

GEARBOX

MAY 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.



A little tourism snippet.

'BIG LIZZIE' was intended to replace camel trains that were used to carry wool and other heavy loads in the sandy terrain around Broken Hill. Built near Melbourne between 1915 and 1917, for various reasons it never made it across the Murray River into NSW. It ended up being utilised for land clearing in the Mallee for the establishment of *Red Cliffs*, which is near Mildura in Victoria, and was to be a 6,000 hectares irrigation area to provide 700 Soldier Settlement blocks for veterans of World War 1. A sixteen man team handled four heavy cables that had loops and hooks attached in order to clear as large a number of trees or stumps as possible. Big Lizzie's work here was completed in 1924, so it was moved elsewhere for other work that never eventuated. It was later abandoned.

In 1971 a committee was formed to purchase and restore Big Lizzie and it is now on display in Barclay Square on the Calder Highway at Red Cliffs. The shelter was built by the Mildura Shire Council for the 1988 Bi-centennial celebrations. The second trailer has since been found and restored as well. The gent in the picture is just over 6 feet tall, so it is quite a large machine. The Prime mover is 10.36 metres long, 3.35m wide and 5.49m high. It was powered by a 60 hp Blackstone water cooled single cylinder crude oil engine. Each trailer was 9 metres long, 3m wide, 2.13m high and could carry 35 tonnes each. It wasn't exactly the fastest tractor around with 4 forward speeds of 3.2, 2.4, 1.6, 0.8 km/h and 2 reverse speeds 0.8, and 0.4 km/h. It had a Turning Circle of 61 metres. *Ouch!!!*

--APRIL REAL MODEL COMPETITION PLACEGETTERS--



ABOVE – 1ST PLACE - MARK'S BEER TRUCKS. **BELOW** – 2ND PLACE – PIETER'S CITROENS



ABOVE – EQUAL 3RD PLACE – ANDREW'S TNT REFRIGERATED ROAD TRAINS. **BELOW** – EQUAL 3RD PLACE – TREVOR'S BEER, CEREAL AND GIN TRUCKS.



HUNTER MODEL AUTO CLUB INCORPORATED

Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 11 April 2023

Meeting Opened: 7.30 pm. **Members Present:** 18 **Apologies:** 5 **Visitors:** 1

Previous Minutes: Moved: Ernie Williams Seconded: Trevor Palmer "That the March 2023 Club Minutes be accepted". Carried.

Treasurer's Report: The Treasurer reported that the Club funds stand at \$1,177.09.

Moved: David Standen Seconded: David White "That the Treasurer's Report be accepted" Carried.

Correspondence:

OUTWARDS:

- i) Peter Ralston – Acceptance of Resignation (email).
- ii) Members – April Model Competition and Meeting Reminder (email).
- iii) Members and Others – April Gearbox (email and post).
- iv) Members – Voting for 2023 Toy and Hobby Fair Charity (email).

INWARDS:

- i) Canadian Toy Collectors' Society – March 2023 CTCS News.
- ii) Wessex Club – April 2023 "Small Talk" magazine.
- iii) West Aust MCC (WAMCC) – March 2023 "Showcase" magazine.
- iv) South Hants UK MC – April 2023 "Wheel Nuts" magazine.

Moved: Ernie Williams Seconded: David White "That the Correspondence be accepted". Carried.

Matters Arising:

- i) Kurri Kurri Vintage Display Day - Paul reported that Kurri Kurri School achieved a profit of \$7,000 on the day. Our Club's raffle made \$100 profit. Paul was congratulated on a job well done in setting up the tables for our display.
- ii) Steamfest 2023 – At this stage it is unlikely that our Club will be displaying.
- iii) Fire and Rescue Open Day – Saturday 13 May 2023 from 10am-2pm has been confirmed as the date for our Club displays at both Tarro and Morpeth Fire Stations. Volunteers to assist on the day particularly at Morpeth would be most welcome.
- iv) Fighter World Return Visit – Advice of the exact date in June should be available by our May meeting.
- v) Show Us Ya Slotz Return Visit - Planned for September 2023.
- vi) Sydney Tramway Museum, Loftus Visit – There was a recent item on the TV Show 'Sydney Weekender' and it would appear to be an interesting place for a Club visit.

vii) Club 40th Anniversary Models – Bill to arrange a meeting with Paul and Ken to prepare a proposal to be put to the Club.

viii) Various Club Visits Proposed – Member feedback is sought as to if and when we should visit Catalina Plane Restoration, Beresfield, Thirlmere Rail Museum, Zig Zag Railway, Bulahdelah Town and Nabiac Motorcycle Museums and William IV cruises.

General Business:

i) Hunter Toy and Hobby Fair – To be held at Edgeworth Sport and Rec Club on Sunday 20 August 2023 along similar lines to the one we ran last year.

There will be a Club raffle run on the day and we are looking for the donation of suitable prizes. The proceeds raised from the Fair will be donated to our nominated local charity.

Members voted on the following nominated charities at this meeting – [Got Ya Back Sista, Hunter Special Olympics, Riding for the Disabled, Canteen, Jenny’s Place, Hunter Prostate Cancer Alliance and Westpac Helicopter.](#)

The chosen charity was [Hunter Prostate Cancer Alliance.](#)

ii) Land Rover 75th Anniversary at Cooma NSW – Andrew and Matt Vile both attended this event which was held over the 2023 Easter weekend at the Cooma Showground.

Andrew reported that there were 700 Land Rover entrants ranging from the 1948 to the 2023 models. The event included a street parade of Land Rovers in Cooma on the Sunday. Cooma has been the chosen location for these events in past years as the first Land Rovers were deployed in Australia on the Snowy Mountains Hydro – electric Scheme way back in 1949 when the Scheme began.

iii) Vintage Trucks Magazine – Paul referred to the latest edition of this magazine which had an article on the Wagga Wagga and District Model Club’s Show in October 2022. The article covered a number of superb model truck builds.

Model Competitions:

“Actual” Model Competition: “Vehicle Associated with Food or Drink” - Any scale up to three (3) models.

1 st	Mark Jenkins	Beer Trucks.....	27 Points
2 nd	Pieter Zeeman.....	Citroens.....	25 Points
Equal 3 rd	Trevor Palmer.....	Beer, Cereal and Gin Trucks.....	24 Points
And	Andrew Vile	TNT Refrigerated Road Train	24 Points

“Virtual” Model Competition: “4WD Vehicle” – Any scale one (1) model only.

1 st	Bill Kenchington	1952 Land Rover ‘Surf Patrol’.....	26 Points
2 nd	Brian Blyth.....	1946 Dodge Power Wagon.....	14 Points
Equal 3 rd	Paul Campbell.....	Ford Power Major Dual Tractor.....	9 Points
And	Terry Payne.....	The Original Range Rover.....	9 Points

Next “Actual” Model Category - May: “Tractor” - Any scale up to three (3) models.

Next “Virtual” Model Category - May: “Truck” – Any scale up to three (3) models.

Meeting Closed: 8.30 pm.



Looking back to Bathurst 2004 - John Goss & Kevin Bartlett’s 1974 Bathurst 1000 winning XA Falcon GT replica.

Kurri Kurri Public School Vintage Day (Nostalgia Festival)



It was held on the March 26th 2023, and what a great day we had at Kurri Kurri!

It's been 4 long years since the Hunter Model Auto Club has displayed at the Kurri Kurri Vintage Day (Nostalgia Festival) and it was good to be back.

Once again, we had prime position in the school hall. Nine members took advantage of this great location and displayed a variety of interesting models, that attracted a steady flow of people all day.

As we all know, we do love to talk about our models and it was good to see the public show interest and chat with our members.

Our raffle raised \$100.00, which was given to the school as a donation on the day and we have already been invited back next year.

Thanks to our members who took the time to display their models. This is a great day and maybe something you can mark in your calendar for next year. ***Paul Campbell***



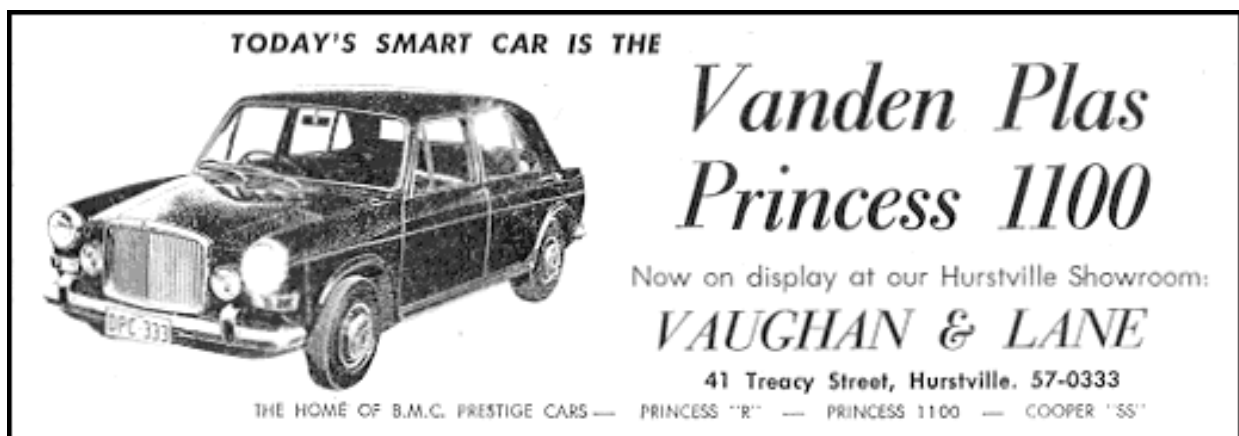


- The Vanden Plas Princess 1100 - 'Luxury in a small package' -



Factory photo of the Vanden Plas Princess 1100 with its distinctive grille.

BMC called it the **ADO16** which stood for Austin Drawing Office Project No 16 and it hit the market in August 1962 as the **Morris 1100** initially, but was soon followed up by an MG version. However, as only BMC could manage, the **ADO16** models were also produced and badged as Austin, Vanden Plas, Riley and Wolseley. Though we have rarely touched on BMC's 1100 series of automobiles, the **APRIL 2022 GEARBOX** featured an article on the **MG 1100** version. In Australia, most of us would remember the locally produced **ADO16** model as the **Morris 1100**. But one of the better versions was the top-of-the-line **Vanden Plas Princess 1100** models introduced straight after the Austin models hit the sales rooms in late 1963, and as I found out, a small number of Vanden Plas Princess 1100 sedans were imported into this Country. **See next pic.** So we'll take a look at this particular **ADO16** model.



An Australian advertisement for the Vanden Plas Princess 1100.

Firstly though, BMC's **ADO16** or **1100** model range story is straightforward. As written in the previous Gearbox, BMC's 1100 series of sedans was designed to be a 'family' car arriving with a bigger body than the iconic, but austere Mini. The Mini designer, Sir Alec Issigonis, had been assigned to develop an 'intermediate' car which was to be based on his Mini. This transversely mounted front-engined and front-wheel driven family sized sedan was released in late 1962 in Britain as the Morris 1100 and in August 1963, as the Austin 1100.

The Italian styling studio, Pininfarina, was responsible for the body design. It had a bigger four cylinder engine than the Mini, being of 1098 ccs capacity and hence the 1100 name, together with higher quality interior trimmings, disc brakes up front and their remarkable Hydrolastic suspension. Journalists wrote that it had outstanding grip and the Hydrolastic suspension only allowed body roll of just a few degrees when pushed hard into tight corners. As well, marketing was aimed at its spacious cabin in comparison to its main competitors, the Ford Anglia and Vauxhall Viva and it could easily compare to the then current Cortina which was a larger vehicle. It soon became the top selling family car in Britain.

The interesting thing though, is that after a few years the 1100 became notorious for serious gearbox and driveshaft issues as well as abnormally high engine oil use and major rust problems later. It has been said that the *ADO16* was a brilliant concept on paper, but Issigonis would never listen to the advice of his engineers who could see that there would be issues down the track that would need addressing before production commenced. That didn't happen.

The Australian version, and branded as the *Morris 1100*, was introduced into Australia in February 1964. It had been involved in extensive testing and modifications for our motoring conditions and this will be a story for another Gearbox. It was named by *Australia's Wheels Magazine* as the 1964 Car of the Year, and in the first two years, sold around 50,000 models.

Back to the *Vanden Plas* connection. Post WW2 Austin purchased the London based Vanden Plas company which had been a well-regarded coach builder and vehicle body conversion specialist. Originally, the Carrosserie Van den Plas company of Belgium, it formed a subsidiary in England in 1913 known as Vanden Plas England Limited. Post WW1, the company went into receivership but was established again in 1923. The company soon established a successful connection as a specialist coachbuilder for Alvis with one of the best models being the mid 1930's 4.3 litre Alvis Vanden Plas Tourer. Alvis would sell the rolling chassis and a third party coachbuilder would fit the body. Vanden Plas would produce and fit sleek open touring or stylish sedan bodies, not only for Alvis, but also for Bentley. **Next pic** – Courtesy of Sotherbys Auctions, is a 1934 Alvis Speed 20 two-door saloon by Vanden Plas.



Again, another war would impact negatively on the company leading to Leonard Lord, the Austin Chief, buying the company in 1946. Lord saw Vanden Plas as being a perfect fit to build a body for the new Austin six cylinder engine chassis and this was the start of the Austin A120 *Princess* and larger engine A135 *Princess*. These vehicles would have a luxurious interior that included high quality leather, walnut panelling and Wilton carpeting as well as folding picnic tables attached to the rear of the front seats. The Princess models continued till 1956. In 1958 Austin commissioned Vanden Plas to upgrade and re-trim 500 Austin A105 models as a badge engineered Vanden Plas version and this would be the line embraced by Austin and later BMC and British Leyland for many future models including the XJ6 Jaguar based Daimler Vanden Plas, the Rover SD1 based 3500 Vanden Plas and, of course, the Morris 1100 based Vanden Plas Princess 1100.





Above two pics are of a 1967 Vanden Plas Princess 1300 by Vitesse in 1:43 scale diecast.

But why choose the smaller *ADO16* to be re-engineered as a 'Princess' model, an automobile appellation that embraced an air of limousine styling and luxury as in the former Princess range. Fred Connolly, of the famous Connolly Leather firm, asked Vanden Plas to take a new Morris 1100 and customise it with a special two tone paint finish of Sherwood Green over Dark Green, a modified grille and then convert the interior into a luxury cabin space with Champagne Beige leather trim. Impressed with this vehicle, BMC then asked Vanden Plas to build a prototype *ADO16* with a special grille and front end, identical body colours and interior trimming to Mr Connolly's 1100. The prototype was heavier than the standard 1100 so the twin carbie engine from the MG1100 was fitted. The finished product, originally meant to be a one-off, was shown at the 1963 Earl's Court Motor Show and engendered so much interest, that BMC decided that it would now produce a Vanden Plas *ADO16* model.

As it turned out, Vanden Plas had another plant at Kingsbury in north London and not far from BMC's Longbridge plant, so basic body shells were sent from Longbridge to the Vanden Plas plant for conversion into the Vanden Plas Princess 1100. The end result was the Mark 1 model with a twin carbie version of the 1100 engine and, externally, fitted with a special grille that was almost mini-Rolls Royce in appearance. It had a larger rear bumper bar, over riders and specially badged hubcaps, windscreen washers and reversing lamps.

As can be seen in *the next pics*, the interior was luxury plus. The dashboard had a burr walnut facade that extended to the door cappings, a comprehensive set of gauges including a clock, leather seats and armrests, top quality full interior carpeting, including the boot, fold down picnic tables and individual reading lamps for rear seat passengers. Over 16,000 of the Mark 1 Princess models were turned out in England before the customary upgrades with slight re-styling and larger engines would be released over time till production ceased in 1974.



Interior of the Vanden Plas Princess 1100. Above left in RHD and Above right in LHD.

A small number Vanden Plas Princess 1100 models, and estimated to be about 23, were imported directly into Australia. *See the previous pic* of a Vaughan and Lane advertisement. It seems that the Vanden Plas Princess 1100 would be the only non-Morris version of the *ADO16* that became available in Australia through BMC channels.

Not that it mattered in the overall scheme of things for BMC out here, but the Princess 1100 wasn't cheap at a tad over one thousand six hundred Aussie pounds. This was six hundred pounds above the price of the local Morris 1100 and slightly more expensive than GMH's top-of-the-line model, the six-cylinder *Holden Premier* with the 'X2' engine option. However, this automobile was definitely *'luxury in a small package.'* Terry.

A nice 1966 Dodge Phoenix spotted locally.



At the time of writing this article, Trax still had their Select Series 1966 Dodge Phoenix in 1:43 scale on pre-order. **See next pics.** Not long ago I spotted the same model in Bairnsdale, Victoria and it was in excellent condition. This is the **lead-in pic** I took. The colour scheme was very pleasing to the eye and so typical of Aussie cars of that era. Trax will have their model in two colour schemes, Bahama Blue and also in Alpine White. I remember seeing these Dodge sedans on our roads in a time when big American sedans stood out against the popular Ford Falcon and Holden models, and mainly due to their size.



I purchased the Trax Select Series 1:43 scale Resin model of the Australian 1962 Dodge Phoenix as friends of the family had one in the same colour modelled by Trax. We ran the story relating to this great Trax model in the **Special Edition No 1 of the 2022 Gearbox.** It is an excellent model and I'd say the 1966 Trax model will be just as nice.

As far as the lead-in pic, and the Trax model of the 1966 Phoenix goes, this particular body shape was introduced with the new 1965 models where their styling, compared to the previous models, now showed more straight lines giving it a long boxy body style. It had a full width grille with stacked headlights included in its structure. **See next pic of a factory ad for the 1965 model.** With that roofline, it's a little like a stretched Valiant VC model in my view.



For 1966, the Phoenix model came with slight external trim upgrades and retained the reliable Chrysler 318 cubic inch or 5.2-litre V8 engine producing 171 kw or 229 bhp as well as the three speed Torqueflite automatic gearbox.

In the 1960's the 'big three' American automakers were still producing a large luxury type of sedan for the Australian motoring market. Some of us would remember the big Chevrolet Bel Air and Impala sedans, especially the 1965 'coke-bottle' body style models. Ford had their Galaxie and Chrysler their Dodge Phoenix, which incidentally, ran from 1960, where it was positioned just above the Chrysler Royal at the time, right through till the end of 1972. Of course, by the late 60's, this trend was getting close to ending as our locally based 'big three' manufacturers would soon start to produce their own home grown luxury models.

The Australian Dodge Phoenix was assembled in Australia at three Chrysler plants, Port Melbourne in Victoria, and Mile End and Tonsley Park in South Australia. They were always based on other North American Chrysler models such as the Dodge Dart for the first iterations in 1960 and, then in 1963, being changed to the full-size Dodge 440 bodies. The 1965 model was based on the new Plymouth Fury. In any case, Chrysler Australia's aim was always to have an Aussie model that was a spacious and reasonably luxury trimmed sedan, and one that was affordable in the large car category market. As well, the 'Dodge' name had always been popular in the rural community and, due to its powerful V8 engine and rugged but reliable gearbox, was ideal for towing large caravans and boats.

Another plus for the Dodge Phoenix models was the fact that Chrysler would update the body style to some degree each year, either with a completely new body style, or a minor update as can be seen between the 1965 and 1966 models. As well, Chrysler had a different philosophy for the interior trim level of the Australian models. The 1965/66 models, though basically using the Plymouth Fury body shell, had a completely different and more luxurious interior trim level to the U.S. models.

The dashboard was taken from a luxury trim level Dodge Polara model that was modified for right hand drive and with an outstanding array of premium instruments in a cluster taken from the Dodge Monaco. The interior had top quality sponge backed vinyl upholstery, door trims and seat coverings. Up front were fully reclining bucket seats with separate headrests. There were centre arm rests front and rear, reading lights for rear seat passengers and the floor coverings were the same plush carpeting as used on the Valiant Regal models. And this is another reason for such a luxury interior, the Valiant Regal had set a precedent in locally produced family sized vehicles. An advertisement in the *Bulletin* in 1966 claimed the interior to be an 'Executive Suite on Wheels' and years later *Unique Cars* said that the 1966 Dodge Phoenix 'had some of the best front seats on the market, at a time when locally-built US cars were renowned for the worst.'



A factory pic of the 1966 Australian Dodge Phoenix four-door sedan.

Both the 1965 and 1966 models had large power assisted self-adjusting drum brakes all round and, though it had the torsion bar front suspension as on the Valiant, unlike the American doner model it had a leaf spring rear suspension. This was a big advantage for towing as the leaves could be upgraded quite easily for towing heavy loads and it was a better driving proposition on our rough rural roads. There were a couple of other minor differences to the American models such as the windscreen wipers being the old fashioned scissor type and not the newer parallel type used on the doner Plymouth Fury. Also, check out those special wheel covers that came from the American Dodge Monaco 500 model.

So all up, the 1966 Australian Dodge Phoenix appeared to be luxury on wheels and *Unique Cars* wrote that this may have gone 'some way to justifying the Phoenix's extra price over the smaller-engined Ford Galaxie and Chevrolet Bel Air.' Now we will just have to wait to see the Trax model when it arrives. *Terry.*

SOME MORE BITS AND PIECES - AUTOMOBILE BADGE ENGINEERING

In the *December 2022 Gearbox* we mentioned the *Innocenti Mini* from the Italian Company that made a fortune producing Lambretta motor scooters post-WW2 till 1972 when Ferdinand Innocenti sold that part of his business. In 1959, he had come to an arrangement with BMC to produce their cars in Italy under licence and I recently read some articles about 'automobile badge engineering' or just plain re-badging and it included Innocenti.



Above left an Innocenti Mini Cooper in 1:43 scale by Solido and at right in 1:24 scale by Fabbri Editori.

In past *GEARBOX* articles we have mentioned some of our very own Holden's badge engineering, not only in Australia but on their exported models. Remember the Holden 'Apollo' that was actually a Holden-badged variant of the excellent Toyota Camry. This re-badging, over two models, ran from 1989 to 1996. And thinking about the Toyota connection, who remembers the Toyota Lexcen, basically a re-badged 1988 VN Holden Commodore.

Many years ago GMH exported re-badged Holdens to Asia and also to the Middle East, these mainly badged as Chevrolets. But not that long ago they were exporting re-badged Holden models to the U.S.A such as the two-door CV8 Monaro that was exported to North America badged as a Pontiac GTO, the VE 4-door Commodore sedan as a Pontiac G8 and the VF Commodore sedan as the Chevrolet SS. Besides re-badging, these Holden models were re-engineered to left hand drive as well. Then there was also the re-badging between Ford and Nissan out here as well.



Above left is a model of the CV8 Monaro badge engineered as a Pontiac GTO in 1:18 scale by GMP. At right the VF Commodore badge engineered as the Chevrolet SS and pictured here as the 2014 Daytona 500 Pace car.

However, I was surprised at some of the examples of badge engineering that has taken place over the years and written about in *Classic and Sports Car* on-line. They stated that many may think that badge-engineering is a 'lazy way for car manufacturers to inject life into an uninspiring range – simply build a sporty version and give it a badge with competition or sporting equity, and watch the profits roll in. In theory.' However, they also wrote that, 'badge engineering also allows automotive conglomerates to offer well-regarded, big-selling designs all around the world, with minimal changes and a new name designed to appeal to the local clientele.' *Classic and Sports Car* went on to say that sometimes automobile companies that may *not* have a large presence in a particular country, can licence production of their models by way of exporting Completely Knocked Down [CKD] kits into these countries.

The manufacturer receives a fair profit without incurring production costs in the country where the vehicle is put together and sold. I thought this was a fair assessment and had a look at a few of the re-badged autos mentioned which included the Innocenti models, but there were many that I was not aware of and here are a few of those.

The Austin 1100, and other versions of this vehicle in Britain such as the Morris 1100, with over 2 million produced, was one of BMC's big sellers and also sold around the world in various guises. In Australia it was badged as the Morris 1100 and followed on from the Morris Mini Minor range. In North America though, it was re-badged as an Austin America in two-door style only and as competition for the VW Beetle. Reported as being underpowered and too slow by motoring journalists, it didn't work over there. The 1100 did better in other countries who probably weren't into big horsepower as the main reason for buying a car. It was badged as the Innocenti Morris IM3 in Italy, the Austin Glider in the Netherlands and as the Riley Kestrel and Wolseley 1100 in New Zealand.

The Rootes Group seemed to be good at badge engineering Hillman products for other countries as can be seen with another of their products, the mid-60s Hillman Hunter, a vehicle well known to us in Australia. The Hunter was the replacement for the 'Audax' range of Minx models and their badge engineered equivalents and was part of a vehicle range known within the company as the 'Arrow.' It was produced as a four-door sedan, a two-door coupe, and a station wagon or estate with models also under the Humber, Sunbeam and Singer names as well.

Typical of the Rootes Group at the time, the company created a complicated set-up as far as setting out the various model designations that went into their badge engineering programme for this model range in Britain. Basically, the slightly confusing range of models produced was a result of Rootes aiming models at the differing needs of its intended customers such as the Humber Sceptre that became the top-of-the-line model in the Arrow range.

The Hillman Arrow range were assembled in South Africa as a sedan and station wagon with the Hillman Hunter re-badged as a Hillman Arrow and the Sunbeam Vogue re-badged as a Hillman as well. Interestingly, the Hillman Arrow was powered by a Peugeot engine. However, with Chrysler gradually taking control of the Rootes Group, they then produced a utility version that was re-engineered from the Hunter and sold in South Africa as a Dodge Husky.

They say timing is everything, but so is location. Commencing in 1966, and with the Shah of Iran at the official launch and just two years after Rootes had become Chrysler UK, the company, Iran National, commenced assembling Hillman Hunter models from CKD kits. These were called a Paykan [or Peykan] which was Iranian for 'Arrow.' Subsequently, they were made as sedans and utilities with the sedans being set up as taxis as well. The Paykan soon became known as 'Iran's National Car.' After Iran's Islamic revolution in 1980, the company was nationalised and renamed as the Iran Khodro Company and they continued on successfully producing the sedan till 2005 and the utility till 2015. Not a bad run for the original Hillman Hunter.

Another interesting re-badging was the 1970 Hillman Avenger mentioned in an article in the **OCTOBER 2021 GEARBOX** where it was sold in North America as a Plymouth Cricket. What I didn't know was that a re-badged Hillman Avenger was sold in Argentina as the Dodge 1500. Volkswagen subsequently purchased the Argentinian division of Chrysler in 1980 and re-named this model as the VW 1500. Amazingly, this re-badged Hillman model was kept in production for 20 years all up in Argentina.



Above left - Lansdowne white metal model of the Hillman Avenger in 1:43 scale. At right the Plymouth Cricket.

These are a just a few examples of badge engineering mentioned in the **Classic and Sports Car's** story on line. Terry.

- HAPPY 60TH BIRTHDAY ROVER P6 - TRIUMPH 2000 - JAGUAR S TYPE -

[Some interesting 60th birthdays for quite a few cars this year and here are three of my favourites.](#) Rover's new mid-sized luxury sedan, the 2000 or P6 was launched at the 1963 Earls Court Motor Show. Perceiving a growing change in demand from the automobile purchaser to a smaller vehicle, especially in the 2 litre class of the sportier sedan, Rover responded with their new P6 model. Their aim was to produce a sedan with acceptable performance traits, yet with the elegance and style of the customary British luxury saloon. At the same time it was to have the economy, size and most importantly, the affordability of a much smaller modern car. The P6 had an innovative suspension setup and an all-new single carbie 1973cc overhead-cam engine. To cap it all off, 1964 would see the first Car of the Year Award go to the Rover 2000 where it impressed the Judges with its ride and handling. Its overall value for money also played a part in their decision. **Next pics** are the author's Vanguards Rover P6 1:43 scale model.



By the mid 1950's, Standard-Triumph had an ageing model range and had started to develop a replacement for the then current Vanguard, however, it came to a standstill after hitting a design snag. After being taken over by Leyland, sufficient funds were available to develop the sedan that would be launched in late 1963. In fact, Triumph had the prototypes up and running by early 1962 and this would be the Triumph 2000. Of a monocoque structure with a proven six-cylinder engine, it was designed by Harry Webster with body styling by the Italian design genius, Giovanni Michelotti. One of Triumph's advertising slogans was 'Building a sedan for the upper-middle class.' **Next pics** are the author's Vanguards model of the Triumph 2000 in 1:43 scale and in Police livery.



Jaguar released their rather large Mark X (Ten) sedan in 1961 with a new independent rear suspension at the same time as releasing the sensational E-Type. They then set out to update the Mark II, but rather than a completely new body style that would include the Mark X's new technology, Jaguar decided to use the existing model with new body panels, predominantly at the rear end, and mainly a copy of the Mark X. The new model would be the S-Type Jaguar and it was released in September 1963 with a choice of either Jaguar's 3.4 or 3.8 litre XK engine. Early sales of the new S-Type was very high after release, leading some Jaguar insiders to worry that it could take sales away from the Mark X. **Next pics** are the authors NEO's 1:43 scale resin model of the S-Type Jaguar. **Terry.**

