HUNTER MODEL AUTO CLUB INC.

---GEARBOX---

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CONTACT: Brian Fairhurst Ph (02) 4930 1154 OR Bill Kenchington Ph (02) 4945 4830

A Blast from the past – Ford Factory ad for the 1963 Falcon

2021 DATES FOR YOUR DIARY

8 June……HMAC "In House" Auction, Edgeworth Sport & Rec Club

20 June……Scalextric Family Day Lemon Tree Passage

13 July……HMAC Christmas in July Dinner, Edgeworth Sport & Rec Club

10 August……HMAC Meeting, Edgeworth Sport & Rec Club

August……Family Day Visit to Army Infantry Museum , Singleton

14 September……HMAC Meeting, Edgeworth Sport & Rec Club

25/26 September…… HMAC Model Display, Richmond Vale Railway

Just a thought. *Looking at automotive advances over time, it doesn't seem that long ago that many automakers were still using front disc brakes with drums at the rear. However, to show how slow the auto industry can be in taking up the many safety advances provided by hardworking researchers and inventors, Citroen offered the first mass produced vehicle with front disc brakes, the `DS,' way back in 1955 and the following year, Jensen produced their two-door coupe `541' with four wheel disc brakes and this was around the time that Holden released their FE Holden in Australia. It would be years before Holden produced a vehicle with even front disc brakes.*

HUNTER MODEL AUTO CLUB INCORPORATED

Minutes of Club Meeting Held at Edgeworth Sport and Rec Club on 11 May 2021

Meeting Opened: 7.35 pm **Members Present:** 17 **Apologies:** 2 **Visitors:** 1

Previous Minutes: Moved: David White Seconded: Paul Campbell "That the April 2021 Club minutes be accepted". Carried.

Treasurer's Report: David reported that the Club funds stand at $995.40.
Moved: Ernie Williams Seconded: Shane Neems "That the Treasurer's Report be accepted". Carried.

Correspondence:
Inwards: i) George Thompson Auctions – Catalogue for Auction on 16 May 2021 at Hexham BC.
Outwards: i) Club Members – Reminder for both Model Competitions.
ii) Club Members – George Thompson Auction Catalogue with corrected date.
iii) Club Members – "In House" Auction details for June meeting.
Moved: Wayne Swanbrough Seconded: Brian Blyth "That the Correspondence be accepted". Carried.

Matters Arising:
i) Auction of Phil Cohen's Models – An "in house" auction is planned for our June meeting with David Standen as auctioneer together with assistance from Paul Campbell and Bill Kenchington. Additional volunteers will also be required to assist on the night. A list of models etc. to be auctioned will to be forwarded to the members prior to the auction. *There will be no business conducted at this meeting.*
In addition the two model competitions will be dispensed with on the night.
ii) Christmas in July Dinner – This dinner will be held in the auditorium where we usually meet starting at 7.30pm. Meals are to be ordered by members individually from 7.00 pm and drinks can be ordered from the main bar. Members and guests should be seated by 7.30pm. Whilst no business will be conducted at this meeting, both model competitions will be held on the night.

General Business:
i) Confirmation of Club Meeting Venue – Moved: Allan Evans Seconded: Shane Neems " That Edgeworth Sport and Rec Club be confirmed as our monthly meeting venue". Carried.
ii) Resumption of "Real" Model Competition – Our May meeting saw the resumption of our "Real" Model Competition after a break of some 14 months due to the Covid -19 Government restrictions.
After some discussion it was agreed that the two competitions ("Real" and "Virtual") will run concurrently for the remainder of the year and also continue throughout next year.
iii) Club Banners – Now that we have confirmed our meeting venue Paul Campbell will arrange for the banners to reflect the new venue location.
iv) Scalextric Family Day – This is to be on Sunday 20 June 2021 from 10am to 12 noon at "Show Us Ya Slotz" Unit B, 12 Industrial Cres. Lemon Tree Passage. Then after to the nearby Bowling Club for lunch.
v) Club Visit to Singleton Army Museum – Paul advised members that a Club visit is planned for August.
vi) Richmond Vale Railway – Our Club has been invited to provide a Model Car Display on 25/26 September 2021.

"Virtual" May Model Competition Results: "A Vehicle with Driver" – Any scale up to three (3) models and ONE PHOTO ONLY.

1st.……Terry Payne ……..Belles of the Ball……23 Points
2nd,…… Paul Campbell ……..Dinky Blue Drivers……22 Points
3rd……..Brian Fairhurst……Vintage Vehicles……18 Points

"Real" May Model Competition Results: "Blue Vehicle" – Any scale up to three (3) models.

Equal 1st.…… Paul Campbell ……..Fordson Power Major Tractors……23 Points
and…… Peter Ralston……Brock A30's……23 Points
2nd,…… Pieter Zeeman……Bugattis……20 Points
3rd……..Gerald Kominatos……..Harry Potter Cars……18 Points

Next Meeting: **Tuesday 8 June at 7.00pm for 7.30pm at Edgeworth Sport and Rec Club at which we will be holding our "in House" auction of Phil Cohen's Model Cars.**

Club Model Competitions: **Both the "Virtual" and "Real" Model Competitions have been cancelled for the month of June to allow more time for the Auction.**

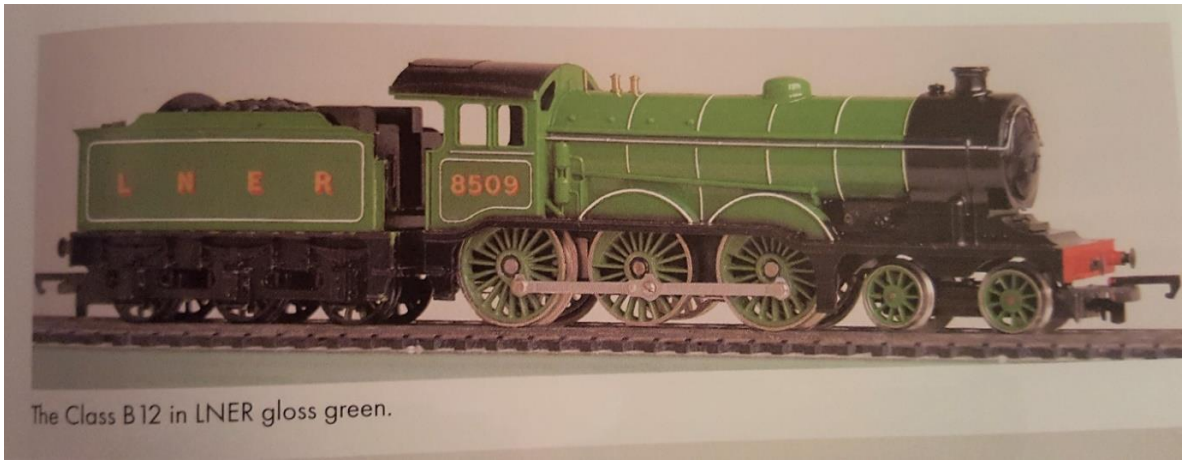
Meeting Closed: 8.15 pm.

MAY 2021 `VIRTUAL' MODEL COMP - RESULTS

FROM THE TOP – 1st – Terry's Belles of the Ball. 2nd – Paul's Dinky Blue Drivers & 3rd - Brian F's Vintage vehicles.

DID YOU KNOW– The first Hybrid vehicle, using both a petrol engine with electric motors, was built by the self-taught young Austrian automotive pioneer Dr Ferdinand Porsche in 1898. With the batteries being so large, the car weighed in at close to four tons.

MARK'S B12 CLASS LOCOMOTIVE STORY



The Class B12 in LNER gloss green.

The B12 model, released by tri-ang in 1962, went on to become the second longest surviving Hornby locomotive. It was not retooled until 2016. [The "Achilles" class 4-2-2 holds the record.] The B12 tools from the original Tri-ang model were sent out to China in 1996. It was the first Hornby locomotive built in China from Tri-ang tooling.

Above - B12 locomotives preserved - at left in LNER livery and at right in the later livery of British Railways.

With the end of steam on British Railways in 1968, locomotives that had managed to survive were getting preserved by groups up and down the UK in their pre 1948 liveries. Hornby saw this would be popular with their models so the B12 was released in LNER [London North Eastern Railway] green with the locomotive number 8509. ***See lead-in pic.*** They also released LNER coaches.

61572 is the only inside cylinder 4-6-0 to be preserved. It was built by Beyer Peacock & Co Ltd and entered service in August 1928 as GER [Great Eastern Railway] number ***8572***. It was one of the last 10 B12s to be built. It was rebuilt by Gresley in 1933 with a larger round top boiler and had the Lentz valve gear removed and was classed as a B12/3 engine. ***8572*** was renumbered as ***1572*** in June 1946 under LNERs renumbering scheme, then in May 1948 it became ***61572*** under the new British Railways. ***See next pic of the model.***

61572 spent most of its working life in East Anglia and was a favourite of the Norwich shedmaster Bill Harvey. It outlasted the rest of its class by two years being withdrawn from service in September 1961 by British Rail. It was put back to work in 1963 doing rail tours for its new owners M&GN Society.[Midland & Great Northern]

One of the tours was 260 miles long and the train got up to 70mph (110kph) not bad for a locomotive that had been out of steam for two years. It was to carry on to 1967. In 1967 it arrived at the North Norfolk Railway at Sheringham and was found to be in very poor condition.

In 1977 an appeal for £20,000 was launched to restore the B12 to full working order by 1982. The eventual restoration was one of the most complex in railway preservation history. The locomotive was taken apart and went to different companies for repairs. Some of these went bust and bits of the locomotive ended up in the Netherlands, and then in the former East Germany. Several times bits of the locomotive were threatened with the gas axe of the scrap merchant.

But somehow, the B12 made it back to main line steam on the 3rd of March 1995. It was dedicated to Bill Harvey, the man who was instrumental in saving this rare locomotive. Sadly Bill had died before seeing her come back to life after nearly thirty years.

After 13 years, the B12 was withdrawn in the summer of 2007 because some small tubes in the boiler had started to leak. In March 2012 it was returned to traffic on the North Norfolk Railway. The boiler certificate expired in November 2020. The plan is to overhaul the locomotive as soon as possible a get her back into mainline service.

Thanks to Mark for his B12 4-6-0 story.

Regarding the description of locomotives, such as `4-4-2' mentioned above, basically, the numerals represent the number of wheels on the actual locomotive, commencing with the set of leading wheels, followed by the number in the set of driving wheels, and finally the number of trailing wheels and these figures are separated by dashes. Looking at the Tri-ang model of the B12 locomotive LNER 8509 ***pictured below left,*** described by Mark as a `4-6-0' which means that it has a set of four leading wheels, six driving wheels and no following wheel set. The tender is not included. So, if we were looking at the `Achilles' class mentioned by Mark as a `4-2-2' this would have had four leading wheels, two drive wheels and two following wheels as shown in the Hornby model ***pictured below right.***

The 1959 Goggomobil Dart – Shannons called it a uniquely Australian Sports car

The lead-in pic & info plaque below was at the Shannons Insurance stand at some of the Bathurst 12 Hour Races.

Many years ago, the U.S. on-line motoring magazine ***`Hemmings'*** ran an article about a red 1959 Goggomobil ***`Dart'*** and its owner, a gentleman in Massachusetts. They said that it was the only one produced by the factory with a driver's door and, as you can see in *the lead-in pic as well as Bill's model below*, you would normally have to ***`hop'*** over the bodywork into the driver's seat. *[I am not sure that only one left the factory with a driver's door.]* The owner, at the time the article was written, owned three other road going examples and a spare bodyshell. Hemmings said that he drove the Dart regularly and he felt it had a bit more get up and go than the other Goggomobils in his collection. Apparently he had purchased the Darts from a friend in Australia.

In the ***September 2015 Gearbox*** newsletter we ran a story on ***Hans Glas*** and his little Goggomobil, and followed up some time after with a story on further models produced by Glas. I said at the time that everyone has heard of the Goggomobil, but most wouldn't have heard about Hans Glas, yet he was responsible for the mighty Goggomobil. In 1883 The Glas family started a successful agricultural machinery factory in Bavaria becoming a large company. In the late 1800's, they opened a second factory in nearby Dingolfing, operating under the name of Isaria. Today, Dingolfing houses BMW's largest factory. In 1910, a young Hans Glas left the company and spent ten years working in America. After WW2 the Glas business thrived again with Hans having taken over the family business.

By the end of the 1940's, the agricultural machinery market was in decline in Europe and Hans' son, Andreas, decided to explore other markets for the firm. At a farm machinery show in Verona, Italy, Andreas Glas took note of the large number of motor scooters on the streets. So when back home, he developed a prototype of the `goggo' motor scooter which commenced production in 1951. The scooter was very successful, not only in Germany, but in the rest of Europe. Within three years they had built nearly 50,000 scooters.

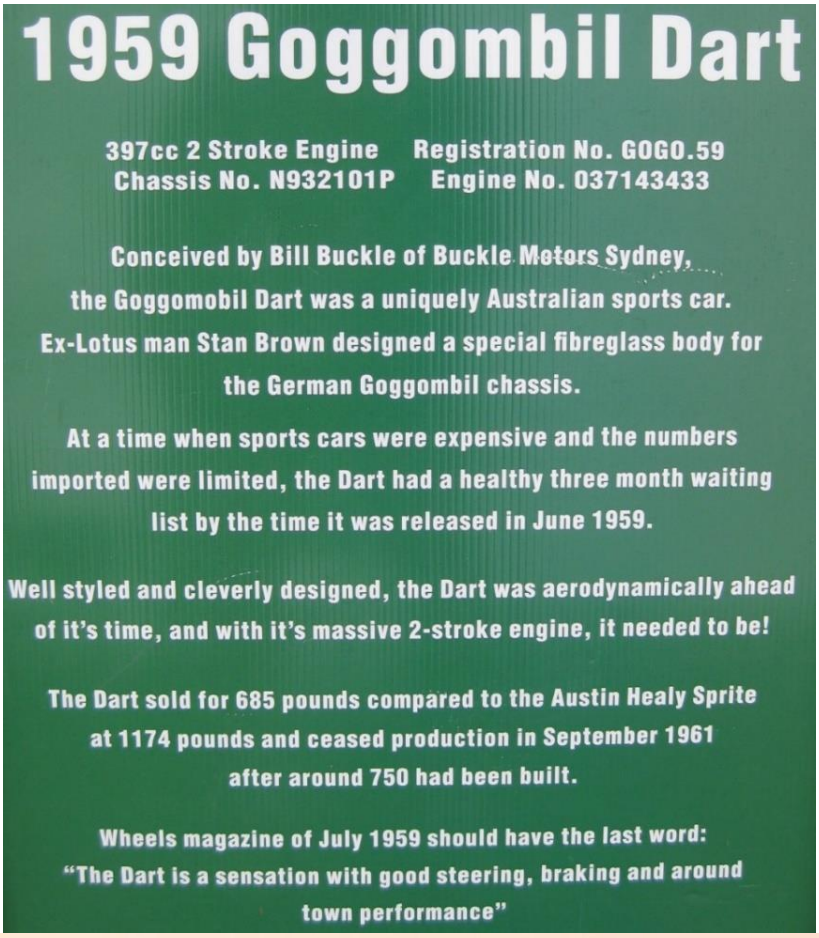
Club member Bill's nice model of the Goggomobil sedan in 1:43 scale diecast by Schuco.

Hans next recognised a demand for small cars and by 1953, prototypes were developed and in early 1955 a small car, the `Goggomobil' was in production. It was a small two-door coupe with room for a family of four at a cheap price and was powered by a Glas Company developed air-cooled in line two-cylinder, two-stroke engine of 250 cc capacity and over time the engine would increase in size to 400 cc. It came as a small sedan, coupe, pick-up and as a Van.

Considered a tough little car, by 1956 the Goggomobil was being exported to 36 countries and at this point, over 25,000 units had been sold. By the late 50's, the Hans Glas company employed over 4,000 people in their auto factory and at one point, the Glas `Goggomobil' became the world's most successful `micro' vehicle with sales of over 280,000 from 1955 till 1969. Nearly 3 million Goggomobils would eventually be built. Glas would go on to build many conventional motor vehicles over the years, however, BMW took over ownership of the GLAS company in 1966. Where did the name `goggo' come from? It was a nick name for one of the young Glas boys.

In Australia we had the car sales firm of Buckle Motors founded in 1927 by Bill Buckle Snr. He passed away in 1947 and the business was taken over by his Son, Bill Buckle Jnr. In 1952, he spotted a fibreglass sports car being made in Britain and subsequently had his company design and build their own 2.5 litre coupe in a factory at Punchbowl in NSW. In the late 50's, with high taxes on imported cars, Buckle saw an opportunity to import a chassis and running gear and build a body locally to reduce these taxes. He met Glas officials in their Dingolfing headquarters with a view to bringing their product to Australia minus a body which would be manufactured out here. The end result was the Aussie Goggomobil that was almost identical to the Glas produced version.

Next step was to design an open two seater sports car body for the Goggomobil chassis. This fibreglass body shell was built in the Punchbowl factory. The end result was the little ***`Dart'*** which was unlike any Glas model, though in later years Glas would produce their own more conventional small open sports cars. Around 700 of the Darts were produced from 1959 to 1961. I am not sure whether you would call the Dart an icon or not, but it is definitely unique to Australia as Shannons state on their plaque used with the Dart's display at major motoring events. ***See next pic.***
The information printed on this Shannon's plaque in relation to the little Dart says it all. *Terry.*



ACE Models version of the Dart in 1:43 scale resin courtesy of our member Bill K.

CHECK THIS OUT– A GENUINE *FERRARI* POLICE CAR FROM WAY BACK.

Sometimes we see photos of exotic Italian cars in Police livery, though in Australia they are mainly used as Public Relations exercises. Some of these are modelled in diecast such as the Auto Art 1:18 scale model of the Italian Police Lamborghini Gallardo ***in the pic at left.*** But the interesting thing about the 1:43 scale diecast model of the Ferrari 250 GTE 2+2 shown in ***the lead-in pic***, is that it was based on a genuine ***operational*** Police car. It is now privately owned and had been granted permission to retain its still functioning roof mounted blue light, siren and Police markings after leaving Police service in Italy.

I picked up on the ***real*** Ferrari from which ***the lead-in pic*** is modelled in an article in ***Petrolicious*** about its sale early in 2020 through the British auction firm, Girardo & Co. Unfortunately, I couldn't find the sale result. The 250 GTE was Ferrari's first standard production 2+2 model and was designed by Pininfarina and built on a widened version of Ferrari's long wheelbase 250 model. It was powered by their 3 litre `Colombo' V12 engine that pushed out 180kw through a 4-speed manual gearbox. This V12 was designed by the former Alfa Romeo engineer, Gioachino Colombo, and was considered so superior to the usual run of European sports car engines that it was used in numerous Ferrari models with various displacements and power outputs from 1947 to 1988. The Ferrari 250 GTE 2+2 models were manufactured from 1959 to 1963 and proved to be a big seller for the company.

According to my research, the Italian Police forces usually ran with Alfa Romeo vehicles but in the 1960's, Crime was rampant and criminals were using high speed vehicles to decamp the crime scene. In 1962, one of Rome's highly regarded criminal investigators, Armando Spatafora, together with three other Officers, attended a special driving course at Ferrari headquarters in Maranello. Subsequently, they were allocated two of these special Ferrari Police vehicles, though one was wrecked almost immediately it came on duty. It would appear that over a six year period, Spatafora and his squad were quite successful in their crime fighting duties and mainly during hours of darkness.

Their GTE was retired in 1968 and later passed through only two private owners before being sold last year. It has been kept in excellent, almost pristine condition, and has been shown at motor shows all over the world. *Terry.*

Above pics show the Ferrari 250 GTE 2+2 when operational. Photos courtesy of Girardo and Company.

One of the most Iconic Dodge models ever, their famous `Charger'

Author's `Hot Wheels' brand 1:18 scale diecast model of the 1969 Dodge Charger R/T

Regarding the lead-in pic, I purchased it at Frontline and it was the first 1:18 scale model of a U.S car I ever purchased after initially starting to collect Aussie road and race cars from Biante way back then. I know some of the members have models of the Dodge Charger as they have been displayed at Our Town Model Shows or as an entry in the model club competition.

Motoring historians have said that the design of the 1968 to 1970 Charger, made it probably one of the most iconic Dodge muscle cars ever produced. It followed the first series of Chargers that commenced in 1966 after Dodge had seen customers flock to buy the new 1964 Pontiac GTO, a mid-size car with an integrated performance package that was quite affordable.

Dodge had built up an outstanding reputation in setting competition records with production cars up to this point, but having the fastest car on the road, didn't automatically mean it would have a successful package to take the new so-called `muscle car' fight up to the GTO. Dodge realised that to enter the muscle car battle, they had to produce, not only a competitive engine package in a mid-size vehicle, but a machine that would generate a superior `performance image' as well. After all, ***image*** was now becoming a deciding factor in choosing which mid-size *performance optioned-up* vehicle to go for.

So, a ***plan*** was put in place. The first step was to create a show car, not just a typical Chrysler Corporation, Ghia inspired, concept car, but an uncompromisingly styled powerful show car with a 426 cubic inch hemi racing V8 engine under the hood. Dodge would then be showing what its intentions were. That *was* the intention, however, problems arose and the racing engine was never installed. Dodge never lifted the bonnet of their show car whenever it was on display, as it would have only shown a stock 383 cu ins V8.

Regardless, the show car created excitement with performance enthusiasts and received great reviews for its tough styling ***image. How Stuff Works*** wrote that *`Dodge hit the nail on the head in 1964 when it presented the Charger show car to its first enthusiastic audiences.'* ***See next pic.*** It led to the production of the first series of Dodge Charger muscle cars for the 1966 model year, released on New Year's day. The reality is that the new Charger, notwithstanding the show car's design, was really a fast-back Coronet coupe with a unique grille, but it fitted the bill for now. With time on their hands, Dodge would then go on to design what became the second series 1968 to 1970 models. These would be make or break models as in 1966, just 37,000 Chargers were sold, and in 1967, only 15,000 models left the show room.

The 1966 Dodge Charger in 1:18 scale diecast by `Ertl American Muscle.' (Auto World.)

However, for this great and endearing second series of Chargers, there is still controversy over its design, similar to the controversy over the design of Ford's iconic 1964 ½ Mustang which I have written about in previous Gearbox newsletters. In this case, many at Ford took much of the credit for its design, yet one man, Phil Clark, missed out on the credit he deserved for his input, till recently.

Back then, Chrysler had a `Design Office' and within this structure, each brand had their own studio. They were known as the Plymouth Exterior Studio, Dodge Exterior Studio, and the Chrysler and Imperial Exterior Studio. Each operated under strict security and only staff who were part of each studio had access to their particular studio. Apparently, competition between each design group was quite intense though it was always friendly. Separate studios at Chrysler would be gone by the late 70's though.

The ***Allpar*** website has a story on the Styling of the 1968 Dodge Charger taken from a book written by *Elwood Engel* who was Vice President and Director of the Styling Office at Chrysler during this period. Apparently, in the book, there is a photo of five members of the design team, yet, and ironically, the writer stated that the sixth member of the team, *Richard Sias*, who ***he*** called the principal designer, was not included as he had taken the day off. The ***Allpar*** writer, on the design story for the 1968 Charger, said, *`There was electricity between its designers, car guys to the core, marred by hurt feelings afterwards, but they created what today is indeed a rolling legend. Hollywood couldn't have written a better script.'*

Sias had designed a futuristic aircraft styled vehicle known as the *`double diamond concept'* and produced it in 1:10 scale clay. The model was approximately 20 inches long. *Charles Mitchell* was the studio manager during the time of the 1968 Charger design programme and asked Sias if the sleek features of his concept model could be adapted into the Charger design and Sias believed it could. Frank Ruff, a studio supervisor and former Ford stylist, organised his two top sculptors, Jim Romeo and Don Kloka, in transferring features of the *`double diamond concept'* into the design of the Charger.

In this environment, a 40 year old *Bill Brownlie* who was the chief designer for the Dodge Exterior Studio, became concerned, as did others in senior management, that their 1968 Coronet model development program was behind schedule. He also felt that the 1968 Charger design coming to fruition, though an exciting styling creation, lacked any attributes showing it had evolved from the 1967 model, especially the fact it no longer had a full fastback styled roofline as envisioned by Brownlie. As far as the fastback roofline went, the Sias designed so-called `flying buttress' roofline can be seen in ***the next pic.*** Ultimately, this roofline style was accepted by Brownlie and certainly added to the overall balance of the sleek body shell.

But, before leaving on a business trip overseas, Brownlie made a sudden decision and left instructions that work was to stop on the Charger immediately, and the design team was to swing over and finalise the design of the Coronet models. This did not happen as *Charles Mitchell* stepped in and directed the team to continue on the Charger project. When he returned, Brownlie was not very happy at all and the design staff anticipated that heads would roll. According to ***Allpar***, the story goes that at this exact moment in time, *Elwood Engel* walked in, put his arm around Brownlie and said, "Now, that's what a car should look like." Obviously impressed by what he had seen, Elwood later took the Plymouth studio designers over to view the proposed 1968 Charger mock-up.

The success of the 1968 model Charger is put down by most motoring writers as being a result of its styling and this view can be justified by the fact that the previous models had such a weak sales record. The slightly `coke-bottle' body styling with the `flying buttress' roofline and other styling features such as the hidden headlights and a single large chrome petrol filler cap on the top of the rear guard, won over the automotive press upon its release. As an aside, the designers originally had a petrol filler cap on each side, however, the bean-counters ensured only one was fitted in order to cut costs. ***See previous pic.***

Hemmings wrote, *`Many considered the revised 1968-1969 Dodge Charger models to be some of the best-looking mid-size cars around… the Charger benefited from a dual personality… Vinyl-trimmed bucket seats and posh amenities lured comfort seekers, with a cushion available to position an extra passenger between the buckets. An aggressive exterior with power to match was enough to pull in the performance boys --especially when abetted by a pair of pipes blaring out the back, and brawny red-sidewall rubber hitting the pavement.'* ***How Stuff Works*** said, *`Dodge ads proclaimed exactly what America's sneering adolescents wanted to hear. "American guts" were promised, in a car shaped like a Mach 2 jet on wheels.'* The Dodge design studio had certainly succeeded in producing a muscle car with ***`image.'***

After the new model design was completed, the original design team never worked together again. *Richard Sias* worked on facelifts for other up-coming Chrysler models before leaving Chrysler in 1968, not long after the new Charger hit the market. He never received any recognition from Brownlie for his contribution to the 1968 Charger's design according to some of the original design team when interviewed years later by the ***Allpar*** writer. It seems that Brownlie himself took all the credit, though elsewhere, one writer who claimed to have been involved in the project, said it was nearly all Brownlie's design. Very interesting!

Another pic of the `Hot Wheels' 1:18 scale model of the 1969 R/T version, showing updated split grille.

The Charger was a favourite on the big screen as well. In his Green Mustang fastback, Steve McQueen beat the black 440 Charger R/T into submission while the Dodge Charger driven by Bo and Luke Duke, and known as the General Lee, stole the limelight in the Dukes of Hazzard on TV and later at the movies. For the collector, both of these *celebrity* Dodge Chargers are well modelled as are the series 1 and 2 Chargers in most scales. The later, and re-bodied series 3 Dodge Chargers (1971 to 1974) are also modelled 1:64 scale.

To finish off his story, the **Allpar** writer said, *`They came up with the excitement that brought 96,000 buyers to the Dodge dealers, instead of the 20,000 originally planned.* (87,000 were sold in 1969 and 50,000 in 1970 TP)…*They created a true icon: a design that wasn't copied from anything, and has been copied by no one since. They shaped what is, today, arguably the most sought-after of the Mopar muscle cars.' Terry.*

Argentina's 1982 Ford Falcon Ghia modelled by IXO.

The ***lead-in pic*** is of an ***IXO 1:43 scale diecast model*** of a ***1982 Ford Falcon Ghia*** I recently posted on our HMAC Facebook page. When I saw it on Ebay, I couldn't resist buying it because it was unusual and I found that it was modelled on the Ford Falcons made in Argentina. What can I say about it? Basically, it is an early 60's Ford Falcon with 80's front and rear ends tacked on. When doing my research on Argentina's version of the Ford Falcon Ghia, I read one writer's comment that when he first saw it, he wondered what somebody had slipped into his drink.

Ford Falcons were manufactured in Argentina from 1962 to 1991 with a total Production run of just over ***494,000*** vehicles including sedans, utilities known as the `Ranchero' and station wagons known as the `Rural.' Initially, these Falcon models were put together in Ford's Argentine factory in La Boca, a suburb of the Capitol City, Buenos Aires, and from CKD or completely knocked down kits. They would later be fully made locally. At first, the Falcons were made in four door sedan form in two trim levels with Ford's 170 cubic inch [2.8 litres] six cylinder engine. In 1963 they added an up-market `Futura' model with a new locally built 3 litre six available on all three models.

In 1966 the station wagon was added and, unlike the longer wheelbase U.S wagon, was similar to the Australian sedan wheel-base sized wagon, with a shorter rear overhang to cater for their rough roads. In 1969 a 3.6 litre engine was added which would be updated, power wise, over time and came with a four on the floor manual gearbox. The ute and a sportier model using the 3.6 litre engine and known as the `Sprint' was also added in 1973. In 1982, the Argentinian Falcon was restyled for the last time, even though there had always been minor exterior changes from the first model produced. The top-line Futura was replaced by the Falcon Ghia as shown ***in the attached pics.***

Also, in 1982 a 2.3 litre four, based on the U.S `Pinto' engine, became available but was not that popular with most buyers ordering a six cylinder powerplant. In 1988 an Italian designed four cylinder diesel engine was added to the range but was used mainly on the utility models. The Falcons were popular in Argentina as Police vehicles and taxis. They were also used during the 1970's by the infamous Argentine paramilitary forces, sometimes referred to as the `death squads.'

Over the life of the Argentinian Ford Falcon, sales figures fluctuated in line with the economy. In 1973, 35,000 were sold which would be a record year for sales, and then in 1980, 34,000 were sold. Towards the end of its life, sales dropped quite quickly and mainly due to more modern cars becoming available for sale in Argentina. *Terry.*

Front and rear angles show the body lines that reflect the original 1960 U.S. Ford Falcon sedans.