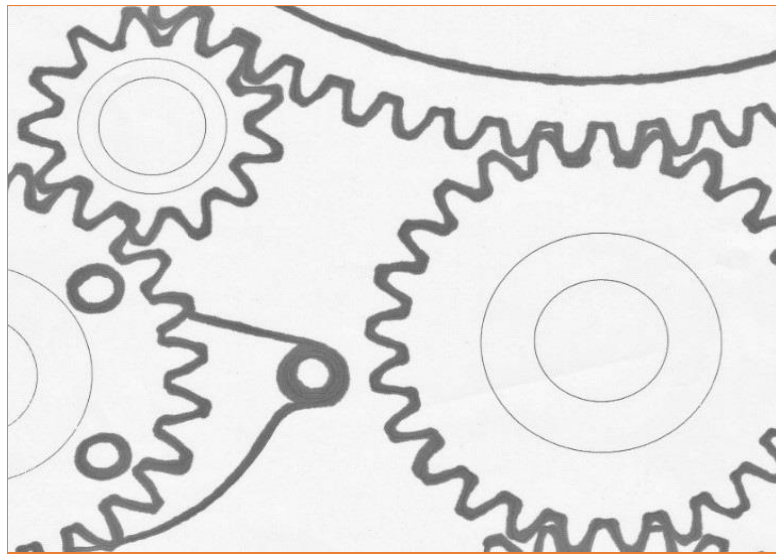


# GEARBOX

SEPTEMBER 2023

HUNTER MODEL AUTO CLUB INC.

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

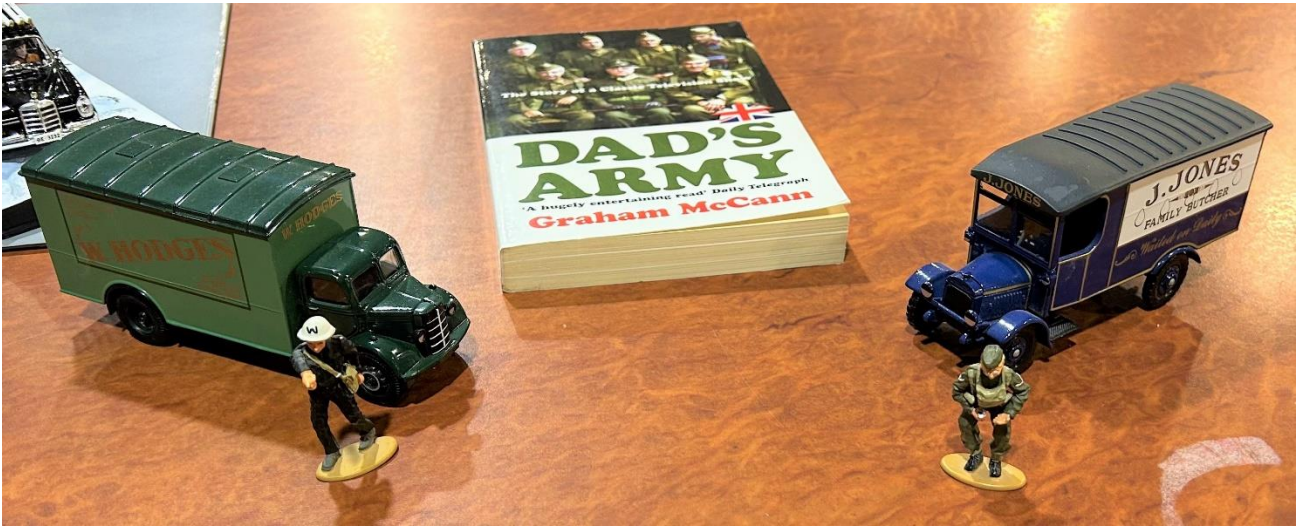


Sometimes it is interesting to see how things have changed over time. This pic was taken at the Broken Hill Pistol Club in 1984 and I think it may have been at a firearms training day. Compare the basic livery on this VH 5 litre V8 Commodore Highway Patrol sedan back almost forty years ago, with what is now the colourful, almost full body livery, on today's marked HWP sedans. In 1984, nearly all our Police vehicles were either a Holden Commodore or Ford Falcon with some F100s and Toyota Landcruisers thrown in. There are no Australian made Police vehicles of any kind left on our roads today and most Aussie HWP vehicles are now BMWs.

*--- By the way, how many VH Commodores do you see on the road today?*

*AUGUST 'REAL' MODEL COMP – 'Movie vehicles' - Placegetters shown in order below.*

- 1<sup>ST</sup> – Mark's Dad's Army.
- 2<sup>nd</sup> – Brian B's Mad Max, BTTF and Green Hornet.
- 3<sup>rd</sup> – Gerald's James Bond and Green Hornet.



# HUNTER MODEL AUTO CLUB INCORPORATED

## Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 8 August 2023

**Meeting Opened:** 7.30 pm.

Members Present: 19      Apologies: 6      Visitors: Nil

Welcome to Members and Club Visitors: President Andrew Vile welcomed all to the Club.

Previous Minutes: Moved: David Rosser      Seconded: Mark Jenkins “That the June 2023 Club Minutes be accepted”.      Carried.

**Treasurer’s Report:** The Treasurer reported that the Club funds stand at \$1,907.09. This amount includes \$550.00 being for payment of Toy Fair tables to date.

Moved: Mark Jenkins      Seconded: Brian Blyth      “That the Treasurer’s Report be accepted”      Carried.

### **Correspondence:**

#### **OUTWARDS:**

- i) Members and Others – Gearbox Special Edn. Fighterworld and Fire + Rescue (email and post).
- ii) Members and Others – July Gearbox (email and post).
- iii) Members – July Model Competition and Meeting Reminder (email).
- iv) Fighterworld – Thank you note re visit, especially for Tour Guide Jack Sunderlinden.
- v) Members – Rathmines Catalina Association’s report on plane restoration progress.
- vi) Members – Reminder for Rathmines Catalina Restoration Visit on 23 July.
- vii) Bill Anderson (Catalina Assoc’n.) – Thank you note re Visit.
- viii) Members and Others – August Gearbox (email and post).
- ix) Members – August Model Competition and Meeting Reminder (email).

#### **INWARDS:**

- i) Canadian Toy Collectors’ Society – June 2023 CTCS News – Note Marklin Models.
  - ii) West Aust MCC (WAMCC) – June 2023 “Showcase” magazine – Note Scalextric.
  - iii) Wessex MC – August 2023 “Small Talk” magazine – Note article on 100<sup>th</sup> Anniversary of Le Mans Race.
- Moved: Paul Campbell      Seconded: Ben Wing “That the Correspondence be accepted”.      Carried.

### **Matters Arising:**

- i) Visit to Catalina Plane Restoration, Beresfield – A number of our members and friends made the visit on Sunday 23 July 2023. All were impressed by the size of the project being undertaken by the volunteer group.  
After the visit we moved onto lunch at Mortels, Thornton which was followed by a visit to Paul’s nearby lockup to view his models and trainset. A very enjoyable day was had by all.
- ii) Hunter Toy and Hobby Fair – Registrations closed on Friday 21 July 2023 and 15 stallholders replied. A total of 39 tables have been ordered. The Toy Fair Event has been placed on the Community Notice Boards of Radio Stations 2NURFM and 2HD as well as the event has been added to various Facebook pages. President Andrew has been lined up to speak on 2NURFM on the Thursday leading up to the Fair.
- iii) Show Us Ya Slotz Return Visit - Planned for September 2023.

### **General Business:**

- i) 40<sup>th</sup> Anniversary Club Model – Two mock up proposals with the white Trax Holden van mounted on plinths were shown to members for comment. One on a stained wooden plinth and the other on a black painted plinth and both with a rectangular badge showing “HUNTER MODEL AUTO CLUB 40th Anniversary 1984-2024 with the Club’s Old Van Logo”. Preference was for the stained timber plinth with a bevelled front edge possibly with some form of logo/legend sticker on the van roof.

Scott McCallum to investigate possible stickers. A Club pen to compliment the plinth was suggested. Bill proposed that 40 Club models be produced initially and selling (at a profit) for \$20 each. The proposed price does not allow for the models to be boxed.

ii) Model Display at Newcastle Museum – Paul to investigate the possibility of such a future Club display.

iii) Landrover Expo Day at Hawkesbury Showground, Clarendon – Andrew reported on this event which was held on Sunday 23 July. The 2023 Expo coincides with the 75<sup>th</sup> Anniversary Year of Landrover.

**Model Competitions:**

**“Actual”** Model Competition: “Movie Vehicle” – Any scale up to three (3) models

1<sup>st</sup>.....Mark Jenkins.....Dad’s Army.....30 Points

2<sup>nd</sup>.....Brian Blyth.....Green Hornet, BTF and Mad Max.....27 Points

3<sup>rd</sup>.....Gerald Kominatos.....James Bond Green Hornet.....20 Points

**“Virtual”** Model Competition: “Yellow Vehicle” – Any scale up to three (3) models

1<sup>st</sup>..... Bill Kenchington.....Yellow Utes.....23 Points

2<sup>nd</sup>..... Matt Campbell.....80’s JCB Loader.....17 Points

3<sup>rd</sup>..... Paul Campbell.....Corgi Street Sweeper.....15 Points

**Next “Actual” Model Category - September: “Aircraft”** – Any scale up to two (2) models.

**Next “Virtual” Model Category - September: “Vehicle starting with ‘S’ ”** - Any scale one (1) model only and ONE PHOTO ONLY.

**Meeting Closed:** 8.10 pm.



**----- 2023 HUNTER TOY AND HOBBY FAIR -----**



Again, this year on Sunday 20 August we were able to pull off another great Toy and Hobby Fair at the Edgeworth Sport and Rec Club.

We have been organising these annual Fairs (Swapmeets as they were previously known) for quite a number of years now. You would think after all these years they would be very simple to organise.

With a year between events many factors can change dramatically. Every year seems to provide you with new challenges. Whether it be table layout design, lateness of venue readiness, not knowing whether there will be sufficient or excess stallholder response, they need to be overcome for a successful Fair.

We had excellent media coverage with radio stations 2 NURFM, 2HD and the ABC as well as various Facebook pages.

The day of the Fair started well before 7am for a few of our members in setting up the tables. As there was an event the night before, this prevented an earlier set up.

Nevertheless, the table layout was completed with enough tables and in sufficient time to allow the stallholders to set up from 8.30am in readiness for the public to be allowed entry after 9.30am.

A total of 39 tables were sold at \$25 each with 17 stallholders in attendance at the Fair.

Entry to the Fair was \$2 for adults with children under 16 years free.

A raffle with three grand prizes consisting of various model vehicles was conducted and drawn on the day.

The outcome of the day was that over 300 people attended over the 4-hour duration of the Fair and an amount of \$2,000 was raised for our nominated charity Hunter Prostate Cancer Alliance.

Our thanks for the success of the Fair are extended to the buying public, the stallholders, Radio Stations 2NURFM, 2HD and the ABC, Edgeworth Sport and Rec Club and our Club members.

Are we planning another Fair for our Club's 40<sup>th</sup> Year in 2024? Let's wait and see, shall we!

*Paul Campbell and Bill Kenchington*



*Stall holders getting set up nice and early.*



*Above - Getting set up. Raffle prizes on display. Below pics - The crowd is arriving.*





## ~~ Pininfarina BMC 1800 Concept Car ~~



When I first saw the photos and read the story of the automobile mentioned in the title of this article, I felt like saying “.... what the ...” even though I knew that the Carrozzeria Pininfarina had been involved with body styling for a range of BMC products, even up to and including the Austin 1800. Just check out the [Austin 3 litre](#) story in the [September 2022 Gearbox](#) that shows how they still had input into BMC vehicle body styling after what is known as BMC’s ‘Farina’ model years. Granted their input was now quite modest as in the case of the Austin 3 Litre, yet interestingly, Pininfarina was responsible for changes to the rear guards styling, and the completion of the front end design on the original 1800 models as BMC felt the Issigonis body design was too ‘rounded’ in places.

Also, and unknown to many, Pininfarina had some input into the Alec Issigonis designed Mini as a consultant, as well as involvement in the body styling of the 1100. But this [Pininfarina BMC 1800 concept car](#) was totally different, and the preamble to its creation is complicated.

So let’s look at the timeline here. BMC had almost completed development of the **AD016** (Austin Drawing Office Project No 160) that would hit the market in August 1962 as the [Morris 1100](#). At the same time, BMC had been looking at a mid-sized car replacement of the then current Farina designed rear wheel driven BMC range that included the Morris Oxford and Austin A55 Mark II that had commenced production in 1959. However, BMC now decided on a complete re-think rather than the usual re-body of an existing model. This would be the **AD017** that we know in Australia as the [Austin 1800](#), and which was launched in 1964. It would be an entirely new model from the ground up, but with the same transverse engine and gearbox arrangement as in BMC’s Mini and 1100 models. Power wise, it would be based on the ‘B’ series 1.5 litre (1489 cc) engine in the then ‘Farina’ models but upgraded to 1798 cc capacity.

Issigonis had already been developing a mid-size car, even before BMC made the decision to create the Mini, and had come up with a concept design in 1956 called the XC9000 even though this was a rear wheel drive auto. If the exercise had come to fruition there was a chance of having a new mid-size sedan on the road by 1960. But the project was put on hold due to the Suez crisis leading to a petrol scarcity that steered BMC into switching its goals towards building a small car that would be the original Mini, rather than go down the XC9000 road. In the meantime, the Farina models continued to fill the gap till the **AD017** project recommenced. The next step for Issigonis was a re-design of XC9000 but with a front wheel drive configuration and designated as XC9001.



*Two pics of the Issigonis rear wheel drive XC9000 showing the long wheelbase.*

Issigonis soon found himself having to move further away from the design he originally had in mind and could also see that it was not quite the 'family size' car that should replace the Farina models. He soon felt it was now bigger than what he thought the market may accept. As it turned out, the new vehicles body styling was very much like a Mini on steroids and BMC Management decided it needed a complete restyle. Here they turned to the Carrozzeria Pininfarina again and requested they submit their version of the XC9001 for consideration.



***Two pics of the Issigonis XC9001 in front wheel drive that was knocked back by BMC***

In 1959 Pininfarina presented their concept version of the XC9001 to BMC only to have it knocked back. It was similar in styling to the original Pininfarina concept of the AD016 or 1100 series, but on a larger scale. In any case, a decision was then made by BMC to have the Issigonis model redesigned in house. This may have surprised Pininfarina as their original submission for the AD016 series models body styling formed the basis for the final 1100 production models. **But not this time.**

Ironically, they would later be asked to redesign one part of the in-house styled AD017 or 1800 series body that Issigonis had actually finished in 1958. Subsequently they were also asked to conclude the final restyle of the front end and some last minute, but minor revisions to the production design. The Austin 1800 version of the AD017 was released to the public in **1964** and we know the history from then on, some good, some bad.

Back at Carrozzeria Pininfarina, two up-and-coming young designers, **Paolo Martin** and **Leonardo Fioravanti**, who would become top designers in the future, were now studying potential new concepts in efficient aerodynamic body styling for automobiles, an area that Pininfarina had always deemed as being fundamental to body styling. Fioravanti in particular would take on Pininfarina's ideas as he had submitted his thesis for a degree in Mechanical Engineering based on the body styling aerodynamics of the six-seater sedan. He was also very aware of the 'Kamm-back' theory of Dr Wunibald Kamm in the reduction of the drag coefficient of the automobile through a sharply cut-off tail section. You may recall the American Peter Brock's use of this theory in rear end of the Shelby Daytona coupe.

In researching automotive material, you often find views that are not always supported in other areas. In this case, I found that some auto industry writers believed Farina was losing faith in BMC's attitude to body styling and was definitely not impressed with their final 1800 styling. Pininfarina then arranged for his designers to carry out a styling exercise based on the ungainly designed Austin 1800. Leonard Fioravanti secured an 1800 floorpan and running gear for the concept with the intention of showcasing what Farina believed the Austin 1800 should have looked like and worked with Paolo Martin on the body design.

In 1967 Farina showcased the **BMC 1800 Berlina Aerodinamica prototype** (the full name) at the 1967 Turin Motor Show, and though it was designed over the structure of such a gawky looking auto often known as the 'land crab,' the finished product was a stunning automobile. **See the lead-in and next pics.** The rounded front body styling on the prototype, as well as the slight wedge profile with the cut-off Kamm rear that housed a rear door, was aimed at improving aerodynamic outcomes. The end result was a sleek, low 'two-box' five-door sedan with a very low coefficient of drag determined at 0.35. With the Fioravanti and Martin 'two-box' body styling, Farina's prototype also increased both passenger and luggage capacity for a family sized car and was ground-breaking for an auto in this era. At this time, most of the popular mid-sized family sedans in Britain, such as the Ford Cortina, Vauxhall Victor and Hillman Hunter, were 'three-box' in style and not really aimed at aerodynamic efficiency in body styling.

The **Pininfarina BMC 1800 concept car** was immediately acknowledged in the motoring world as an outstanding creation and garnered huge interest in its aerodynamic body styling. **Motor Magazine** called it '**a remarkable exercise on the unlikely base of an Austin 1800. One only has to look at the original to see that this must be the transformation of the decade**'.

As well, Farina was quick to state that it was a prototype designed to showcase Carrozzeria Pininfarina's design abilities, and not as a result of a submission from BMC. Interestingly, as is mentioned often in motoring reviews, one can definitely see shades of the Citroen CX models which were released around 1974, however, Citroen claim that to be only a coincidence. Even the smaller Citroen GS released in 1970 is almost a downsized clone of the similar, but slightly smaller Pininfarina concept car based on the [1100 series](#) and released in 1968.



After the positive reviews of the concept, Fioravanti made the point that the prototype was handmade and plenty of weight could be shaved off the vehicle if it were to come into production for BMC. George Harriman was the managing director of BMC at the time and he dismissed the concept as being unsuitable for BMC, even though the Austin 3 Litre model had become an embarrassment for BMC. Issigonis however, felt that the concept was a brilliant exercise in re-design of the Austin 1800 and was enthusiastic about its potential. **But not this time.**

But there was more to come for the BMC and Pininfarina relationship however, and by 1967, BMC were looking at a major upgrade to the Austin 1800. So with approval from Issigonis, BMC went to the Carrozzeria Pininfarina again with a suggestion that they might submit a concept design, but this time based on the [1100 series](#) models. Fioravanti believed that his [Pininfarina 1800 concept](#) car with the same 'two-box' aerodynamic body styling features, could easily be reassigned to a smaller version of the car and in 1968 showcased the [Pininfarina Berlina Aerodinamica \(or 1100 Aerodinamica\)](#) at the Turin Motor Show, and again, to great applause. **See next pics.** Unfortunately BMC was in trouble and the British Leyland merger was about to take place so, even though Issigonis approved of the idea, the [1100 concept](#) car project was dismissed by management. Another '**But not this time**' mistake. *Terry.*



## **MY THOUGHTS ONLY** - BRITISH CITIES CLEAN AIR ZONES – COULD THIS HAPPEN IN AUSTRALIAN CITIES?

Every so often I see articles on television or on the net that make me think about the future of motoring and classic motor vehicles in Oz. Some are relevant to me personally, others not. In a recent *Classics World UK – Online magazine* the headline read, *'Clean Air Zones hit modern classic owners.'*

But what are these Clean Air Zones or CAZ in place in the UK to reduce emissions from motor vehicles?

CAZ is a scheme that has four categories set out to reduce emissions and provide clean air around city environs. There are four categories, A, B, C and D. The most lenient, Class **A** applies only to buses, coaches and taxis. Class **B** adds private hire vehicles and heavy goods vehicles to the mix, while Class **C** goes a step further by including vans and minibuses. Class **D** is inevitably the toughest of the four classes, as it also includes private cars.

Cities throughout Britain may have different rules depending on the class of the scheme that has been introduced, or is about to be introduced, by various Councils. As an example, Bradford and Bristol City Councils have already introduced category D rules that affect drivers of older privately owned cars. They can be charged between £9 and £100 per day to enter parts of the city and this will be one of the most far-reaching zones in the UK.

Bristol Council have stated that around two thirds of vehicles will be exempt from payment. Yet that means one third of the vehicles travelling around their City roads will have to pay the charge. In the article, the Bristol Council Mayor is quoted as saying, *'most drivers in Bristol won't need to pay the daily charge: "But if you do, then you may be eligible for financial support to upgrade your vehicle." The council is supporting people on low incomes and helping Bristol-based businesses prepare for the zone, with £42 million of funding available to those that need to replace vehicles to meet the zone's emissions standard.'* Bristol Council say that the scheme is a milestone in achieving clean air.

Some could argue that there may be a better way to spend 42 million British Pounds which is A \$100 million today, and this is just one City's funding programme.

Oxford Council have decided to go further by commencing a pilot 'Zero Emission Zone' (ZEV) that is intended to cover all Streets by the end of this year. They have said that it will be subject to public consultation, but we have heard that before. Drivers of petrol and diesel vehicles, including hybrids, will have to pay a daily charge of up to £10 to enter the pilot zone, which will operate from 7am to 7pm each day.

In relation to CAZ schemes, *Classics World UK* tells us that *'this is likely to have major implications for owners and enthusiasts of modern classics. Owners of vehicles that are over 40 years old and classed as 'Historic' by the DVLA can apply for exemption when it comes to CAZ charges around the UK, but anyone with a modern classic that isn't compliant will be faced with a charge for entering various zones.'*

From 2030, consumers buying a new car in the UK will only be able to purchase battery, electric or hydrogen powered vehicles, that is if hydrogen technology has arrived by then. Brits may be able to buy and sell classic cars after the ban on new vehicles comes in, yet the UK Government's long term plan is to have no petrol or diesel cars on UK roads. There is always the chance that our own Government may one day try and emulate the UK's plan.

This is food for thought for motoring enthusiasts and Classic vehicle collectors in Oz, though it only applies to the UK at present. But it made me think that it could happen out here one day, especially when all we seem to hear from politicians today through any media format, is the need to achieve the so-called net zero emissions by such and such a date. Having received hugely increased gas and electricity bills down here in Victoria recently, I do hope our Governments, both State and Federal, can also find a way to reduce our energy costs as they have promised.

Clean Air Zones certainly wouldn't affect me as I have sold my V8 'SS' Commodore and have no intention of driving into Melbourne, or any other city for that matter, in my more modern RAV4. However, with the drive to attain net zero emissions, together with all the strategies designed to achieve this outcome, will Councils in Australia be tempted to follow the British by introducing Clean Air Zones into our Cities. Down here, some Councils are trying to ban wood fired heaters in homes and wood fired BBQs outdoors. As well, the Victorian State Government has banned gas connection to all new homes and commercial buildings from January 2024. Ouch!! *Terry.*

## *-LOOKING BACK - 1949 - A good year for Studebaker-*



*I spotted a nice old early 60's Studebaker Lark recently and was reminded that these were once great cars and, as far as American imports went in Australia, were very popular models back in the 60's out here and were used by both Victorian and NSW police Forces. Another good reason to look back at an article from an old Gearbox - Terry.*

***The ad read - Studebaker `... the 1949 buy word for thrift that lasts and style that thrills!'***

***Another ad read - New Champion and Commander sedans, Coupés, convertibles – a special extra-long-wheelbase new Land Cruiser – New decorator-fabric upholsteries – New body colors – Self-adjusting brakes – Variable ratio "extra-leverage" steering – Panoramic vision – Seats centered between the axles ..... white sidewall tires and wheel trim rings or discs optional at extra cost on all models.'***

Setting the scene for **1949** was the fact that during WW2, Studebaker made huge profits to set the company up for post war motor vehicle manufacturing success. Sadly though, it didn't happen that way. The 50's and 60's would see financial anxiety and the subsequent failure of this company. But **1949** would certainly be a good year for Studebaker with record profits, and they were at the top of their game as far as motor vehicle sales went. Studebaker came in 8th for North American vehicle sales for that year. **Curbside Classics** has put this into perspective by writing `that they had to compete with, *and do battle with brand new designs from across the big 3. Remember that in addition to the 12 brands of GM Ford and Chrysler, the industry also consisted of Hudson, Nash, Packard, Kaiser, Frazer and Willys-Overland. 8th place had Studebaker solidly in the top half of producers in 1949.'*

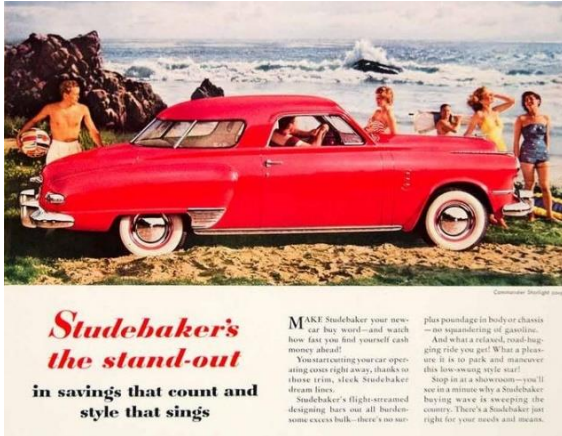
In 1947, Studebaker managed to release new models that were innovative and quite modern by contemporary standards. With the exception of Kaiser-Frazer, the other vehicle manufacturers, were still offering face-lifted pre-war models. Studebaker's release of a breakthrough new style of vehicle for the 1947 model year could be put down to several factors, not the least being that their vehicles were **not** designed in-house. Raymond Loewy's design studios had one division devoted solely to Studebaker at their South Bend plant. Loewy had been involved with Studebaker design for over twenty years and had one of the best, Virgil Exner, working for him at the time. Unfortunately, conflict between the two, and behind the scenes intrigue between Exner and Studebaker executives, led to Exner being dismissed from the Loewy Studio, however, he moved over to Chrysler and a few years later established their `Forward Look.'

There has always been speculation as to how much of an influence Exner had on the 1947 Studebaker models. Some motoring historians say that the final design reflected input from both Loewy and Exner, yet others believe it was noticeably more the design cues of Exner, particularly the front-end sheet metal.

The new Studebakers were lower and wider and featured a slab-sided body shell that did away with running boards. Stylish curved glass windshields and rear windows now became available. Back-lighting for the gauges and automatic courtesy lights were introduced and an automatic gearbox became optional.

One of the standout features of the new models was the so-called **'greenhouse'** rear windows that wrapped around the body of the two-door model.

In 1947, as an optional model, it was named as the 'Five Passenger Coupe' and became the 'Starlight coupe' for 1949 as a stand-alone model. The 1947 range of models extended over to 1949 with only slight trim updates being required.



**Above - 1949 Studebaker Starlight coupes.**

For me, I think the 'Starlight coupe' was quite unusual for the style of car produced in that era. However, I also think they were quite attractive for some reason that I can't quite put my finger on. Like the standard 1947 Studebaker two-door business coupe in the **next two pics**, they had a large 'B' pillar and no 'C' pillar. The 'B' pillar was immediately behind the door frame on both models, but on the 'Starlight coupe' it had an extended and rounded roofline with four fixed curved glass panels in a wrap-around style like the rear observation deck on some cross-country American trains.



In 1947, the two Studebaker models available were the Champion on a 112-inch wheelbase and the Commander on a 118-inch wheelbase. For 1949, this was extended to 120 inches. Each came in many body styles – Two and four door sedans, two door-coupes as previously mentioned and a convertible and station wagon. **An example of 1949 models next 2 pics.** Studebaker also produced their flagship, an extended 123-inch wheelbase 4-door model called a 'Land Cruiser.' It was one of the first cars to use a curved windscreen.



The Champion models were powered by a new 160 cubic-inch six-cylinder engine that produced 60kw of power. The longer Commander models had the old, but reliable and powerful 70kw 221 cubic-inch six fitted. This was upgraded to 245 cubic-inches for the 1949 models. The 'Land Cruiser' was initially powered by a 221-cubic inch straight six-cylinder engine in 1947 but was also upgraded in 1949 to a 245 cubic-inch engine. Studebaker must have been confident of continued sales of the 47/49 'Land Cruiser' as they made no changes to the body shell design till 1952.

As well, Studebaker would not introduce a V8 engine till the 1951 model and only in the Land Cruiser and Commander models initially.



*Above left a 1949 Studebaker Land Cruiser. Above right a L-head straight six-cylinder engine*

The 1948 Champion and Commander models had minimal changes to trim and a slightly modified grille. Basically, they carried over to the 1949 model year before a major change occurred for the 1950 model year range. **See next pic.** These changes would include a new independent coil front suspension replacing the older style transverse leaf set-up and a newer version of the Studebaker automatic gearbox. The standout change for the 1950 models would carry the so-called 'bullet-nose.' It would be considered quite controversial amongst both motoring journalists and the motoring public.



*Top left - 1950 Studebaker Champion 4-door sedan with the so-called 'Bullet nose.' Above right - 1952 Studebaker minus the 'bullet-nose.'*

Though the design didn't seem to affect sales adversely, the 'bullet-nose' feature was dropped after the 1951 model as the new 1952 model year Studebaker would again be re-designed around the front end. I read that Studebaker rolled out 343,164 cars in 1950 and 268,564 cars in 1951. So, the 'bullet-nose' models totalled 611,728 over two years.

Back to **1949**, a great year for the newly styled post WW2 cars and the author was born in 1949, which is why I like to look at the motor cars from that year. Our late member Phil Cohen pointed out in his article **'The Revolution of 1949,'** post WW2, *'it took about three years to get a truly new car body from design pad to showroom: blueprints, full-scale drawings, clay 'bucks' of the body, then all the tool and die making, plus reconfiguring assembly lines, so it was late 1948 when the '49 models started to hit the showroom floors.'* However, Studebaker had their newly styled models announced in April 1946 and in the showrooms two months later as 1947 model year vehicles. One could say that by the time 1949 came around, they had already become a post WW2 revolutionary car maker.

Speaking about the Independent auto makers in his **Revolution of 1949** article, Phil also said that *'perhaps predictably, the 'independents' were even more adventuresome in 1949 than the Big Three.'* In relation to Studebaker, Phil went on to add that *'the tastefully designed bodies by Raymond Loewy were already a step ahead of the field, but the '49 caused a sensation with its totally unique front end and the wraparound rear windows. Opinion was polarized: people either admired the design or laughed at it. But no one forgot it.'* So with two years of post WW2 design and production up their sleeves, **1949** was a good year for Studebaker. *Terry.*