 shares its platform with the J29 Toyota Supra.



1957 Chevrolet Bel Air

PRODUCED BY CHEVROLET from 1950, only two-door hardtops were designated with the **Bel Air** name, to distinguish the car from the Styleline and Fleetline models, until in the 1953 model year, the name was changed from a designation for a unique body shape to a premium level of trim applied across a number of body styles. The car was named for the wealthy Bel Air neighbourhood on the west side of Los Angeles. For the second iteration in 1957, engine displacement was increased to 283 cu (4.6-litres), with the 'Super Turbo Fire V8' option (which was shared with the Corvette), producing 283 hp (211 kW) with the help of Rochester\ Ramjet continuous mechanical fuel injection (closed-loop). These so-called 'fuelie' cars are quite rare, since most Bel Airs were fitted with carburetion. The 1957 Bel Air is considered by many to be an icon of its time, alongside Elvis Presley, Marilyn Monroe and the 'Leave it to Beaver' characters, and is among the most recognisable American cars. The car is roomy, with tastefully restrained, period use tail fins and chrome. A second automatic transmission 'Turboglide' was optional. While the original two-speed Powerglide was unchanged, Turboglide provided a continuously variable gear-ratio which made 'shifting' imperceptible.

‘THE REAR ENGINE IDEA’ OUR FEBRUARY THEMED DISPLAY

YOU WOULD THINK PERHAPS THAT a simple title such as ‘The Rear Engine Idea’ would result in identification of only a small handful of clunky-looking cars, made mostly by defunct car makers somewhere in eastern and western Europe in the 1950s and 1960s, but cars with engines located aft of the rear axle have been a lot more common than one might think, as is evident from the displays provided by our members. The **first-placed display** was provided by **David Brown**.

Conventional tractors do not readily lend themselves to narrow-row work such as required in vineyards: they are simply too big and clumsy. The distinctive-looking BB-VW from Bobard, however, was a high-clearance tractor designed specifically for this kind of work, winning it plenty of orders in the wine-growing regions in France. It was powered by a 4-cylinder Volkswagen engine.



1956-1964 Bobard BB-VW Tractor diecast in 1/43 scale and released by Universal Hobbies



The French manufacturer, Victor Reymond, took a different approach to vineyard tractors and created a narrower machine dubbed the Simplex. Initially, the tractor was powered by a Renault 12hp air-cooled 1-cylinder petrol engine. Later, a 15 hp water-cooled 4-cylinder petrol engine became available and then a 10 hp 2-stroke diesel engine. By 1965 the firm had folded due to the competition from many other larger manufacturers.

1947-1963 Reymond Simplex Tractor made in diecast between released by Universal Hobbies in 1/43 scale

During the height of the 1930s economic depression, Caterpillar continued to develop cutting-edge products. In July 1938, its road machinery division launched this new machine - part of the product line known today as motor graders. The Diesel No. 12 became one of the most recognised, and the longest running, machine on the Cat Motor Grader product line.



The 1938 Caterpillar Diesel No. 12 Auto Patrol Grader released by Norscot in 1/87 scale

The **Messerschmitt KR200 Kabinenroller** (Cabin Scooter) is a three-wheeled bubble car designed by the aircraft engineer Fritz Fend and produced in the factory of the German aircraft manufacturer Messerschmitt from 1955 until 1964.

After the war, Messerschmitt temporarily was not allowed to manufacture aircraft, so turned its resources to making other products. In 1952, Fend approached Messerschmitt with the idea of manufacturing small motor vehicles. The first of Fend's vehicles to enter production at Messerschmitt's factory at Regensburg factory was the KR175. While the Messerschmitt name and insignia were used on the car, a separate company, incorporated as Regensburger Stahl- und Metallbau GmbH was created to manufacture and market the vehicle.

The KR200 replaced the KR175 in 1955. While using the same basic frame as the KR175 with changes to the bodywork (notably including wheel cutouts in the front fenders) and an improved canopy design, the KR200 was

otherwise an almost total redesign. The rear suspension and engine mounting were reworked, and hydraulic shock absorbers were installed at all three wheels. Tyre sizes were enlarged to 4.00x8. Retailing for around DM 2,500, the KR200 was considered an instant success with almost 12,000 built during the first year, which was the highest annual production for Kabinenroller models. A maximum speed in excess of 90 km/h was attained, despite a claimed power output of only (7.4 kW or 9.9 hp), which reflected the vehicle's light weight and low aerodynamic drag, despite its extra 23 kgs weight. An 'Export' package included a two-tone paint scheme, painted hubcaps, a fully trimmed interior, a heater, a clock, and a sunshade for the canopy.

In 1956, the year after West Germany joined NATO, Messerschmitt was allowed to manufacture aircraft again and lost interest in Fend's microcars. Messerschmitt sold the Regensburg works to Fend who, with brake and hub supplier Valentin Knott, formed Fahrzeug-und Maschinenbau GmbH Regensburg (FMR) to continue production of the KR200 and his other vehicles. In 1957 the KR201 Roadster was launched and remained in production until 1964 with very limited numbers produced. It had a frameless windscreen with no window frames, an optional folding cloth roof and removable side curtains made from transparent plastic. In February 1958, the KR200 Kabrio Limousine model was released, featuring a cloth convertible top and fixed side window frames. A Sport model later was offered, with a cut down plexiglas windscreen without a roof and with fixed side panels so that the driver would have to climb in and out at the top of the car. Production of the Sport was extremely limited and, apart from the KR200 'Super' it is the rarest type of KR200.

Production of the KR200 was heavily reduced in 1962 and ceased in 1964. Sales had been dropping for a few years. The demand for basic economical transport in Germany had diminished as the economy boomed. The situation was similar in other parts of Europe, such as in the manufacturer's biggest export destination, Britain, where sales were affected especially by the increasing popularity of the Mini. Only 30,286 units of the KR200 were built.



1955-12964 Messerschmitt KR200 by Gama in 1/43 scale

REAR-ENGINED CARS WERE manufactured in the U.S.A., Japan, Scotland and even in India, and numerous manufacturers indulged in designs with this layout, noted **PH Cheah**, who provided the **second-placed** exhibit. Advantages included having the car's mechanicals in one compact unit with the weight over the driving wheels, aiding traction, and there was no transmission tunnel resulting in a flat floor. Mention 'rear-engine' and most people will think of the Volkswagen Beetle or Kafer that were made in the millions from the late 1930s until production ended in Mexico in 2003, and VW was more than keen to expand the rear-engine idea over several cars such as the 1500/1600 sedan and fastback and the 411/412 4-door sedan to lesser degrees of success.

Mercedes-Benz also toyed with the idea of a rear-mounted engine. During the 1930s, the circumstances of the economic depression forced planners at Daimler-Benz to think about manufacturing smaller, more affordable cars, and the 130 model with its engine at the back was the result. They figured that a rear engine meant more space could be provided to passengers and luggage while allowing for a better ride with people contained inside the wheelbase. The result was the **1934 Mercedes-Benz 130H**, although it should be pointed out that the Benz's very first car had a rear engine. Karl Benz patented his 1-cylinder, 0.55 kW model (the patent number was 37435) as early as 1879. In fact, this two-seater could be considered to possess the birth certificate of the automobile. It had a tubular frame, three wheels with its engine installed horizontally at the rear and an output of just 0.55kW.



This model of the 1936 Mercedes-Benz 170H is in 1/43 scale diecast, manufactured in China for IXO as a part-work series distributed in Europe. It's finished in a pale blue with black mudguards. The wheels are plain discs, painted blue, and the interior is in a light grey. There are separate fixtures such as head and tail lights - there's a central 'cyclops' light up front - and chrome bumpers and wipers. It is a nice looking model, somewhat resembling a larger VW Beetle although production, starting with the 130H, would have preceded the launch of the famed Volkswagen 'Kafer'. Attention to detail is good, right down to the rear reflectors picked out just above the number plate.

However, as there is no model of Karl Benz's original to display, it's the 1936 170H model that is featured here. The 170H, W28 in Mercedes-Benz-speak, first was displayed at the Berlin Motor Show in 1934. 'H' stood for 'heckmotor', which is German for rear engine, where the 1.7-litre 28kW engine was placed. The car had four-wheel independent suspension using a swing axle at the rear and transverse leaf springs up front. However, it was the W23 1.3-litre 130 H that was released first in 1934, with the 170H joining the range in 1936. Its weight distribution put two-thirds of its mass over the rear axle, resulting in very poor handling. This did not endear itself to buyers, although it must be said that it had better handling than the 130H but not by much. The 170H and the 130H were discontinued in 1939, mostly as a result of poor sales, although the beginning of the war did not exactly help.

What about the **1966 Fitch Sprint**? What, you may ask, is a Fitch Sprint? To start with, this was an American-made car based on the Chevrolet Corvair. John Fitch wanted a European-inspired GT car, a sort of 'America's Porsche'. So he used the Corvair, with its rear-mounted air-cooled Boxer-6 layout, despite the fact that the Corvair shared little else with the German sports car.

Fitch had much racing and engineering experience to improve the Corvair, so much effort was spent with suspension upgrades, revised dampers, springs and geometry to yield a more nimble and more neutral Euro-style driving experience.

The engine was given 15 extra horses and the exterior and interior were sprinkled with luxury and classier trim which resulted in the best handling, most well-rounded Corvair ever.

The model of the 1966 Fitch Sprint is cast in resin in 1/43 scale by Automodello in 2017 in China. It is a beautiful rendition of this unique car, finished in a metallic green with a matt black bonnet and roof. The interior is in white and is beautifully detailed, and the same attention to detail is on its exterior with separate pieces for the door handles, bumpers, outside mirror, lights and wipers. The model is based on the second generation Corvair, and is easily one of the best looking rear-engine cars ever made.



While Rootes Motors **Hillman Imp** cannot be considered a commercial success, with just 440,443 sold between 1963 and 1976, it is regarded as a break-through in rear-engined small family cars. It was developed by young engineers Michael Parks and Timothy Fry, who had approached Rootes' management to obtain permission to design a light car to allow Rootes to enter the light car sector, one in which the company had no entry. The car was code named 'Apex', although an early proposal was called 'slug' as it was ugly and looked like one of the 'bubble' cars of the 1950s. At the time, Parkes and Fry often met with Alec Issigonis just to talk about cars, and he drove an early prototype and was impressed, but simply said, "The engine is in the wrong place". Early on, it was decided to locate the engine at the back - bear in mind that in the fifties, rear-engined cars were common - and the search for an engine resulted in choice of an all-alloy overhead cam engine from Coventry Climax. 'Slug' thankfully was rejected, and Bob Seward was asked to design/style a better looking, more saleable design, and the Imp was the result. The 'Imp' name was registered to a small components company but, at the cost of a Humber Super Snipe for the boss, Rootes gained rights to the name.



This model of the Singer Chamois Coupe in 1/43 scale was made in China for Corgi Vanguard. The metallic gold diecast Singer has a black interior and shows the sloping C-pillars of the coupe to advantage. The shape of the car is well captured and the wheels have chrome hubcaps, unlike the Dinky model's generic aluminium spun wheels. As a more recent model, the detailing is better right down to photo etched wipers. Unfortunately, the all black interior manages to conceal any detailing within.

During its gestation, both engineers and the team realised that a swing axle at the rear was a bad idea. The first generation Chevrolet Corvair and VW Beetle had swing axles and these cars tended to have oversteering tendencies and Fry and Parkes wanted to avoid this. They argued for and received clearance to use semi-trailing arms at the rear, remarkable especially when it was a more expensive suspension system. Swing axles were employed in front but the early application resulted in too much understeer so the camber was later reduced by lowering the pivot points. Initial sales figures were impressive, but the car had numerous technical problems that blighted its reputation and it never recovered, although the firm's badge-engineered

Singer and Sunbeams sold well enough to outsell the posh Riley Elf and Wolseley Hornet. The Imp had excellent roadholding and brilliant handling with a sharp, direct rack and pinion steering. It was blessed with one of the best 4-speed gearboxes that worked a treat.

1964 Hillman Zagato Imp in 1/43 scale by Rialto. This is in resin and was made in Holland last year. The Zagato Imp was an attempt by Rootes to offer a more upscale, pricier version with a completely unique two door coupe body. Alas, by the time the cars were ready, the price was considered too expensive so after three cars were made, Rootes canned the idea. The cars were returned to Rootes in Coventry and it's believed all three survive. Rialto has managed an extremely good copy of the Imp. The red paint is glossy and the tan interior is well detailed. There's a wooden 'sports' steering wheel and the instrument pod easily is identified. The headlights have 'eyebrows' above them that raise when used and photo-etched parts include the windscreen wipers, door handles and side window and windscreen surrounds. It was an expensive but excellent model nonetheless.



The attractive body featured an opening rear window that gave access to a small shelf behind the rear seat. It could be described as an early hatchback and the rear backrest could be folded to extend luggage space. However, one of the early innovations, a pneumatic throttle, was dropped within months of the Imp's release.

The Imp was produced in various guises; the basic Hillman (standard, DeLuxe, Super and Californian Coupe), Singer Chamois (Chamois, Sport and Coupe) and Sunbeam (Imp Sport and Stiletto) and vans carrying the Commer badge, and there was even a Zagato-designed coupe of which only three were made.

Most people know that BMW is a producer of high quality, high-end and high profit cars, the appeal of which lies in the idea that BMWs are for 'sheer driving pleasure'. But it wasn't always this way. The company was in serious financial trouble in the 1950s and it was the little car pictured - the **BMW 700** - that helped BMW climb out of financial ruin. It was a small, rear engine, 2-door sedan and coupe, which was suggested by Austrian distributor Wolfgang Denzel, who commissioned Giovanni Michelotti to design a car based on the BMW 600 microcar which was developed from the BMW Isetta. Denzel was awarded the contract for a small two-door coupe with a slanted roof. However, the BMW board had a concern about the lack of interior space, so two versions were designed, a 2-door coupe and a 2-door sedan with a longer, taller roof.



This 1/43 scale model 1962-1965 BMW 700 was made for Minichamps during the 1980s. Minichamps' usual high standard in finish and detailing is evident, right down to the BMW 'roundel' in the centre of each hubcap. The shape is 'spot on', its wheels have a cream finish and separate bumpers, mirror, wipers and lights are all very nicely replicated. A good looking model for what was a good looking car.

Willy Black was the engineer who was tasked with chassis and suspension design. He opted for a monocoque structure and employed semi-trailing arms at

the rear with leading arms up front. The engine was a flat twin which was developed from the R67 BMW motor cycle with its capacity upped to 697 cc producing 22 kW with fuel fed by a single Solex 34 PCi carburettor. E-107 (the car's code name) was debuted at the 1959 Frankfurt Motor Show, and by the end of the show 25,000 had been ordered. Production began in August 1959 for the coupe and December for the saloon. The car's success was very welcome indeed, especially as shareholders earlier had blocked a proposal to sell BMW to Daimler-Benz. Production of the 700 ended in 1965 after 188,211 were sold.

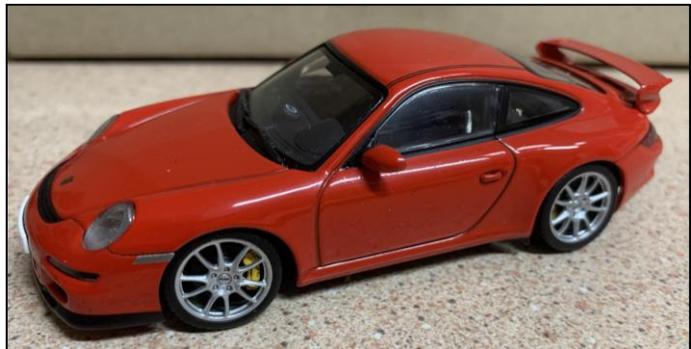
There cannot be anyone with even the slightest interest in cars who is not aware that the Volkswagen Beetle (Kafer in German) had a rear engine and that its larger siblings carried the same idea through the 1600 sedan and fastback and the four-door 411/412 range, so it's hardly necessary to cover the rear engine ideal that Volkswagen once preferred. But of course, Porsche emerged using the rear-engine idea across its sports car range from the tiny 356 to the 911 series that still delight Porsche fans. A couple of Porsche models were featured; an early 356 roadster and a more recent 911.



The 1/43 scale 1950 Porsche 356 was made in Italy by Brumm. It is a rather nice model finished in a metallic bronze with a black interior and grey seats. It was made probably in the 1970s and is reasonably well detailed with many separate parts, bumpers, lights, wipers and a chrome strip on the front bonnet. The wheels are well detailed and include chrome hubcaps.

Ing h.c.F Porsche GmbH. The 356 was a lightweight sports car designed by Erwin Komenda and was inspired by the Beetle, which was designed by Ferdinand Porsche. Its rear-mounted engine began as a 1.1-litre, but later grew to 1.3 and 1.5-litres. The pushrod horizontally opposed engines were air-cooled and mated to a four-speed manual transmission.

Also in 1/43 scale is this 2006 Porsche 911 GT3 made in China for AutoArt. This is a typical AutoArt model, beautifully finished in red with correct pattern alloy wheels. Look closely and yellow Brembo brake callipers can be seen through the spokes. Its all-black interior does hide some of the good detailing inside which includes the roll cage and even the dials of the instrument panel. The front wheels can be 'steered' and the overall shape of the 911 is well replicated, right down to its solid stance.



Although the design was built around the engine case originally designed for the Beetle, new cylinder heads, camshaft, crankshaft, intake and exhaust manifolds and twin carburettors doubled the Volkswagen engine's output. Production of the 356 continued until April 1965 despite its replacement 911 having been launched in September 1964. 76,313 356 cars were made and it's believed that around half of them survive.

The cars featured so far represent just the tip of the proverbial iceberg, because there are many more cars that had their engines fitted aft of the rear axle. Manufacturers from Germany, Italy, France, the U.S.A., Japan, Czechoslovakia (now the Czech Republic), Russia, India and others produced cars that carried this configuration. There were the Fiat 500, 600, 850 and 126 and a very attractive 850 Spider roadster from Fiat, as well as various Abarth versions. Renault had the Dauphine, R8 and R10, Twizy and Twingo - rather strange that the Twingo started out as front-drive cars but were switched to a rear engine in its latest iteration. Renault also had drop-heads like the Floride and Caravelle and the highly regarded Alpine models.

The American makers gave us the Chevrolet Corvair, complete with air-cooled 'Boxer' engines and we must not forget Preston Tuckers's creation the Torpedo. The Japanese car industry's early ventures into car making included rear-engine cars from Hino, Mazda, Mitsubishi, Subaru and Suzuki. Most were powered by tiny 360cc engines and fitted into the 'Kei' cars that helped these manufacturers springboard themselves into the realm of car manufacturing. The German car industry also had its fair share of rear-engined cars. Volkswagen is the obvious purveyor but we must not forget manufacturers such as Auto Union-NSU with its Prinz, Type 110 and Spider. The amphibious Amphicar had its engine at the rear, there was the Hansa 400, and the Steyr Puch 500 from Austria. Even in Oz, the Purvis Eureka was a rear-engine design and UK kit cars such as the Ginetta G15 and the Clan Crusader were similarly configured, the latter two having their power-trains from the Hillman Imp.

Spanish car maker Seat had various cars based on rear-engined Fiats, it even produced a Seat 800 with four doors. Autobianchi manufactured the Bianchina 500 in sedan, wagon, van and convertible. India's contribution was the Tata Nano and another French car was the Simca 1000. Tatra Cars from Czechoslovakia(now Czech Republic) is well known for its rear-mounted V8 engine while Skoda had the 105/120 and 125 range of rear engine cars. These cars were sold in the UK with the Estelle nameplate. Meanwhile, the Russians had the Zastava 750, the Zaz Zaporozhets or the Zil-F-109.

Hino began manufacture of its Renault 4CV under licence when production began in 1947 and in 1961 it launched the **PC Contessa** which was based on the Renault Dauphine. In 1965 a new PD Contessa was released, clothed in a stylish, good looking body penned by Michelotti, who also styled the similar looking Triumph 1300. The Contessa was launched as a four-door sedan and two-door coupe with a 1.3-litre 4-cylinder engine mounted at the rear. The

base model had a 40 kW engine while the coupe had twin carburetors and produced 48 kW. The PD Contessa was the last production car made by Hino as the company stopped car production in 1967 to concentrate on trucks.



The 1965 Hino Contessa Coupe in 1/43 scale diecast, made by Norev for a Japanese part works series in China around 2005. It is beautifully detailed inside and out - the dashboard has a wood-effect finish and the instrument dials can be seen clearly. The body design by Michelotti is attractive and well replicated.

The 1967 Fiat 850 modelled in 1/43 scale diecast model by Mebetoys. It was made in Italy in 1967, finished in blue with a tan interior. The front and rear bumpers are the only separate part; the rest is the body and baseplate. However, the look of the 850 is well replicated and the wheels look similar to that of the actual car.



The **Hillman Imp** was a small economy car made by the Rootes Group and its successor, Chrysler Europe, between 1963 and 1976, during which time just shy of half a million were sold. Revealed on 3 May 1963, after much advance publicity, it was the first British mass-produced car with the engine block and cylinder head cast in aluminium. A direct competitor to BMC's Mini, it was fitted with a space-saving rear-engine, rear-wheel drive layout, allowing as much luggage and passenger capacity as possible in both the rear and front of the car. It was fitted with a unique opening rear hatch, which enabled luggage to be placed in the back seat rest.

This was the first mass-produced British car with the engine placed in the rear and the first to be fitted with a diaphragm spring clutch. The baulk-ring synchromesh unit for the transaxle compensated for the speed of gear and shaft before engagement, from which the Mini suffered during its early production. It incorporated design features which were uncommon in cars until the late-1970s, including a folding rear bench seat, automatic choke and gauges for temperature, voltage and oil pressure. The unorthodox car was designed by Michael Parkes, who later became a Formula-1 race driver, and Tim Fry. It was built at the purpose-built Linwood plant in Scotland. As well as the Hillman marque, there was a series of variations, including an estate car (the Husky), a van and a coupe.

The Imp gained a as a successful rally car after Rosemary Smith won the Tulip Rally in 1965. That led the Rootes Group to produce a special rally conversion of the Imp under both the Hillman and Singer marques, known as the Imp Rallye. In 1966, after winning the Coupe des Dames, Smith was disqualified in accordance with a controversial ruling regarding the headlights on the Imp. The car also was successful in touring car racing events when Bill McGovern won the British Saloon Car Championship in one over each of three years in 1970-1972.

Although considered ahead of its time, the Imp suffered from reliability problems, which harmed its reputation and led to a takeover of the Rootes Group by Chrysler Europe in 1967.

The Hillman Imp Saloon model is #138 in the Dinky catalogue in 1/43 scale, and is the second version, in metallic silver-green with red interior, released between 1966-1968. It features spun aluminium hubs and cast headlights. It is accompanied by the first type red/yellow picture box.



Ironically, noted **Dennis Mitchell**, there was an Imp on display (outside in the courtyard) at the Micro Car exhibition at the Power House Museum during our recent visit. Dennis wrote that he does not consider it to be a micro car, as it is larger than the Mini, but it was great to speak with the owner who was very enthusiastic about the marque. PH Cheah is a fan and John Russell owned one.

As you all know, Dennis is a fan of its biggest competitor the Mini. However, he conceded that the synchromesh gearbox and automatic choke were several years ahead of BMC. They both came about because of the fuel shortage caused by the Suez Canal Crisis in 1956. Both companies needed a fuel-efficient smaller car rather than the Morris

Minor/Oxford or the Hillman Minx/Humber. Unfortunately, for the Rootes Group (Hillman), BMC (Mini) was four years ahead of release of the Imp in 1963. Mini had its teething problems, but by 1963 they basically had sorted these out. They then rushed release of the Imp, and were met with many unreliability problems, which was unfortunate as they had a superior engine than the then 15-plus year old design of the Mini engine.



These three models were displayed by **Bruce Cook** in his **third-placed** exhibit:

the **Ford GT 40 Mk. 1** was driven into first place at Le Mans in 1968 and 1969 – the later Mk. 2 had ended Ferrari's 1960-1965 streak to win in 1966 and 1967 (the '40' designation was the height of the car in inches measured at the windshield);

the **Porsche 911 GT3R** was placed third (Dirk Werner, Matt Campbell and Dennis Olsen) in the Japanese Formula-1 Grand Prix at Suzuka in 2019; and

the **Lancia Stratos** won the world Rally Championship 1974-1976 and was placed seventh at Monte Carlo in 1978.

THE BENZ PATENT-MOTORWAGEN ("patent motorcar"), built in 1885 by the German Carl Benz, widely is regarded as the world's first production automobile; that is, a self-propelled vehicle for carrying people. It was patented and unveiled in 1886. The original cost of the vehicle in 1886 was 600 imperial German marks, approximately US\$150 (equivalent to US\$4,321 in 2020). The major features of the two-seater vehicle, which was

completed in 1885, were the compact high-speed single-cylinder four-stroke engine installed horizontally at the rear, the tubular steel frame, the differential and three wire-spoked wheels. The engine output was 0.75 hp (0.55 kW). Details included an automatic intake slide, a controlled exhaust valve, high-voltage electrical vibrator ignition with spark plug, and water/thermo siphon evaporation cooling.



1885 Benz Patent Motorwagen modelled by IXO Classic as #CLC138 in its catalogue is diecast and made in China in 1/43 scale. It was acquired by Paul Heeks from My Models in Athens in July 2012

The **Mercedes-Benz 130H** was a low-production automobile built in Germany in the 1930s. Created in 1931 by Nibel, it had a 1.3-litre side valve four-cylinder engine mounted at the rear, producing 26 PS (19 kW) which was able to propel the small two-door sedan to a maximum speed of 92 km/h. Due to its suspension, handling proved poor, although perfectly adequate on German roads at the time, while its ride quality was superior to anything else in Germany. The synchronised four-speed gearbox is accommodated in front of the rear axle, the balance being provided by coil springs. The front axle was equipped with two transverse leaf springs.

The car was sold as a sedan, an open-top sedan, or a convertible (with and without cabrio cover and without side windows), each being fitted with two doors. Due to its extreme unbalance (two-thirds of the mass was on the rear axle), the car had very awkward handling. Because of the low sales volume, the model was discontinued in 1936.

1934 Mercedes Benz Type 130H sedan released by IXO Museum as MUS 026 in diecast and made in China in 1/43 scale, purchased by Paul Heeks from West Lynn Toys in the U.S.A. in June 2011



The **Mercedes-Benz 150H** was a prototype sports racing car was derived in 1935 in Germany from the 130 with only two seats and a more powerful engine, with 1498cc and a power of 55 PS (40 kW). The top speed was 125 km/h. Created in 1934 by Nibel and chassis engineer Max Wagner, the 150H was a two-seat sports roadster. It featured transverse leaf spring front and coil-sprung swing axle rear suspension and a water-cooled 1,498cc OHC four-cylinder engine, producing 41 kW was mounted in the rear. The gas tank, which in the case of the Mercedes-Benz 130 was installed over the engine, was transferred to the front compartment, and therefore there was no room for luggage there. The practicality of the 150 was therefore extremely limited, and the price of the car was quite high at 6,600 RM. The last remaining 150 Sport Roadster was restored mechanically by the Mercedes-Benz Classic Center at Irvine in California in 2010.



1935 Mercedes Benz 150H Sport Roadster released by IXO Museum as #MUS 018 diecast and made in China in 1/43 scale, acquired by Paul Heeks from JM Toys in Britain in July 2012

The **Smart Fortwo** (stylised as "smart fortwo") is a rear-engine, rear-wheel-drive, two-passenger hatchback microcar manufactured and marketed by the Smart division of Daimler AG. Introduced in 1998, it is now in its third generation. Marketed in 46 countries worldwide, Fortwo production had surpassed 1.7 million units by early-2015. The brand name Smart is derived from its early history as a cooperative venture between Swatch and Mercedes; that is, Swatch Mercedes ART.

The Fortwo is noted for its 2.5 metre overall length, high H-point seating, offset passenger and driver seats, automated manual transmission (first and second generations), De Dion tube rear suspension, low CO₂ emissions (119 grams per kilometre, North America, 1 litre), two-part rear hatch, interchangeable plastic body panels and prominent steel hemispherical safety-cell, which is marketed as the Tridion cell and can be ordered in a contrasting colour to the vehicle's body panels.



1999 Smart ForTwo sedan made by New Ray in diecast in China in 1/43 scale acquired by Paul Heeks in Rome in March 2013

The **Jaguar R4** is a Formula One car with which Jaguar Racing competed during the 2003 racing season. It was driven by Mark Webber, Antônio Pizzonia and Justin Wilson.

After three years in Formula One, and amid a turbulent atmosphere that had claimed the leaderships of Niki Lauda and Bobby Rahal, Jaguar Racing became much more stable in 2003. Now led by Tony Purnell and Dave Pitchforth, results - previously elusive - were deemed a priority. At the end of 2002 Eddie Irvine was off contract and retired from Formula One, and Pedro de la Rosa was negotiated out of his standing contract. New drivers Mark Webber and Antônio Pizzonia were drafted into the team and the entirety of the management team was re-structured.

The car also was revamped, with the R4 representing a fresh approach compared to the previous season's R3. Its designers focused on producing a much stiffer chassis, and aimed to root out problems during the pre-season with a concerted programme of on-track testing and factory work.



2002 Jaguar R4 released by Minichamps as #40030115, diecast and made in China in 1/43 scale, purchased from Model Cars Too in Sydney in June 2009

The Czechoslovakian **Tatra 77** (T77) is considered by many people to be the first serial-produced, truly aerodynamically designed automobile. It was developed by Hans Ledwinka and Paul Jaray, the Zeppelin aerodynamic engineer. Launched in 1934, the Tatra 77 is a coach-built automobile, constructed on a platform chassis with a pressed box-section steel backbone rather than Tatra's trademark tubular chassis, and is powered by a 60 horsepower (45 kW) rear-mounted 2.97-litre air-cooled V8 engine, which in later series was increased to a 75 horsepower (56 kW) 3.4-litre engine. It possessed advanced engineering features, such as overhead valves, hemispherical combustion chambers, a dry sump, fully independent suspension, rear swing axles and extensive use of lightweight magnesium alloy for the engine, transmission, suspension and body. The average drag coefficient of a 1:5 model of Tatra 77 was recorded as 0.2455. The later model T77a has a top speed of over 150 km/h due to its advanced aerodynamic design which delivers an exceptionally low drag coefficient.



1934 Tatra 77 by IXO Museum released as #MUS015 in its catalogue, diecast and made in China in 1/43 scale, purchased by Paul Heeks from Grand Prix Models in Britain in July 2011

FORD'S GT40 WAS A CONSECUTIVE four-time winner of the 24 Hours of Le Mans from 1966 to 1969, including a 1-2-3 finish in 1966. It was a high-performance endurance racing car, which emanated from the Ford GT (for Grand Touring) project, an effort to compete in European long-distance sports car races, chiefly against Ferrari, which had won every 24 Hours of Le Mans race from 1960 to 1965.

Henry Ford II had wanted a Ford at Le Mans since the early 1960s. Early in 1963, Ford reportedly received word through a European intermediary that Enzo Ferrari was interested in selling to Ford Motor Company. Ford reportedly spent several million dollars in an audit of Ferrari factory assets and in legal negotiations, only to have Ferrari unilaterally cut off talks at a late stage due to disputes about the ability to direct open-wheel racing. Ferrari, who wanted to remain the sole operator of his company's motorsports division, was angered when he was told that he would not be allowed to race at the Indianapolis 500 if the deal went through, since Ford fielded Indy cars using its own engine and did not want competition from Ferrari. Enzo cut the deal off out of spite and an enraged Henry Ford directed his racing division to find a company that could build a Ferrari-beater on the world endurance-racing circuit. To this end, Ford began negotiations with Lotus, Lola and Cooper. Cooper had no experience in GT or prototype and its performances in Formula One were declining.

The Lola proposal was chosen since Lola had used a Ford V8 engine in its mid-engined Lola Mk. k6 (also known as the Lola GT). It was one of the most advanced racing cars of the time and made a noted performance at Le Mans in 1963, even though the car did not finish, due to low gearing and slow revving out on the Mulsanne Straight. However, Eric Broadley, Lola Cars' owner and chief designer, agreed on a short-term personal contribution to the project without involving Lola Cars. The agreement with Broadley included a one-year collaboration between Ford and Broadley, and the sale of the two Lola Mk. 6 chassis builds to Ford. To form the development team, Ford also hired the ex-Aston Martin team manager John Wyer. Ford Motor Company engineer Roy Lunn was sent to England. He had designed the mid-engined Mustang I concept car powered by a 1.7-litre V4. Despite the small engine of the Mustang I, Lunn was the only Dearborn engineer to have some experience with a mid-engined car. Overseen by Harley Copp, the team of Broadley, Lunn, and Wyer began working on the new car at the Lola Factory in Bromley. At the end of 1963, the team moved to Slough near Heathrow Airport in London. Ford then established Ford Advanced Vehicles (FAV) Limited, a new subsidiary under the direction of Wyer, to manage the project.

The first chassis built by Abbey Panels in Coventry was delivered on 16 March 1964, with fibreglass mouldings produced by Fibre Glass Engineering Limited at Farnham. The first 'Ford GT', the GT/101, was unveiled in England on 1 April and soon after was exhibited in New York. The purchase price of the completed car for competition use was £5,200.

In 1966 the GT40 Mk 2 broke Ferrari's streak at Le Mans, notching the first win for an American manufacturer in a major European race since Jimmy Murphy's triumph with Duesenberg at the 1921 French Grand Prix. In 1967 the Mk IV became the only car designed and built entirely in the U.S.A. to achieve the overall win at Le Mans.

The Mk. I, the oldest of the cars, won at Le Mans in 1968 and 1969, the second chassis to win at Le Mans more than once. Its American Ford V8 engine, originally of 4.7-litre displacement capacity, was enlarged to 4.9 litres, with custom alloy Gurney-Weslake cylinder heads.

The '40' in the name represented its height of 40 inches measured at the windshield, the minimum height allowed. The first 12 'prototype' vehicles carried serial numbers GT-101 to GT-112. Once production began, the Mk. I, Mk. II, Mk. III and Mk. IV were numbered GT40P/1000 through GT40P/1145, and thus officially 'GT40's. The Mk IVs were numbered J1-J12.



The first version of the Dinky #215 Ford GT with white body, red interior, aluminium spun hubs and '7' racing decal, released in 1965-1966, from John Russell's collection



1898 Jeantaud Electric, the world's first land speed record car, driven by Count Gaston Chasseloup-Laubat to 39.24 mph and on 17 January 1899 to 43.69 mph, made in resin and white metal kit form in 1/43 scale by Touchwood in Britain, and built for Robin Aston by Grand Prix models in Britain last year. Waiting time for the kit and build was about 13 months, which Robin reckons was satisfactory, given that one can wait some years. Noted Robin, there definitely is a small artisan industry making record-breaking cars.



1899 CGA Dogcart driven by the Belgian race driver Camille Jenatzy to a speed of 49.93 on 27 January 1899 also released by Touchwood Models in white metal and resin. Just a few weeks after the first recognised record speed had been set by Chasseloup-Laubat, on 17 January 1899 Jenatzy took his electric-powered car to Acheres and drove it to 41.42 mph, only for Chasseloup-Laubat to record 43.69 mph only 10 minutes later (see above). Ten days later, Jenatzy made his iconic run.

**'THE FRONT WHEEL DRIVE IDEA'
OUR APRIL THEMED DISPLAY**

ONLY 11 MEMBERS WERE able to attend this meeting, in Sydney's continuing deluge, after four Covid-affected members had to pull out. We welcomed a new member, Philip Wong (profiled in our President's report). Philip is no stranger to us, having a stand at the toy and hobby fair for at least 12 years. Indeed, Bruce and Robin reckoned they had made him wealthy! **Paul Heeks** provided the **first-placed** display.



1937 Cord 812 Convertible Phaeton
Released by IXO Museum #MUS030 in 1/43 scale

1956 Wartburg 312 Limousine
Modelled by IXO #IST026 in 1/43 scale



1977 Wartburg 353 Utility
Another 1/43 scale model from IXO #IST030



1959 Wartburg 311 Cabriolet
Released as #IST004 in 1/43 scale in the IXO range

The name 'Wartburg' came from the first model (Wartburgwagen) produced in 1898 at the Automobilwerk Eisenach factory, three decades before that company was acquired by BMW and nearly five decades before the plant's location, following Germany's defeat in 1945, in the Soviet occupation zone caused its placement under state control. The '311' designation followed the tradition of the plant's previous owner, BMW, whose Eisenach-produced passenger cars all had been identified by a three-digit number starting with '3'. The Wartburg 311 was manufactured from 1955 in a number of variations, including utility, pickup, sedan, limousine, coupé and two-seat roadster. The car was a development of the existing EMW 309. This was the car previously identified as the IFA F9, which, in turn, had been based on the 1940 DKW F9 scheduled for launch in 1940 until the war intervened. The two-stroke engine was enlarged to 992cc in 1962. An interim model, named the Wartburg 312 and featuring the chassis developed for the succeeding 353, was built from 1965 until 1967.



Austin 1800 Mk. 2

Driven by Ken Tubman Andre Wilenski and Robert McAuley into 11th position in the London-Mexico World Cup Rally between 19 April 1970 and 27 May 1970 (25,700 kms)

The 1/43 scale model was released by Corgi Vanguard

From the **second-placed display** provided by **Robin Aston**

BMC Mini Cooper

Driven by the Fin Rauno Aatonen to first place at Monte Carlo in 1967

Modelled by Vitesse in 1/43 scale



Morris Mini Moke

Made in China in 1/43 scale for Universal Hobbies

The car featured in a 10-second chase scene on the fictional Caribbean island St. Monique in the Bond movie 'Live and Let Die (1973)

1958 Plymouth Belvedere 4-Door Hardtop released by TRAX as #TSS30 in its Select Series from Bruce Cook's collection



In 1899, noted the **third placegetter, Dennis Mitchell**, the inventor Henry Sutton designed and built one of the first Australian-built cars, which was named the Sutton Autocar; it may have been the first front wheel drive car. There were many prototypes, and limited production models such as the Cord L-29, but it was not until 1929 that the first successful consumer product was offered. This was from BSA and had the form of a three-wheeler.

Other examples included the 1931 Stoeber, 1932 Adler, 1933 Audi, 1930s Citroen, and in 1955 the Suzuki Suzulight in Japan and from FSO in Warsaw the Syrena. The BMC Mini arrived in 1959. As is evident, BMC certainly was not the first to offer front wheel drive, but apart from Citroen were the first to offer mass production cars. The firm revived the use of front wheel drive that largely had been abandoned since the 1930s.



The first Mini in 1959 modelled by Kyosho in 1/18 scale



The last Mini (before the BMW MINI) in 2001, modelled by Premium Classixx in 1/12 scale. This is the same as Dennis' real car, except that car is in tahiti blue.



1967 Citroen DS21 from the Monte Carlo Rally
Modelled by Eligor
From Graeme Young's collection



1937 Ford 812 Phaeton Coupe
Diecast by Franklin Mint in 1/24 scale
From Ken Mathieson's collection

THE VAST MAJORITY OF cars manufactured nowadays have front-wheel-drive, noted our member **PH Cheah**. That's a given, even if it didn't seem so long ago that the standard issue car had its engine up front and driving the rear wheels, he added. However, once the Issigonis' Mini startled the world in 1959 with its tiny dimensions and by turning the engine sideways provided more passenger and luggage room than allocate extra room for the oily bits, the idea caught on, slowly at first during the sixties but the idea later accelerated. Even if the idea of a transverse engine wasn't exactly an original idea by Alec Issigonis, other manufacturers took note, and it wasn't long before the majority of cars made today have FWD even if not all follow the 'east-west' location of the engine. After all, cars such as the Citroen Traction Avant in the 1930s had engines located in a 'north-south', or longitudinally, and there still are some cars sold today the makers of which have preferred to stay on the 'north-south' route. There's no doubt that the transverse engine is par for the course for most car makers, but Audi and Subaru have stayed with the longitudinal location for their engines. In Subaru's case, turning a flat-four engine sideways would not have resulted in any better packaging benefits. But whatever the case, FWD is now so common-place that even manufacturers such as BMW, the reputations of which were made from rear-drive 'ultimate driving machines', now have FWD cars in their line-ups.

Here's a simple quiz. What was the first FWD car from Renault, Ford, Volkswagen, Toyota, Peugeot, Fiat ? The following models represent the first time each car maker converted to FWD. The nameplates may surprise, with cars from Europe, Japan, Korea, the U.S.A. and Britain.

The **Triumph 1300** was the first (and last) front-drive car from Standard/Triumph. As its first attempt, Triumph's engineers chose to locate the engine longitudinally with the gearbox under the engine but without sharing the engine oil. At the time, Standard-Triumph was part of the Leyland Group and a competitor to BMC and the 1300 was designed to appeal to those preferring a small, well-appointed luxury car rather than the more plebeian offerings from BMC. The body was designed by Michelotti and looked a bit like a scaled-down Triumph 2000. It had a well-designed interior with wood used on the dash and door cappings for that up-scale look. Seats were perforated PVC and the steering wheel was adjustable, a rare item in the early sixties. It had independent suspension all-round and disc brakes up front with drums at the rear. Triumph sold 152,062 1300s, including the 1300 TC (Twin Carburettor) so it was reasonably successful in the premium small car class. Interestingly, Triumph later converted the car to rear-wheel-drive (RWD) on the Toledo, 1500 and Dolomite models.



1965 Triumph 1300 made by Dinky in 1/43 scale in England.

This model is a good representation of this unique Triumph. The body is finished in a powder blue and there's a red interior. The bonnet and boot open and there are jewel headlights, and the model has Dinky's 'press-o-matic' steering. The car's shape is well reproduced with some good attention to detail although the spun wheels are rather generic.

Who else but the Americans would fit a 7-litre V8 under a long bonnet of a two-door coupe and have it driven by the front wheels? GM's Oldsmobile Division wanted a slice of the emerging 'personal coupe' sector dominated by the Ford T-Bird and Buick Riviera, so this behemoth, the **1966 Oldsmobile Toronado**, weighing in at 1952 kg with an overall length of 5359 mm and 1993.9 mm wide, shocked the American automobile establishment by engaging drive to the front wheels. It was the first FWD car to be launched in the U.S.A. since the 1937 Cord 812 and like the Toronado, was offered in a two-door version.

1967 Oldsmobile Toronado released by Gamda Koor Sabra, an Israeli firm which chose to produce its diecast models in 1/43 scale.

It captures the Toronado's rather bold lines quite well, but the spun aluminium (generic) wheels are lost within the large wheel arches and do not do the model any favours. Attention to detail is reasonably good, with large chrome front and rear bumpers and the cut outs for the retractable headlights clearly are evident. It does look a little narrow though and the light grey interior has no significant detailing.



The 7-litre engine made 287kW with a very hefty 648Nm of torque, which enabled a rest to 60 mph (96.6 km/h) in 7.8 seconds. Not exactly quick in today's terms but not too bad in 1966. Anyway, it handled reasonably well with

reports that its heavy nose - 60.3 percent of weight up front - didn't contribute to terminal understeer. But critics were unhappy with the drum brakes which tended to overheat after repeated braking. It needed a British motoring magazine ('Autocar/Motor') to highlight the inadequate brakes with this statement; *"There is something wrong with a policy that allows a 135 mph car to have brakes inadequate to stop it at 70 mph."* That said - the Americans tended to ignore critics from Britain anyway - some 40,000 were sold in the first year but sales began dropping away with each annual face-lift.

Ford Germany's Taunus line can trace its lineage back to the first model, named after the Taunus Mountains, to 1939. Until 1962, the Taunus were rear-drive cars but in 1962, Ford's American 'Cardinal' project was handed to its German arm to build and the result was Ford's first front-wheel-drive. These were all-new V4 engines, located longitudinally with the 1.2-litre making 29kW and the 1.5-litre which produced 48kW that replaced the ageing British-designed engines that dated back to the 1935 Ford Eifel. Ford's code for this car was **Ford Taunus P4** (for 'Project') and it was offered in two and four-door saloon versions, a 2-door coupe and a 2-door wagon. This was rather a bold move for the very conservative Ford organisation, but Project 'Cardinal' initially was meant to be produced in the U.S.A. to compete against imports like the Beetle. Anyway, the Americans got cold feet - imagine a small FWD car designed and built in the U.S.A. in 1961! - and the plans were transferred to Ford Germany almost ready for production. It benefitted from its US roots in having a stylish body which was somewhat larger than the VW Beetle, which dominated the market at the time. The small V4 engines had balancer shafts to help to smooth out the harsh vibrations from the 'vee' formation. Nevertheless, critics found the V4 engines rougher than conventional in-line 'fours' although the engine found its way under the British Corsair's bonnet and various Transit models. It was reasonably successful, selling around 150,000 in its first year and 672,695 after four years. However, while early 'teething' problems blighted the model, the problems quickly were resolved and it continued in production, eventually producing a successor in the Taunus 12M/15M P6.



1963 Ford Taunus 12M made in China for Minichamps

It is by Minichamps, so the model is accurate and beautifully detailed with separate pieces for bumpers, grille, lights, wipers, door handles and exterior mirror. The dual colour scheme is attractive with a darker grey for the roof and a lighter shade for the main body. The off-white interior is a delight with a detailed fascia. The wheels feature the correct pattern hubcaps and trim. Another Minichamps model made to the maker's usual high standard.

Renault was known for its rear-engine cars, from the fifties until the late sixties with the Dauphine, R8 and R10 and the 4CV, but it introduced the **Renault 4** in 1961 to enable the brand to compete against Citroen's 2CV. The R4, like the 2CV, had a simple, robust design that had huge appeal. It was roomy, with its two-box design allowing for extra room behind the folding rear seats. The tailgate opened upwards which makes this one of the very first hatchbacks, although the term hadn't been coined at the time. It had all-round independent torsion bar suspension to give a smooth ride. The 'base' R3 had a 603cc engine and was confined mainly to sales in France, with the R4 gaining international recognition. The R4 began with a 747cc engine and over the long production life, the engines grew to 1100cc and when production ended in 1994, over eight million had been built.

1964 Renault 4TL made in Japan by Tomica Dandy in 1/43 scale in the 1970s.

The model has Air France livery and suggests this is an airport tarmac vehicle used at Charles De Gaulle in the seventies. The front doors and bonnet open, and so does the tailgate to reveal boxes of tools to be used in aircraft maintenance. The model captures the R4's lines very well, right down to the correct stance where the car tends to look like its rear is higher than the front. The red interior is reasonably detailed with a black dashboard and a steering wheel fitted at the correct angle. I bought this at Narita Airport around 1977; I believe I paid 500 yen for it.



The first FWD product from Fiat did not actually wear the Fiat badge. Instead, it was an **Autobianchi Primula**, a small Italian car maker that was a subsidiary of Fiat. So why did Fiat, at the time a producer of many rear-engine cars or large rear-drive sedans, hand the technology to its small affiliate? Well, the company was interested in building a front-drive car but its managers felt that the technology wasn't proven and decided that it would use Autobianchi to test it out. Fiat's Chief-Engineer, Dante Giacosa, recognised the potential of Issigonis' transverse engine layout but sought ways to improve it by removing the gearbox from the sump. It would produce a larger overall power-train, but this was not essential in the car he proposed. This resulted in a design that would be easier to service and repair with the added bonus of greater refinement and less noise. Fiat was cautious about the proposal, and rather than risk any damage to the Fiat brand, released the Primula using a less crucial nameplate. At its launch, the Primula offered 2 and 4-door sedans and 3 and 5-door hatchbacks and a 2-door coupe. The 1.2 litre engine made 48 kW, although a 1.1-litre also was available with a 1.4-litre reserved for the coupe. It had four wheel disc brakes and a single wishbone with an upper transverse leaf at the front while the rear used a 'dead' axle. The Primula was more influential than many people realised as the engineering Giacosa had designed became the template of most of today's FWD cars after Fiat enjoyed huge success with its 127 and 128 models after the Primula had paved the way.

1964 Autobianchi Primula made by Mebetoyoys in Italy in 1/43 scale in 1965.

The model is rather crude although the Primula's look is well replicated. However, the roof rack has what looks like an oil drum attached and the car has an unfamiliar livery - I checked the internet without result - and it has opening doors and tailgate. There are separate chrome bumpers, the wheels look good and the interior, while plain is finished in brown. The pale yellow paint finish is rather dull, about right for many models made in the sixties. Models of the Primula are hard to find and it looks expensive - I know, I tried seeing if there were more that I could add to my collection.



Toyota joined the front-drive club when it released the **Tercel** in 1978. As the company's first front-drive attempt, it played safe by locating its engine longitudinally, as its managers believed that its traditional buyers may have thought a transverse engine layout too complex. The Tercel was launched as a 2 and 4-door sedan and also in an attractive 3-door hatchback version. The launch engine was a 48 kW 1,295 cm³ unit, and with the release of the second generation Tercel, the Sprinter Carib joined the stable in 1982. This was a four-door wagon available with four-wheel-drive (4WD) and it used a live rear axle with coil springs borrowed from the rear-drive Corolla.

Most people would refer to the Mazda Familia/323 as the company's first front-drive car and if you think of world-wide appeal, this would be correct. However, Mazda's first FWD was a two-door coupe powered by a 1.3-litre 95 kW twin-rotor Wankel rotary engine. The car was based on the Luce 1500/1800 sedan/wagon range of the sixties, arguably among the best looking Japanese medium-size cars of the time. The **1969 Luce R130** was even prettier, designed by Giogetto Giugiaro, who was working for Bertone at the time. He also penned the sedan and wagon. Drive was through a 4-speed gearbox and its top speed was 190 km/h. Front disc brakes and rack and pinion steering were standard fare with independent suspension all-round with front double A-arms and semi trailing arms and coil springs at the back. The sedans used a live rear axle with leaf springs.



1969 Mazda Luce Rotasy R130, another model from the prolific Japanese market magazine subscription series, made by Norev in China around 2006.

The model is attractive, easily showing off the elegant lines that Bertone gave to it. The body is a two-door hardtop which means there's no 'B' pillar and the roof has a black vinyl finish. The wheels echo the style Mazda used on the real thing and attention to detail includes separate grille, head and tail lights, bumpers and windshield wipers and the exterior mirrors

are mounted on the front wings, a normal practice in Japan until the 1980s. The interior is detailed and even features a 'wood' steering wheel and gear knob. It's a shame the interior is black as details like the dials on the instrument panel are rather hard to see.

At a time when the average university graduate earned 30,000 yen per month, the R130 cost between 1.45 to 1.75 million yen, earning the car the title of ‘Lord of the Road’ with its beautiful body and high performance. It was undoubtedly rather expensive and Mazda marketed it within its dealer network and up-scale department stores but less than 1,000 were made making this a rare and very collectible car.

Now we come to the, albeit small, elephant in the room the first FWD car to emerge from the British Motor Corporation (BMC) and the car the innovative engineering on which eventually would influence numerous car manufacturers to switch to front-wheel-drive. The 1959 Mini initially was launched as the **Morris Mini Minor** and **Austin Se7en** simply because BMC wanted to have a car that appealed to those who believed an Austin was better than a Morris and vice versa. It’s weird today, but the Minis were built in two separate factories; the Morris in Oxford and the Austin in Longbridge. The sheet steel used for the two cars was from different suppliers, which resulted in the Morris having slightly thicker gauge steel which meant that the Morris Mini has slightly better resistance to rust. Alex Issigonis was the bloke responsible for the creation of the car, designed as an answer to spiralling fuel prices because of the crisis unfolding around the Suez Canal. He created a car just 10 feet in length, fitted 10-inch wheels at each corner and all independent suspension via rubber cones.

It was the positioning of the engine that broke conventional thinking by fitting the engine sideways, gearbox under the engine sharing engine oil and drive to the front wheels. All this was to free as much space as possible for people and luggage, resulting in its oily bits taking only one-fifth of the space. This was a huge departure, and a gamble, from this conservative company, but once the press and public got to drive it, the British public fell in love with it. It was not styled (Issigonis hated ‘styling’) but it was attractive and cute and its timeless appearance ensured its sales success, even if BMC is reported to have lost money on each Mini. Despite early cars that leaked like a sieve, and with engines that drowned every time the car was driven in a rain storm, early buyer reluctance soon resulted in it becoming a roaring success with over five million sold during its long lifetime. And why not? It was so much fun to drive, with tenacious road holding and brilliant go-kart like handling. It had ‘soul’ and soon just as its looks were timeless, it also became a class-less car attracting wealthy and working people alike. BMC even launched posh versions with the Riley Elf and Wolseley Hornet with more metal tacked to the rear to form a small boot lid, and aside

from the Cooper versions that helped it win on race tracks and rally circuits, the Mini even spawned a pick-up, van, ‘woody’ station wagons and the Mini Moke, and Marcos even built a coupe called the Mini Marcos.



1959 Morris Mini-Minor #226 in Corgi’s catalogue 1960-1968 the version with red interior and spun hubs
The Austin had wavy horizontal slats while the Morris had horizontal slats broken by vertical ones. Both models are typical Corgi of the period with spun aluminium wheels and simple plastic interiors.

Hechette Mini Pick-Up made in China in the 1990s
The model’s front doors open to reveal a reasonably detailed interior. The rear goods tray is rubber lined and the wheels look like the correct wheels that BMC used.



Corgi Toys Mini Marcos GT 850
Made in England in 1967, this was specialist car maker Marcos’ take on a coupe version of the Mini. The model has a maroon finish with a cream interior. The doors and bonnet open and the wheels look like the Minilites that was ubiquitous among British ‘performance’ cars at the time.

Austin Mini Moke

Made in England by Dinky Toys and listed in its catalogue as #342 from 1966, this version in metallic greenish blue with speedwheels was released 1972-1975. The model is a good replica of the Moke. It is a little crude though with generic unusually wide plastic wheels and an opening bonnet.



When it comes to classic Minis, the **Austin Mini Moke** is among the most intriguing and unusual. Originally designed as a military vehicle for the British Army, the Moke really hit its stride as a practical, affordable and character-rich car that thrived in warmer climes. Alec Issigonis developed plans for the Moke, alongside the plan for the classic Mini in 1959. The intention was to use the Mini's mechanics as a basis, creating a vehicle that would meet the needs of the British Army. Even before the launch of the Austin Se7en and Morris Mini, prototypes of the vehicle that would become the Moke called the 'Buckboard' existed. They were built for the military as light vehicles that could withstand a parachute drop and be lifted by helicopter. Low ground clearance due to the Buckboard's 80-inch wheelbase sent the prototype back for adjustments and in 1962 the Moke - named after a packhorse - was built with a shortened 72.5-inch wheelbase. Unfortunately, the ground clearance was something the military could not reconcile, and despite the Moke's excellent traction and acceleration, its military career was limited.

By 1963 the Moke was ready for introduction to the public, this time as a civilian vehicle with the original 80-inch wheelbase and the standard 848cc Mini engine. Production began in 1964, though the motoring world was unsure how this unusual vehicle would find a place - as hotel courtesy transport, a beach car, a golf cart or as factory transport? The final answer came from the taxation authority, which classed the Moke within the lower commercial vehicle rate, making it a hit with budget-conscious motorists. The Spruce Green Moke rolled onto the market as the cheapest four-wheeled car available, retailing at a mere £405.

The Moke was not made for broad success throughout Britain, but that didn't stop it from finding favour in select crowds. Though not suited for the average British commuter during the cooler and wetter months, it became a preferred partner for agricultural professionals and a badge of progressive taste amongst the Carnaby Street 'in-crowd' of 1960s 'swinging' London. By 1967 the Moke was a cult object garnering attention on a national level with trend-setters, thanks in part to its starring role in Patrick McGoohan's classic television series 'The Prisoner'. Throughout the later sixties a Moke was a must-have in many cultured circles.

Following its hey day in Britain, production picked up in other parts of the world, particularly in more tropical climates. From 1968, Australia became the primary producer of Mokes, and a Mk. 2 version was introduced with a 1098cc engine and new 13-inch wheels to increase ground clearance. The adjustments saw the model score some significant success in the Antipodean market - including with the Australian Army, which in 1972 bought over 500.

The Australian helped the Moke come into its own, and it thrived as a 'rough and tumble' vehicle for farmers, bush workers and intrepid off-road joy riders. Model variants were spawned, including 'The Californian' - a softer version of the Moke better suited to everyday drives with more comfortable seats and full weather gear as standard. During the eighties, production in Australia ceased, but the Moke story continued with the development of new models in Portugal - including the Moke Californian. They later rolled off other production lines to popular demand in France, Spain, Italy and even in Japan. Today, there are Mokes motoring everywhere from the Caribbean to southern Europe.



There are only a handful of manufacturers that do not build FWD cars; most are either luxury cars such as Rolls-Royce and Bentley or high-end supercars such as Ferraris, Lamborghinis or Aston Martins and if you are thinking of **Lotus**, remember the company built the **Elan M100** in 1989, the transversely-mounted Isuzu 2-litre engine on which drove the front wheels.

1990 Lotus Elan M100 released by IXO Premium

Its design was a huge break from Lotus' traditions, and certainly it was well received by the motoring media, many regarding the Elan as the best handling front-wheel-drive car in production. However, it wasn't a huge success and when production ended, the concept was transferred to South Korea and made by Kia. It was the first and last FWD car from Lotus, which goes to show that while FWD is now ubiquitous, one manufacturer that tried the idea did not continue.

MARKET MATTERS

ABACUS AUCTIONS WAS ESTABLISHED in 2018 with the motto, 'You Can Count On Us', as the most important guideline in its entire operation. Now based in Mount Waverley, a suburb of Melbourne, Abacus and its predecessors for many years has specialised in postage stamps and postal history, but also has offered postcards, coins, banknotes, vintage maps, sporting memorabilia and militaria.

The firm's specialists Gary Watson, Michael Eastick, Nick Anning, Max Williamson and Torsten Weller between them have over 150 years industry experience. They not only are recognised experts in their respective fields, but bring to the enterprise a diverse and skilled background. Gary and Torsten practised law. Michael started his working life as a 'roadie' for Australian rock bands, travelling around the world, the highlights including the 1983 Grammys with 'Men at Work', pushing a follow spot for 'Pink Floyd's 1988 Melbourne shows and his five years as stage manager at the 'Billboard Nightclub'. Nick was born in London and came to Australia 1999 and commenced to work for local philatelic auction houses. Max has been a lifelong passionate supporter of the St. Kilda Football Club and attended the 1966 Grand Final, later joining the cheer squad. He is an expert in cricket and Australian Rules Football memorabilia, and a life member of the International Society of Olympic Historians. In 1994 he was instrumental in the establishment and development of the sporting memorabilia department at Leski Auctions.

The firm's Auction 246 on 3 December included 31 lots of vintage toys, five of which are described below. Another selection of vintage toys, including 'Models of Yesteryear' by Matchbox, is offered on 30 April.



Featured at lot 1626 was this large-scale 26 cms long red limousine with a driver and opening doors, made by Gunthermann in Germany (c. 1920) and presented in good condition. It was estimated at \$800 but was passed in and available for \$600.

Siegfried Günthermann (1856-1886) was a master bottle maker whose early experience making tin toys was with the Georg Leonh tin toy factory. From 1877 he manufactured his own tin toys by hand in a small workshop under the company name **S. Günthermann - Mechanische Blechspielwarenfabrik**. In 1878 the company expanded and moved to larger premises.

Initially hand-painted and later lithographed, the firm produced tin figures, cars, racing cars, carriages, floor runners and fire brigades. Most of its product was shipped to the U.S A. Initially, the toys were fitted with a spiral spring winding mechanism that was later replaced by a clockwork, which was initially obtained from abroad and has been manufactured in-house since 1883. Mechanical animals, parrots and other birds with voices enjoyed great popularity.

When Günthermann died in 1886, he left the business to his widow Marie nee Mack. She operated the firm first alone and then with her second husband, the businessman Adolf Weigel. The company seal, originally a circle in which the letters 'SG' were depicted on a coat of arms-shaped background, were imprinted on the toys, but it was supplemented by the additional initials 'AG' under Weigel. By 1901 the company employed about 250 people.

Weigel died in 1920 and the company reinstated the old 'SG' logo.

After the Great War, the company made a name for itself abroad with detailed models of limousines, buses, rollers and commercial vehicles. Since there were no successors in the Günthermann / Weigel family, the company was taken over by Siemens in 1965 and eventually was dissolved.

Toys from the production of Günthermann and his successors are now coveted collector's items and are represented in numerous toy museums because of the mostly small editions, especially in the early days.

This 37 mm early tinplate racing car with driver and racing decal '90', fitted with a clockwork mechanism, and made by Charles Rossignol in France (c. 1930), was listed at Lot 1628. In fine condition, it was estimated at \$1,200, but was passed in and is available for \$900.



The French company **Charles Rossignol (C.R.)** was founded in 1868, and produced lithographed tinplate clockwork 'O' and '12' gauge toys before the Great War. Its inventory included trains that ran on tracks, motor cars,

coaches, buses, trucks, aircraft and boats. Rossignol and Radiguet, were two major builders of elaborate steam engine models, and they competed with the famous German manufacturers during the era 1890-1930. CR introduced a very popular range of Paris buses in the 1920s and continued production until 1962.

Like other toy manufacturers such as Meccano Limited in Britain, the firm took the opportunity to move into the production of gauge '0' model train sets after the dominance of the big German toy companies in this area was broken by the war and by post-war German economics and widespread anti-German sentiment.

Just as the 'Golden Period' of the German manufacturers is considered to be the time when their pieces still had a slightly artistic and surreal 'toylike' element (before they became 'too good' at producing literal scale models of trains, the Rossignol model railway pieces that are of the most interest to collectors are the very early items, which had a strong distinctive character and identity that became a little more subdued in later pieces

At a very superficial glance some Rossignol pieces can look a little like early Bing tinplate (due to the common use of lithographed tinplate technology), but on closer inspection, the choice of colour schemes and the use of emphasised pinched contours give many Rossignol pieces a very different and very 'Parisian' style, reminiscent of period French cartoon work, or the sketches of British cartoonist Ronald Searle, who was influenced by French art. Another, rather more obvious 'giveaway' is that CR pieces often were models of French vehicles. Rossignol lithographed pieces tend to be marked 'C.R.', either as a logo or as simple text.

The long history of **Tipp & Co.** of Nuremberg (1912-1971) ranks among the most illuminating of all 20th century toy maker stories. Founded in 1912 by a Miss Tipp and a Mr Carstens, in the same year the namesake of the company left her shares to Philipp Ullmann, who replaced her as a partner and managed the company alone from 1918. The next year, Carstens left the company and Ullmann, who had good connections to large department stores around the world, remained the sole owner until 1933. Under his stewardship the firm grew quickly to join Carette, Bing, Hess, Lehmann and Märklin among the great German toy makers. But Philip Ullmann was Jewish. In 1933 amidst increasing Nazi persecution and restrictions he fled to England where, holed up with colleague Arthur Katz in workshop space offered by Bassett-Lowke in Northampton, he began to manufacture toys to raise funds for other Jewish refugees. He named the company Mettoy, later better known as Corgi.

Appearing at lot 1629 was this 23 cm long saloon car with fawn roof and running boards, battery powered headlights, and a wind-up mechanism that operates perfectly. It was made by Tipp & Co. in Germany c. 1930, and is in fine condition. Against an estimate of \$800, it was passed in and is available for \$600.



Meanwhile, in Nuremberg his company had been seized and, under the aegis of Ernst Horn, the former director at Bing (which had gone into receivership in 1932), production changed from civilian motorcycles and London buses to toys celebrating the reconstruction of the German military (Editor's note: it was not as popularly conceived the terms of the 1919 Versailles Treaty that brought on another war but rather the failure of Britain and France and others to occupy Germany and prevent rearmament). Considered a morale booster, production of Tipp & Co tinplate staff cars, troop transporters, anti-aircraft guns and tanks continued well into 1942. The best-known model of this time was a 23 cm long, black so-called "Wagen des Führers" (a Mercedes-Benz 770K), which was manufactured from 1936 to the end of the war and was equipped with silver flashing tin fittings, a cardan shaft, rubber tires and lockable front wheels. Like many other tin toy manufacturers, Tippco missed the development of plastic toys, especially by Japanese manufacturers, so that Henry Ullmann had to close the Tippco company in 1971.

Yonezawa Toys [米澤玩具, *Yonezawa Gangu*], also known as 'Yone' or simply as 'Y', was founded in the 1950s in Tokyo. It was one of Japan's largest and most prodigious post-war toy manufacturers. It is a former subsidiary of Union Carbide's toy division. The company focused on the production of thousands of different electrically operated and mechanical toys through the early 1970s. Some were branded not as Yonezawa but as 'STS'. The origin of that label is unclear, but it is presumed to be that of an importer. Yonezawa briefly dabbled in radio controlled vehicles in the mid-1980s with the introduction of the 1/10 scale Wave Hunter buggy, sold in North America as the 'Monogram Lightning'.



This 20 cms long black Buick LeSabre concept car was listed at lot 1636. It features a friction motor, which works perfectly, and was made by Yonezawa c. 1959. In fine condition, it was estimated at \$600 and was sold for \$725.



Yonezawa was merged with Sega in 1991. Under Sega's leadership, Yonezawa Toys was briefly known as Sega-Yonezawa until the Yonezawa branding was dropped entirely in April 1998. Once Sega Sammy Holdings was formed, Sega Toys was reorganised under Sega's entertainment contents business. Since the early 2000s, Sega Toys has been marketed distinctively from the Sega brand, with some occasional collaboration between the two.

Fernand Martin (1872-1951) made often funny and sophisticated wind-up tin toys, some with multiple actions, and was copied many times by other toy manufacturers. Between 1896 and 1905, he held a grand bazaar, on the Rue de la Constitution in Avranches, then returned to his native Paris.

Francis Victor Bonnet took over the Martin company in 1919. There are four distinctive periods of his work and of his successors: 1878-1894 (F. Martin), 1895-1912 (F. Martin), 1912-1919 (Georges Flersheim) and 1919-1937 (Victor Bonnet).

At lot 1650 was this 20 cms long wind-up tip truck from the 'Les Auto Transports' range made by the Fernand Martin manufacturer c. 1920 from the time of the stewardship of Francis Bonnet (see the logo on the rear of the toy). with the very rare box and original card for directions, described as of museum quality. It was estimated at \$1,000 but was passed in and is available for \$750.

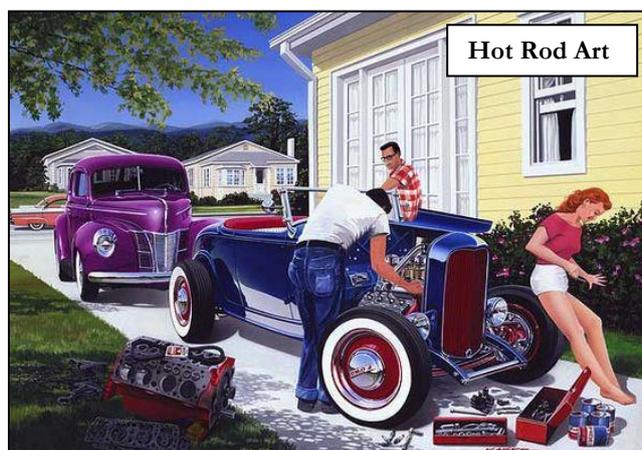


TRAINS PLANES AND AUTOMOBILES at Katoomba continues to host room auctions in 'The Gearin' on the first Monday evening and the third Sunday morning each month. Bidding in both auctions also is available live online. Unfortunately, my requests for photographs and prices realised for some interesting lots at recent auctions, to be published here, could not be met. Of interest to our members, the auction on 4 April featured a terrific selection of boxed Dinky cars, commercial vehicles and military vehicles.

The auction on Monday 2 May contained a large collection of toy cars made by Triang Minic. The following listings are of interest:

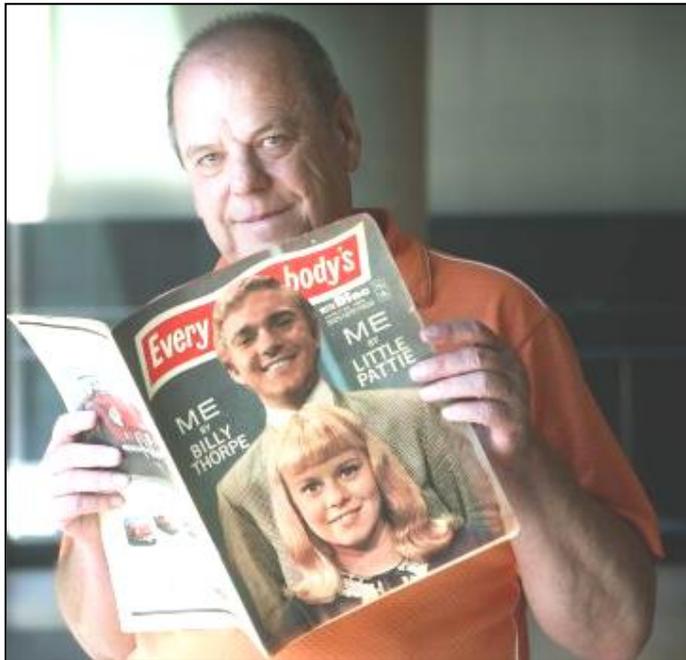
- at lot 207 was a Minic tinplate clockwork Vauxhall Cabriolet, in green and black with black base and 130 mm in length, 'road-tested' and working, in excellent condition in a fair box, estimated between \$200 and \$300;
- a Minic tinplate clockwork Traffic Control Car in dark blue was listed at Lot 209, 128 mm long, complete with the key, tested and working, but with a little scuffing to the paintwork and some rust on guards and front bumper and with one headlamp bent, described as generally in good to very good in a good box, estimated at \$150 to \$250;
- listed at Lot 211, a Minic tinplate clockwork Fire Engine, 153 mm in length, tested and working but with the ladder and other accessories missing, and the paintwork undamaged, in very good condition, estimated between \$250 and \$400;

- a Minic tinsplate clockwork Ford Royal Mail Van in red and 88 mm long, tested and working, with a few small scratches to the paintwork, described as very good/excellent in a very good box, was offered at lot 215 estimated at \$150 to \$200;
- Lot 220 was a Minic plastic & tinsplate clockwork Morris Light Van 'Minic Transport' in green, 87 mm in length, tested and working with a little rust on the bumpers, but in very good to excellent condition, in a very good box, estimated to realise between \$150 and \$250;
- Lot 223 comprised another Minic toy, a No. 2 plastic clockwork Saloon Car in red, 175 mm long, with automatic stop mechanism, with an accompanying very good box which included the instruction leaflet, the toy tested and working, but with some distortion to the roof, but assessed as in very good condition in a very good box and estimated at \$150 to \$250;
- at Lot 228 was a Minic plastic 'Push and Go' (friction-drive) Mechanical Horse Low Loader with Armoured Car, 163 mm long, in very good condition in only a fair box, but a rarity in your Editor's view, estimated at \$250 to \$500;
- a similar toy was listed at Lot 229, another Minic plastic 'Push and Go' (friction-drive) Mechanical Horse Low Loader and Rocket Projector, 165 mm long, the projector being diecast with operating firing mechanism, with a broken elevation wheel and a rocket nose cone that was starting to perish, so the condition was described as only fair to good in a fair box, but another rarity and estimated at \$350 to \$600;
- a 1930s Minic 31M tinsplate clockwork Mechanical Horse with Tanker with decal 'Shell BP Fuel Oil', in green and red with white tyres and a Shell petrol can, listed at Lot 236, untested but in very good condition in a very good box, and estimated at \$350 to \$450;
- another pre-war Minic, the 48MCF tinsplate clockwork Breakdown Lorry in green camouflage was listed at Lot 237, with virtually no paint loss but with replacement tyres and untested, but in very good to excellent condition, estimated at \$400 to \$500;
- Lot 255 was the Corgi 238 Jaguar Mk. X in metallic cerise, complete with the suitcase in the boot, but showing a few small chips to the paintwork, which meant it was in only very good condition, and presented in a very good box, was estimated at \$150 to \$250;
- the Corgi 426 Chipperfields Circus Mobile Booking Office, issued 1962 to 1964, with some chips to the paintwork on the roof and a little paint loss elsewhere, although in good to very good condition in a fair box missing one end flap, was at Lot 259 and estimated between \$200 to \$400;
- at Lot 272 was the Spot-On 109/2 ERF 68g Flatbed Lorry in 1/42 scale, issued in 1960, in light green and in excellent condition, estimated between \$300 and \$600;
- lot 279 was the Dinky 31d Trojan Van with intact 'Oxo' decals, in dark blue with mid-blue hubs, and a few small chips and scratches to the paintwork, in very good condition (issued unboxed), estimated at \$200 to \$400;
- Dinky's 181 Volkswagen Saloon issued 1956 to 1970) was at Lot 285, in green with spun aluminium hubs and some paint loss but in good condition, estimated from \$250 to \$500;
- the Dinky 413 Austin Covered Wagon, in maroon with beige tilt and red hubs, and only very slight paint loss on some edges, in excellent condition and issued unboxed, was at Lot 289 and estimated between \$200 and \$400; and
- at Lot 321 was a scarce Matchbox Superfast 63B Freeway Gas Tanker, in military olive-green with French flag decals, in excellent condition in a very good box, estimated at \$100 to \$150.



It seems timely to reprint the following article from 'Think Small' Issue 81 (December 2016)

AFTER REGULARLY writing columns in the 'Money' section of the Sydney Morning Herald for 10 years, James Cockington contributed his last article on 9 November 2016. He took the opportunity to emphasise the role of online auction sites and so-called 'smart' mobile telephone applications in the general increase in interest in collecting fields and the consequent rise in prices across the board. Can we still find anything in opportunity shops, or garage sales, or trash and treasure markets, he asked? It often seems that even people who dump the contents of their back shed on a tarpaulin and advertise a sale on local telephone poles know the exact value of everything. Estimated values, although often optimistic, are so easily available at the click of a button. "But this is the price one fetched on eBay", would-be sellers will respond to offers, he noted.



There are still bargains to be found, just fewer than formerly, he concluded. As an example, he cited the slightly chipped cup bought for \$4 at an opportunity shop that sold for more than \$75,000 at a Sotheby's Australia auction in April 2013. The astute vendor spotted it on a shelf in a Sydney shop and thought it looked a bit special. He sent photos to Ann Roberts, Sotheby's Asian art specialist, who identified it as a 17th or 18th century Chinese libation cup carved from rhinoceros horn, and confirmed its provenance and value, which she estimated as \$20,000 to \$30,000, and was not surprised when it sold for \$62,000 on the hammer (plus buyer's premium). Similar objects have sold for about \$90,000 in Australia and for \$200,000 overseas. Commented Ms. Roberts on the token price in the shop: "They don't look immediately attractive to the untrained eye."

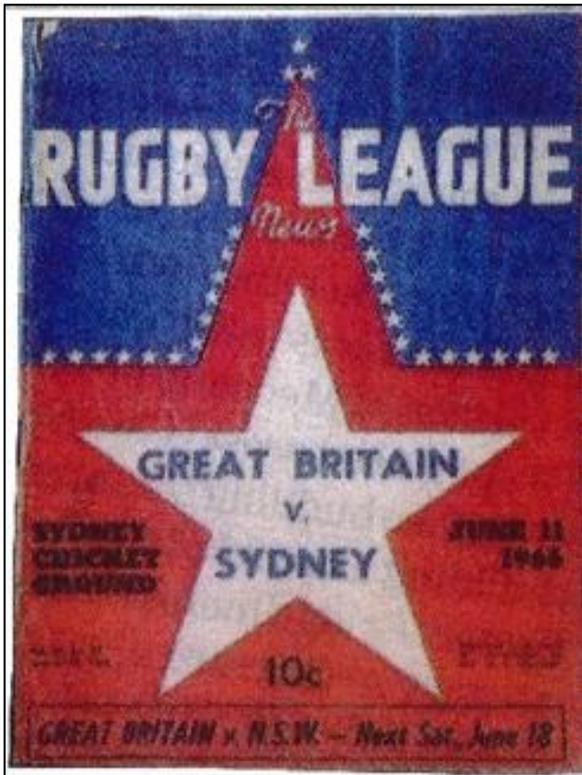
Mr Cockington admits to being a regular opportunity shopper, although what he seeks he finds difficult to define, depending largely on whatever projects he has in hand at any time. He

regards these objects as fragments of modern archaeology, and most of his books on collecting have been based largely on old magazines, brochures, photographs and posters located in junk shops and garage sales. These have been his resource material. Only recently has he become aware that many have potential monetary value as well. Some regular searchers in opportunity shops have been sufficiently disciplined to turn their collections into full-time businesses, usually online. But what nearly all of us enjoy most is the thrill of the chase and the joy of discovery. For most of us, collecting is therapeutic, even if the search remains unfruitful.

Like most of us, Mr Cockington is guided by gut feeling. From your Editor's collecting passion, postal history, is the plain-looking postcard pictured on the opposite page which he picked up at a market, that he thought might be worth more than the dollar he paid for it. Dated in August 1959, it was sent by the staff at the Dapto Railway Station to a customer advising: "A consignment addressed to you is at present on hand". He sent it to Gary Watson, philately and numismatics expert (then) at Mossgreen Auctions in Melbourne. Commented Mr. Watson, "By the 1950s, non-tourist



postcards were an endangered species. Official issues such as this are very scarce. This one is enhanced by the illustration being on the face, and featuring a [steam] train. Add to that the 'G/NSW' (official use) puncture on the stamp and the scarce 'BROWNSVILLE' datestamp (applied in transit)." His estimate was that it is worth at least \$50-plus at auction and possibly \$100 on eBay. "These days," he commented, "you can't expect to get much of anything in the postal history field for less than \$100. However, enough little nuggets turn up in unexpected places that trawling through op shops can be very fruitful. Even the local tip can produce gems."



Mr Watson noted that some of his clients have made a decent living from ferreting out saleable items from unlikely sources. But you have to know for what to look. This idea is echoed by David Gazzard, who owns the 'Nostalgia Factory' in Kangaroo Valley. He's a specialist in ephemera, which most people would describe as junk. A case in point is this 1966 rugby league program, priced at 10 cents, which he acquired at a market for two dollars, in ratty condition, but inside are printed details of a Great Britain v Sydney match played at the Sydney Cricket Ground on 11 June that year. In the Sydney team were several greats of the game, including Artie Beetson, Ken Irvine, Graeme Langlands, Johnny Raper and Dick Thornett. Mr Gazzard says that sporting programs represents a growing market. He estimated this item at \$15, and noted that rugby league grand final programs from the golden era sell for a lot more. Even more valuable are programs printed by the Australian Football League.

Another of Mr Gazzard's market finds was the instruction booklet pictured below for Ezy Bilt construction kits, a local version of Meccano produced in Adelaide. Of special interest is the front cover image showing two young budding structural engineers building a model of the Sydney Harbour Bridge. Bridge memorabilia is a popular category, so he estimate the item at \$30. Collectors of such material include academics such as Professor Peter Spearritt, who donated his

massive Harbour Bridge collection to the Museum of Sydney about 10 years ago.

Sheet music still can be found in some opportunity shops, usually priced around the \$2 mark. There are some extraordinary 'Buy it Now' prices listed on eBay, including \$99.95 asked for the sheet music to Rolf Harris' 1960 hit, 'Tie Me Kangaroo Down, Sport', its optimistic value perhaps due to Mr Harris' recent notoriety.

More saleable would be the sheet music for 'Money', a 1963 hit for the Beatles, bought for a dollar. The double-page photo of the Fab Four (with John and Ringo additionally pictured on the back cover), suitable for framing, is the same as that used in the concert program for their Australian tour the following year. Mr Gazzard noted that Beatles memorabilia peaked here in 2014, in the 50th anniversary year of their Australian tour, so his estimate two years later is a conservative \$30. Another in this estimate range is a copy of the theme music to the 1965 James Bond movie 'Thunderball', recorded by the Welsh crooner Tom Jones. There are dedicated collectors of anything to do with the 007 franchise, especially from the early Sean Connery period.

Another potential treasure lurking in his desk drawer is a 1972 'We Want Gough' election badge, an extra large example designed to fit on the extra large jacket lapels of that era. It was bought for \$5 a few years ago but seems to have risen in value to \$50 after Comrade Whitlam's death in 1914.

One auction house that has tapped into this market is Leonard Joel in Melbourne, which holds a weekly auction comprising lots of what Guy Cairnduff, head of collectables, describes as "careworn" objects. Used and abused toys are selling strongly and recently a collection of old typewriters, not necessarily working, did very well. These have gained a second life as cool decorator items.



So the answer to Mr Cockington's opening question is a qualified 'yes'. If we need more evidence, consider the Chinese Ding bowl that sold for \$US2.225 million at an auction in New York in 2013. The vendors paid \$3 for it at a neighbourhood sale in 2007. They were unaware of its potential value. But his favourite collector is the American doctor who has a box labelled, 'pieces of string worth keeping'. He keeps a separate container labelled, 'pieces of string not worth keeping'.

OUR 'SHOW AND TELL' COMPETITION RESULTS

December -

'The Eastern Bloc'

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

February -

'The Rear Engine Idea'

David Brown	4
PH Cheah	3
Bruce Cook	2
Robin Aston, Gary Mitchell, Dennis Mitchell, John Russell and Paul Heeks	1

April -

'The Front Wheel Drive Idea'

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

THE 2022 LEAGUE TABLE

December 2021 to November 2022

8	Paul Heeks
8	PH Cheah
5	Robin Aston
5	David Brown
4	Dennis Mitchell
3	Bruce Cook
2	John Russell
2	Danny Draper
1	Ken Mathieson
1	Graeme Young
1	Gary Mitchell

**The club's 'Show and Tell'
Competition is sponsored by
Mark Griffin of 'Model Cars Too',
152 Clarence Street, Sydney
(between Market and King Streets)
Telephone 9290 2299**

Yes
the car IS the 1991 Dodge Viper SR1



The first prototype of the **Dodge Viper** was tested in January 1989 and two pre-production models appeared in 1991, when it was deployed as the pace car at the Indianapolis 500 when Dodge was forced to substitute it in place of the Japanese-built Stealth because of complaints from the United Auto Workers. The car was placed on sale in January 1992 as the RT/10 Roadster. Lamborghini (then owned by Chrysler Corporation) helped with the design of the V10 engine. A major contributor to the design of the Viper since the beginning was Dick Winkles, the chief power engineer, who spent time in Italy overseeing the development of the engine. The car was manufactured until 2017, except for a brief hiatus in 2007 and from 2010 to 2012. The 0-60 mph time on a Viper varies from around 3½ seconds to 4½ seconds and its top speed ranges from 160 mph to over 200 mph.