

-SPECIAL EDITION GEARBOX- NO. 1 FOR 2022

FEATURING HMAC 'VIRTUAL' MODEL COMP PLACEGETTERS

HUNTER MODEL AUTO CLUB INC



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Spotted - 2016 'Crazy about Chrome' at Cessnock. Part of our HMAC display is in the background.

A little humour.

The Italian Secret to a Long Marriage -

At St. Peter's Catholic Church in Granton, they have weekly husbands' Marriage seminars.

Last week, the priest asked Giuseppe, who said he was approaching his 50th wedding anniversary, to take a few minutes and share some insight into how he had managed to stay married to the same woman all these years.

Giuseppe replied to the assembled husbands, 'Well, I've tried to treat her nice, spend a lot of money on her, but best of all is, I took her to Italy for the 25th anniversary!'

The priest responded, 'Giuseppe, you are an amazing inspiration to all the husbands here! Please tell us what you are planning for your wife for your 50th anniversary?'

Giuseppe proudly replied, "I gonna go pick her up."

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Sitting by the window of her convent, Sister Barbara opened a letter from home one evening. Inside the letter was a \$100 bill her parents had sent. Sister Barbara smiled at the gesture.

As she read the letter by the window, she noticed a shabbily dressed stranger leaning against the lamp post below.

Quickly, she wrote, "Don't despair. - Sister Barbara," on a piece of paper, wrapped the \$100 bill in it, got the man's attention, and tossed it out the window to him. The stranger picked it up, and with a puzzled expression and a tip of his hat, went off down the street.

The next day, Sister Barbara was told that a man was at her door, insisting on seeing her. She went down and found the stranger waiting. Without a word, he handed her a huge wad of \$100 bills.

"What's this?" she asked.

"That's the \$8,000 you have coming Sister," he replied. "Don't Despair paid 80-to-1."

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Kiwis, Trevor and Jeanette, are walking down a street in Bondi in Sydney.

Trevor happens to look in one of the shop windows and sees a sign that catches his eye. The sign said, '*Suits \$10.00 each, Shirts \$4.00 each, Trousers \$5.00 per pair*'.

Trevor says to his pal, "Jeanette, look! We could buy a whole lot of those, and when we get back to InZid, we could make a fortune".

"Now when we go into the shop, you be quiet, okay? Just let me do all the talking cause if they hear our accent, they might not be nice to us. I'll speak in my best Aussie accent."

"No worries," smiled Jeanette, "I'll keep my mouth shut."

They go in and Trevor says, "I'll take fifty suits at \$10.00 each, 100 shirts at \$4.00 each, and fifty pairs of trousers at \$5.00 each. I'll be up my truck and..."

The owner of the shop interrupts, "You're from New Zealand, aren't you?"

"Well... Yis," says a surprised Trevor. "How the hell did you know that?"

The owner says, "This is a dry cleaners!"

--PLACEGETTERS FOR FEBRUARY 'VIRTUAL' MODEL COMPETITION--



Entry E



Entry C

**Dinky Foden Dump Truck
959**



**THE MIGHTY HOLDEN TORANA
(1:18 SCALE)**

Entry D



Entry B

Dinky AEC Trucks
974 & 945

ABOVE PICS - FEBRUARY RESULTS STARTING FROM THE TOP:

Equal 1st – Allan E's - Dinky Super Toys **and** Paul C's Foden Dump Truck.

2nd – Terry's Holden Torana.

3rd – Matthew C's AEC Trucks.



--PLACEGETTERS FOR MARCH 'VIRTUAL' MODEL COMPETITION--



CP Rail 9044 Trackmobile

Entry F



Entry H

British Rail Multi Purpose Vehicle



Entry G

Bachmann Spectrum Ballast Regulator

ABOVE PICS - MARCH RESULTS STARTING FROM THE TOP:

- 1st - Paul C's - CP Rail 9044 Trackmobile.
- 2nd - Beth C's – British Rail Multi-purpose vehicle.
- 3rd - Matt C's – Bachmann Spectrum Ballast Regulator.

It looks like this was a real family affair. Congratulations to everyone who entered for March as it appeared to be one of the best number of entries for a category in some time. To top it off, they were all excellent models, though the category for March wasn't really an easy one. *Terry.*



A little more humour –

“Mr Murphy, I have reviewed this case very carefully.” The Divorce Court Judge said.
“And I have decided to give your wife Seven Hundred Pounds a week.”
“That’s very fine, Your Honour.” The husband said. “And every so often I will try and send her a few quid myself.”

--PLACEGETTERS FOR APRIL 'VIRTUAL' MODEL COMPETITION--

Entry H



**AIRCRAFT OF AUSSIE
WW2 AIR ACES.**

Entry F



JEEP

**DINKY TOYS
AUSTIN TANKER**

BEDFORD LORRY

Entry G





Entry D



Entry B

Matchbox
Personnel Carrier No 54 1976 + Jeep No 38 1976

Above pics and starting at the top -

1st - Peter R's World War 1 British 'T' Model Ford.

2nd - Terry's Aircraft of Aussie WW2 Air Aces.

Equal 3rd went to - Bill's Jeep, tanker and lorry.

- Mark J's Focke Wulf Fw 190.

- Matthew C's Matchbox Personnel carrier and Jeep.



- A RECENT TRAX MODEL, THE 1962 DODGE PHOENIX -

Last year I purchased the **Trax** Select Series 1:43 scale Resin model of the Australian 1962 Dodge Phoenix as shown *in the next pic*. Some family friends owned this model Dodge and in the same colour, so I was pleased to be able to get hold of this one. The model itself is well detailed and the overall shape is quite precise when viewing, even close up. The paintwork is very good, as is the grille and other chrome trim pieces, badging, and hubcaps. The interior is also well detailed and can be seen clearly through the clear material used to replicate the glass sections. I also like the way the white wall tyres impact positively on the way the model displays. Yes, a very nice model.

In their catalogue at the time, Trax advertised it as *'The Australian produced 1962 Dodge Phoenix based on the U.S. Dodge Dart was shorter & narrower than its predecessor. With its lighter weight & wide track the car handled well. Plenty of performance was on offer from the large V8 under the bonnet.'* That sums it up well and, though you would be hard pressed to see one on our roads today, these large Dodge family sedans were reasonably popular for those who could afford this type of sedan. But it does have a strange history from an American point of view.



In the mid to late 50's, designer and the then Chrysler Styling Vice-President Virgil Exner, was seeking a new look for Chrysler's next iteration of family sized motor vehicles. North American motoring magazines, such as *How Stuff Works*, have produced some substantial stories on the unpleasant history of Dodge from around this period. In leaving behind the 1950's era of over the top fins, Exner would eventually present a range of Chrysler models in **1962** with the short boot and long bonnet styling that was also happening within Ford and General Motors. Leading into a proposed new style of auto design, the full sized **1960** models carried over small fins and the **1961** models had a concave or recessed shape that ran in an almost opposite direction to the fin of the 1960 models. *See next two pics of the Australian models*. In any case, they were still your typical full sized family sedan in the U.S.

For the next series of models planned, Exner had curved window glass and a side body profile that was slightly oval and based in style on an aircraft fuselage. However, whilst these designs for the **1962** models were taking shape in 1959, some executives at Chrysler, for some reason, gained the impression that Chevrolet were planning to downsize their full size vehicles for the 1962 model year. That gave thought that Exner's current prototypes, as well as the engineering development work underway, would mean their vehicles were going to be too large. Directions from Management went out immediately for the **1962** Dodge and Plymouth vehicles to be downsized.

There was no time for a full re-design strategy and the then current Dodge and Plymouth clay models had be altered to meet the new criteria. The length, width and wheelbase was reduced slightly and the curved side glass designs reverted to flat panels. The final models were approved by management, but Exner was not convinced they would be successful and made it known that the styling department should not be held responsible. In any case management did hold him responsible, read 'scapegoat', and he was replaced in late 1961. It turned out that Chevrolet still produced full sized family models for 1962 on top of their sub-compact examples.

For Australia it was a different story. We already had a healthy mix of popular large American cars being sold, ranging from Chevrolet's Bel Air and Biscayne, Pontiac's Laurentian and later Bonneville through to Ford's Customlines and later Fairlanes. Into the 1950's, Chrysler were assembling three models out here pre-1957, the Dodge Kingsway, Plymouth Cranbrook and DeSoto Diplomat. Essentially, they were Aussie versions of the North American 1951 P23 and 1953/1954 P25 Plymouth models with slight variations, mainly to the grille and tail light areas and with differing trims. [SEE DECEMBER 2014 GEARBOX FOR A STORY ON THE AUSSIE MODELS.](#)

Though there was little Australian design input, these models had a substantial Australian content with the body panels being pressed in South Australia at their Keswick plant, though the six cylinder engines were being imported from Chrysler in Britain.

Chrysler Australia then produced a Chrysler nameplated model after a series of styling modifications. It was called the Chrysler Royal and it ran from 1957 till 1964. It was still based on the 1953/1954 Plymouth P25 with three series of Chrysler Royal models produced, the AP1, AP2 and AP3.

However, and oddly, in 1958 and 1959, Chrysler Australia also turned out a Plymouth Belvedere, Dodge Custom Royal and De Soto Firesweep model, but all imported from North America in `complete knock-down' form (CKD) and assembled at Chrysler's Adelaide plant. They were fitted with V8 engines with the Plymouth having the 318 cubic inch version and the Dodge and De Soto a 361 cubic inch version. This operation ceased in 1960 with the introduction of a single large luxury Chrysler product for Australia, the **Dodge Phoenix** which would be sold out here till 1973.

The 1960 Dodge Phoenix that Chrysler Australia brought out here was based on the U.S. Dodge Dart. **See next pic.** In the U.S., Dodge vehicles had been a `mid-line' range from Chrysler, but with the 1960 models, Dodge would now take on the `economy' models from Ford and GM. However, the North American Dodge Dart was available in many trim levels and engine options and the top of the line trim model became the Dodge Dart Phoenix which is the model name selected for the Australian variant. Interestingly, the new Dodge Dart series for 1960, helped triple Dodge sales from 1959 in North America with the Dart making up just over half of all Dodge vehicle sales.



Chrysler Australia advertising image for 1960 Dodge Phoenix.

In Australia, as mentioned in many articles previously, overseas automakers gained some tax breaks if their product was assembled locally and mainly from CKD kits. It was even more beneficial to them if the product came from a Commonwealth Country, and in this case, the Phoenix kits were sourced from Canada even though it was mixed with some Plymouth parts such as the dashboard. This little bit of `mix and match' parts also happened with Ford and GM automobiles produced in Australia. American automakers more often than not, had a major restyle for their vehicle range for each new model year and the 1961 Dodge Phoenix **as seen in the next pic**, though having the same mechanicals and pretty much the same passenger cell, had a completely different body shape.



Chrysler Australia advertising image for 1961 Dodge Phoenix.

Another part of the North American story for Chrysler was the new compact Plymouth models being planned. which showed itself initially at the London Motor Show on the 26th of October 1959. It was to be the 1960 model year `Valiant' and I read that Virgil Exner, on top of being heavily involved in styling the full size Dodge and Plymouth range, was undoubtedly the father of the new Valiant models. Interestingly, for 1960 they were titled as the V-100 Valiant, an entry level model, and the V-200 Valiant, a top trim model, but not yet a Plymouth model.

But for 1961, the Valiants officially switched to the Plymouth marque. The 1960 Valiant V100 and V200 sedans and 1961 Plymouth Valiant models quickly became a sales success for the Chrysler Corporation in the U.S., and it was hoped it could be same in Australia.

Our first locally assembled Valiant was released as the RV1 Series, or as we know it, the 'R' model. It was officially released in January 1962. About 1000 models were made with demand far exceeding availability till the 'S' series was released where they would have around 10,000 models produced. They were soon on their way to becoming a significant Australian family sized motor vehicle. [SEE JANUARY 2012 GEARBOX ON CHRYSLER ROYAL & VALIANT.](#)

For Chrysler Australia, there was another bonus from North America with the kerfuffle created by Chrysler's direction to Virgil Exner to downsize the **1962** model year Dodge and Plymouth. The new 'B' bodied, read downsized, 1962 Dodge range of models were not successful sellers in the U.S., and many felt they looked too similar to the more economical range of Plymouth Valiant models, even if obviously larger. However, as to what we regarded in Australia as being the right size for a large luxury type of auto, their 'B' body sized autos fitted perfectly. Think of the success of the earlier Ford Customline and later Fairlane Compact models. At the same time, we didn't seem to mind that it had similar styling to the smaller Aussie Valiants, and all stock of the 1962 Aussie Dodge Phoenix would sell out quickly. This model would also see the ultimate demise of the Chrysler Royal.



Another angle of view of the Trax model 1962 Dodge Phoenix.

The Aussie Dodge Phoenix was available as a four door sedan only, and was powered by a 318 cubic inch (5191cc) V8 engine with 230 bhp (171 kw) of power sent through a Torqueflite push button three-speed automatic gearbox with a top speed of 108 mph or 173 kph. Interestingly, the handbrake was released by selecting the neutral press button. Sadly, on a road test by a motoring magazine journalist, average fuel consumption was 15.7 mpg or around 18 litres per 100kms, yet that is what was considered the 'norm' for large luxury V8 powered North American cars of that era so it didn't lead to any significant criticism. Contrary to reviews of some large American cars assembled in Australia, the new Phoenix was given an excellent review as far as ride and handling on our rougher rural roads went, and was reported to have been very quiet in the cabin.

Externally, it was still a large sedan at 16 foot 10 inches or 5.130 metres long and 6 foot 4 ½ inches or 1.930 metres wide and had a large boot, but not as large as the previous two models. And as with the previous two Dodge Phoenix models, it had twin headlights, though from a styling point, it was different as each was in a separate location with one set within the grille panel and the other set lower in the mudguards. *See next Chrysler advertising pic.*

Interior wise, on top of a large glass area creating excellent vision all round, it had many luxury appointments that included armrests front and rear, courtesy lights on all four doors, foot operated windscreen washers, excellent fresh air, heating and de-misting, ashtrays front and rear and a cigarette lighter, padded dashboard and a night driving rear view mirror. A nice looking and popular American car in Oz, and well modelled by **Trax**. *Terry.*



“A HUPMOBILE BECOMES A LITTLE MORE THAN JUST A CAR.”



First and last. 1909 Model 20 at Left and a 1941 Model `R` Skylark at right. Courtesy of the Hupmobile Club.

The title above formed part of an advertising slogan for **Hupmobile** in 1930, a time when most automakers worldwide were suffering financially from the Great depression. The Hupp Motor Car Company was formed in Detroit, Michigan in 1908 and developed a reputation for having a strong dedication to quality and workmanship and for many years, turned out dependable, tough and durable automobiles. It was started by brothers Robert and Louis Hupp after Robert had originally worked for both Oldsmobile and Ford. He had worked alongside Ransom Olds in developing the so-called `Curved Dash Oldsmobile.` This petrol driven automobile hit the market in 1901 and, considered to be one the first mass-produced autos, immediately achieved impressive sales figures paving the way for the success of the Oldsmobile marque. This is a very brief story about the Hupmobile.

The Hupp brother's first automobile was a four cylinder engine, four passenger tourer, called a `Model 20` and introduced in 1909 at the Detroit Motor Show. To prove its reliability, a Model 20 accomplished a marathon around the world trek that commenced in November 2010 and travelled through 26 countries, many that had not seen an automobile. It covered 48,600 miles on land with another 28,000 at sea and having completed the trip, arrived back at Detroit in January 1912.

Some information supplied here is by the **Hupmobile Club** website. *(It is well worth checking out on the net.)* When up and running, production peaked in the first year at 500 cars and new locations had to be found for other models being contemplated as the years rolled on including a plant in Canada. 1913 saw the Model 20 replaced by the `Model 32` range. Hupmobile automobiles sold well into the 1920's and developed an excellent reputation, not only for their customers, but for engineers wishing to be employed in the industry. Their autos were soon powered by six cylinder engines followed by straight eight cylinder engines, and with a variety of models, earnings for the company were growing quickly with around 66,000 various Hupmobiles being turned out in 1928.



At left – 1929 Roadster and at right a 1938 Four door Model E – Courtesy of the Hupmobile Club.

50,000 Hupmobiles left the factories in 1929 but 1930 saw the stock market crash and sales fell by 23 percent and this would impact severely on the eight cylinder models due to the increase in petrol prices. Prices for the 1931 models were reduced but this didn't stop further sales declines that year. 1932 saw 10,500 Hupmobiles sold without breaking even financially, however, the model range released for 1934 saw an immediate change in attitude by the public in their view of Hupmobile autos and an increase in sales.

Unfortunately, there was conflict around this time in the boardroom. Bad publicity resulted and over time there was a gradual lack of confidence in the company building up in the eyes of the public. At the same time, they were trying to turn out too many models in each series. The overall result was that none of the varying models could be produced in sufficient numbers to keep production costs down enough to be able to deliver an operating profit.

Attempts were made to produce a new model and what eventuated was the Hupmobile Skylark and a model that many believe was the most attractive Hupmobile built. **See the lead-in pic and the Brooklin model at the end of this article.** For the new Skylark models, the company used the body dies of the recently obsolete Cord 810 sedan models and redesigned the front section in order to make it more in keeping with the usual rounded Hupmobile design features for that era. It also used the standard Hupmobile mechanicals and rear-wheel drive setup. However, this new model design strategy didn't help the company turn around its financial issues as far as sales went and they ceased operations in late 1940. One motoring historian wrote that in his opinion, the main problem for the company was that with the introduction of the eight cylinder engine models, they seemed to have turned their back on an established customer base to chase a more profitable market segment

From my research I have found my favourite Hupmobile model and it is a **1933 K-321 convertible**. **See next pic.** **How Stuff Works** had an article on the 1933 Hupmobile K-321 convertible or roadster mentioning that there are only five of these models left to their knowledge. One particular model they wrote about was originally made in right hand drive for export and went to Australia. Subsequently, it returned to North America and was converted to left hand drive. Interestingly it was known as a 'cycle-fender' model as the shape of the front mudguards followed the shape of the wheels. As well, **How Stuff Works** wrote that this model range, first seen in 1932, was the first car design attributed to the world famous industrial designer, Raymond Loewy, who amongst other work was responsible for designing many Studebaker body styles. One of the attractions of its design was the 'V' inclined radiator grille design, bonnet vents and the slight sloping of the windscreen. Hupmobile made four models in the K-321 range including a four door sedan. The K-321 models were powered by a 90 hp (67kw) L-head 228 cubic inch (3.7 litres) six cylinder engine. Another model, the F-322, was also available with an eight cylinder engine. K-321 models proved popular with 4,600 produced in 1933 and it continued into 1934 as the K-421 models.



An example of the brilliance of Hupmobile design, a 1933 K-321 roadster.



Brooklin 1:43 scale white metal model of the 1941 Hupmobile Skylark.

For the collector. I read that Dinky were to make a Hupmobile model but cancelled, however I don't know much about the specifics. Brooklin have produced the 1941 Skylark model in 1:43 scale white metal and, as has always been the case, are very expensive. One was recently for sale on Ebay close to A \$350 shipped out here. **Terry.**