

collectible & classic

February 2016 #53

# RETROAUTOS

## 132 Page Bumper Edition!



## '40 Ford Moonshine Runner

1940 Vauxhall Caleche



1918 "Australian" Cadillac



1959 Holden



Japanese Hillman



Rare MGs on Mt Panorama





You're right in the cockpit with John Lackey as he guns his rare MG Q Type down Conrod Straight at Mt Panorama. Go to page 62 for Jeremy Braithwaite's images and his story of Pre-War MGs on the Mountain. Images copyright Jeremy Braithwaite









# In This Issue

## About Us

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## Club Publicity

We encourage all classic car clubs to let us know what they are doing. If you want publicity for a major event, then simply email us.

## Front Cover

Peter Hibbert's 1940 Ford coupe, once a moonshine runner's car.

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Image copyright GM Corp 2015

What was the purpose of this small model of the FX Holden? Go to RetroNews to find out

Welcome to the 53rd edition of Retroautos.

We have compiled bumper issue of 132 pages of summer holiday reading, featuring a wide range of classic cars.

There's pre-war MGs at Mt Panorama, a 1940 Ford and 1940 Vauxhall, a 1918 Australian bodied Cadillac, BMW 507, Japanese-built Hillmans and a 1959 Holden wagon.

Plus, we take a stroll through a museum dedicated to American cars of the 1950s. It is located in Cameron Park, a suburb of Newcastle.

We hope you enjoy this edition. It is published with passion and with pride.

## Holden Heritage

Great news to hear that Holden are establishing a heritage program which aims to collect and preserve Holden's heritage documents and items.

Headed up by Lou Raymond of Holden's government relations team the program is supported by former Holden managers including designer Peter Nankervis. Hopefully we will get to see more images like this August 1962 photo of the HD clay prototype.







# RayTookThis Prints Available

Raytookthis.com is pleased to announce that prints of the pictures that appear in Retroautos are available for purchase via Redbubble.

You can choose from a variety of styles and products including prints, posters, greeting cards, phone covers and even a calendar.

Prints can be shipped anywhere in the world and their site is very easy to use. To browse the available products, go to:

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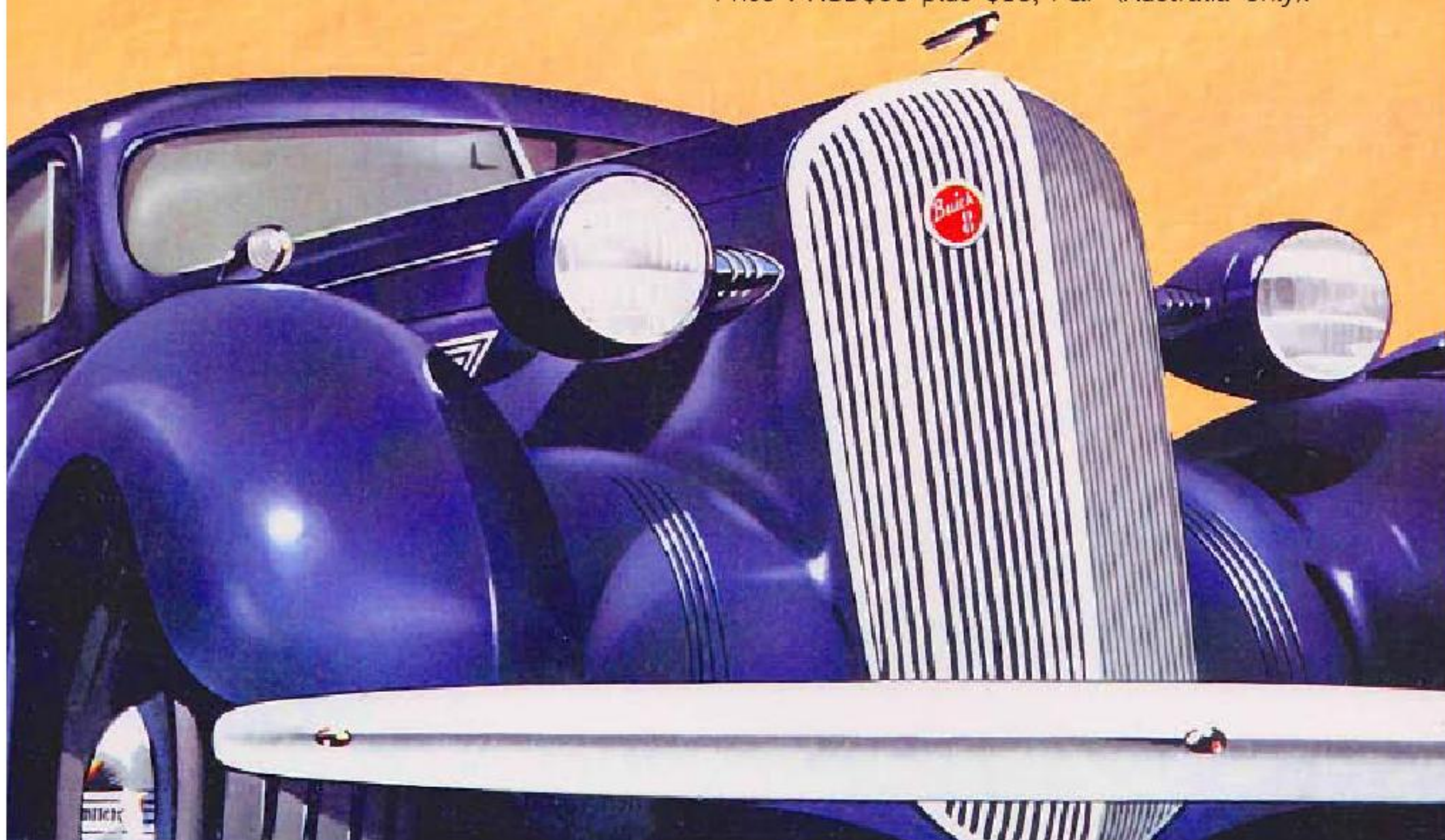
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# RetroNews



Route 66 is 90

## Most Valuable Model Holden?

The small silver Holden, pictured on page five in RetroVoice, was a gift to Alfred P. Sloan, Chairman of the Board of General Motors, by H. E. Bettle, Managing Director of Holden on May 8, 1952.

The inscription on the roof of the model reads: "The first all Australian automobile was produced by General Motors-Holden's Ltd, at their Fishermen's Bend Works, Melbourne, Victoria, October 1, 1948. To commemorate this important event, this model was fashioned by the Consolidated Zinc Corporation Ltd, by Australian craftsmen, from Broken Hill (N.S.W.) Silver. It is presented to Alfred P. Sloan, Jr, Chairman of the Board, General Motors Corporation, by his Australian friends to mark their personal esteem and admiration of his great industrial achievements which have so much assisted the development of the Commonwealth."

We wonder where the model is now?

The winding two lane piece of pavement that became Route 66 is 90 years old this year. Many celebrations are planned along the famed stretch of tar. Starting in Chicago it ran for 2448 miles until it terminated at the intersection of Lincoln and Olympic Boulevards in Santa Monica, where the Pacific Coast Highway begins. In 2009, after much urging from commercial pressure groups, the "official" end of the Route 66 was moved to the Santa Monica Pier, pictured below. And that's a good idea, because the corner of Lincoln and Olympic is prime real estate for a good old fashioned LA mugging.







## Prices Down Again

Just about every measure that Hagerty tracks and collates is down for December 2015. It has slipped to 70.84.

And whilst the decrease is small and it relates to North America, it confirms a trend that prices of classic cars have, at best, flattened in the past 3-4 months.

It will be interesting to see the market rating number after the Scottsdale and Paris auction season concludes in mid-February.

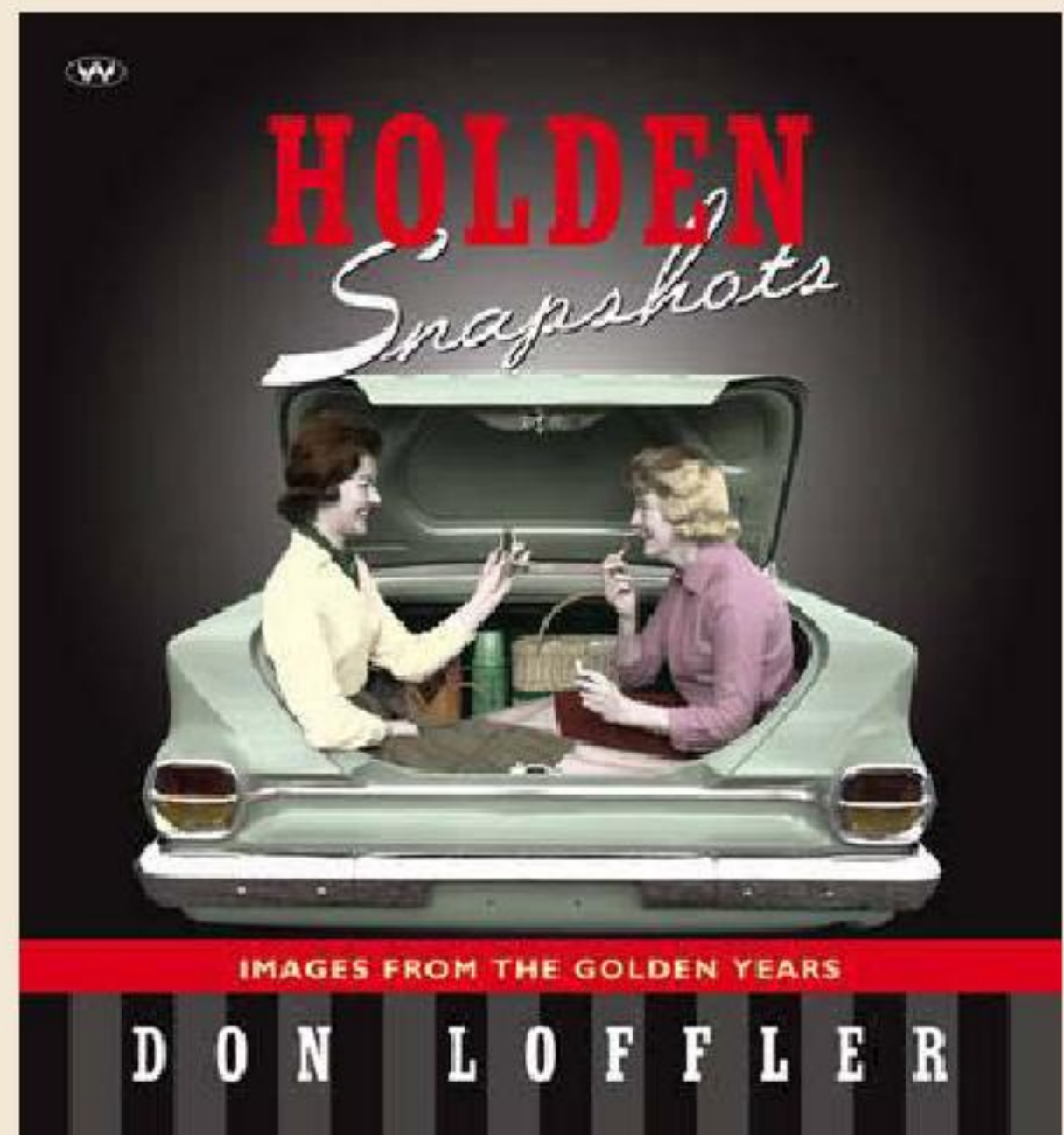
These events will confirm if the market is just flat or a real decline has taken hold.

## Automotive Historians Conference

The Automotive Historians Australia group has announced it will hold its first annual conference on 1<sup>st</sup>-3<sup>rd</sup> September, 2016 in Melbourne VIC.

It will be hosted by: RMIT Design Archives, RMIT School of Architecture and Design, and Monash University Faculty of Art, Design and Architecture.

[www.autohistoriansaustralia.org](http://www.autohistoriansaustralia.org)



Holden historian and author, Don Loffler, has a new book out. And it's fabulous.

Called *Holden Snapshots* it is a beautifully written and illustrated production that is full of yarns about early model Holdens, and their prominent place in the lives of many Australians, and the history of our country.

Just like his previous five books about early Holdens, Don's work is meticulously researched and contains many, many images. And that includes styling prototypes, especially the EJ, EH and HR many of which we have not seen before.

This is a MUST HAVE book. You can buy it from Wakefield Press. Go to: [www.wakefieldpress.com.au](http://www.wakefieldpress.com.au)







Retroautos reader Mark Keat says the cars pictured above are abandoned in the small town of Yantabulla, which is located approximately 130k northwest of Bourke.

## New Holden Museum

A new Holden museum is operating in Trafalgar, Victoria. It covers the complete story of the Holden brand, and features all things Holden. Open Saturday, Sunday and Public Holidays only. Go to:

[www.facebook.com/TrafalgarHoldenMUS](http://www.facebook.com/TrafalgarHoldenMUS)

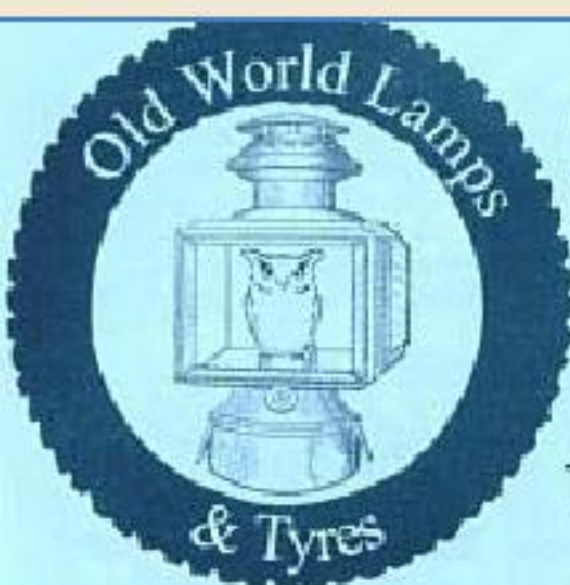
## March 2016 in Retroautos

Ian Wilson learnt to drive on an old Dodge truck, which was later abandoned in a paddock. Years later Ian found the truck, still in the paddock. Now he owns it. Read his story in the next edition.

We take a look at Peter Hibbert's 1949 Mercury convertible, the model favoured by 1950s customisers.

And we chat to Russell Cooper about his passion for FB and EK Holdens. He has collected over 15 of them, and he's working his way through a comprehensive restoration program.

Plus there's all the regular features, including, Retro Auctions, Retro Racing, RayTookThis and Retro Ads.



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## 50<sup>th</sup> Anniversary of Ford Falcon Durability Run

This historic anniversary slipped by without much of a mention. And yet it is one of the most significant Australian automotive milestones, because it demonstrably improved the public's perception of Falcon durability and quality and laid the foundation for Ford's surging sales growth in the 1970s, '80s and '90s. It was brilliant example of marketing and PR risk taking that no one today would even think of attempting.

Back in 1965 Ford knew it had to do something dramatic to change public's perception that its Falcons were not strong enough for Australian conditions

Sales were declining so Ford embarked on one of the most audacious publicity stunts in Australia's motoring history. The company's newly appointed Marketing Director, Bill Bourke, decided to go for broke and planned a "durability run" at Ford's then brand new You Yang proving ground that would silence any reliability concerns about the Falcon once and for all.

Bourke was a young American on a fast track career, so he was given plenty of resources to make it happen. But most of all, Bill Bourke had an enduring belief in his product.

The plan was to drive five 1965 XP Falcons a total of 70,000 miles (112,000km) at an average speed of 112km/h, non-stop. Ford managers estimated it would take nine days, starting April 24<sup>th</sup>. The media were invited to witness the whole show. There's a two-part film on YouTube which captures the slipping and sliding Falcons with a super-hyped voice over.

It is now part of Australian automotive folk law that the "durability run" was a lot tougher than Ford first envisioned. They almost ran out of tyres and drivers. Several cars rolled off the track into the bush, one hitting a large boulder. Nightly news bulletins broadcast the proceeding. Finally, in the early hours of day nine, the last car sped over the finishing line.

Fleet and private buyers were impressed. Sales leapt. And at the end of the year Wheels gave the XP Falcon its Car of the Year award. The future of Ford's local manufacturing operation, and Bourke's career, was secured.

It is unlikely you will see such a daring and risky automotive marketing idea ever undertaken in Australia again. Sponsoring sporting events is about as creative as it gets these days.





# RetroAuctions



Photo Credit: Phillip Lahmann ©2015 Courtesy of RM Sotheby's





All the big global classic cars auction houses set up their marquees at Scottsdale in Arizona at the end of January in the hope of attracting big spending buyers.

RM/Sotheby's, Goodings, Bonhams, Russo and Steele are all out and about promoting their events.

Those folk with a track record of spending millions will be offered free entry and all the usual first class hospitality, while the rest of us will have to pay for the honour of watching the "whales" spend their cash on yet another Ferrari or gullwing Mercedes.

Then the circus moves to Florida where Mecum have their auction.

After that its on to Paris in early February or where Sotheby's and Bonhams are staging some hammerings.

Rather than bring images of the usual Italian and German exotica on offer, we decided to search through the auction lists for the more unusual.

And we have also found some good British stock at Anglia Car Auctions in the New Year.

We hope you like the selections.

It is in Paris that Sotheby's are offering this 1966 Shelby GT350 GT350 .

See more at [www.rmsothebys.com](http://www.rmsothebys.com)





On this page and opposite is a stunning 1963 Ghia L6.4 Coupé, featuring a 6.4 litre Chrysler V8.. You can bid on it at Sotheby's in Paris. A 1961 example sold for \$A600,000 at Sotheby's in 2015. Photo Credit: Tom Gidden ©2015 Courtesy of RM Sotheby's.

A 1900 Créanche Type A Voiturett. It's being sold in Paris with no reserve. Photo Credit: Boris Adolf ©2015 Courtesy of RM Sotheby's.







Below: A 1934 601 Peugeot Roadster. This one is an early example of the mere 109 cars built in this style, of which only 20 examples are known to survive today. There's no price guide for this car. It's at Sotheby's, Paris. Photo Credit: Dirk de Jager ©2015 Courtesy of RM Sotheby's.







Cute as cute can be. Here's a 1964 Autobianchi Bianchina 'Eden Roc' Cabriolet, named after exclusive the Eden Roc resort in the Caribbean. There's no reserve on this little baby.  
Photo Credit: Remi Dargegen ©2015 Courtesy of RM Sotheby's.

This 1929 Chrysler Series 75 Roadster is another at the Paris auction without a reserve price.  
Photo Credit: Tim Scott ©2015 Courtesy of RM Sotheby's.







1942 Cadillac Series 60 Special Town Car by Derham. one of two built. No reserve on this one, so it will go when auctioned in Arizona. Photo :Randy Wells ©2015 Courtesy of RM Sotheby's

1958 Pontiac Bonneville. Here's your answer to how much chrome can be applied to a car! This one is also a no reserve offering in Arizona by Sotheby's. Photo: Courtesy of RM Sotheby's







This Shelby Cobra “Dragonsnake” is the Winningest Competition Cobra in drag racing history. It won 7 NHRA National events with Bruce Larson or Ed Hedrick driving. It was last offered by Mecum in 2011 and went for \$A1.2 million. It is now on the RM Sotheby’s roster for Arizona. Photo by Drew Shipley ©2015 Courtesy of RM Sotheby’s









Above: This 1929 Duesenberg is a headliner Goodings' show In Arizona. The price guide puts \$A3.3 million on it. They also sold this same car in 2014 for \$A2.7 million including the buyers premium. It was originally owned by John Duval Dodge, playboy son of Dodge co-founder John Francis Dodge, JD Dodge died in 1942 in what was called "mysterious circumstances". Apparently it involved alcohol and a night in a police cell.

Below: 1955 Bentley R Type Continental. Goodings' have a price guide of \$A2.2 million.







Mecum have this 1970 Ford Torino King Cobra, built to run NASCAR. Unrestored, it has just done 831 miles. It was owned by race team owner Bud Moore.

The front end was designed by Larry Shinoda (who had a hand in the '63 Vette and the Boss Mustangs).

Trouble was, what looked good did not necessarily mean it raced well.

The front end was abject failure aerodynamically on NASCAR tracks, so Ford pulled the plug. Moore got the car as part of a deal when he bought his Trans Am Mustangs.

Price estimate: \$A1,000,000. It is just one of two built.





Mecum have this 1969 Dodge Daytona "barn find" up for grabs at their Florida hammering party. Price guide is a lazy quarter of a million Australian dollars for this two owner Dodge with a reported 20,553 miles on it.



Russo and Steele Arizona Auction



A little more conservative is this 1931 Chevrolet Roadster, with no reserve at Russo and Steele in Arizona.





Wagons Ho! A 1942 Ford Woody wagon and a 1964 Chrysler New Yorker hardtop wagon (one of 1603 built that year) can be had at Russo and Steele. The Ford is offered with no reserve while you have to call Russo and Steele if you hanker after the estimate for the Chrysler.







Above: Another barn find! No reserve for this 1965 E Type Jaguar, with the 4.2 litre engine.



A 1955 Mercedes 300SC coupe. Bonhams' want you to call them to chat about how much this one will set you back.



What it with Toyota Landcruisers? Here's another one, and Bonhams' say that this 1980 example was restored with no expense spared.





Meantime, over in the UK, in the grip of winter, Anglia Car Auctions have these gems for sale at their 23<sup>rd</sup> January auction.

Above: A 1933 BSA Ten. No price guide is given. These were a cheaper version of the Lanchester, a brand that BSA also owned. The BSA Ten cars did not survive for too many years, being a victim of the Great Depression. The Lanchester brand is now owned by India's Tata Motors, who also have the Jaguar and Land Rover names on their roster.

Below left: The estimate for the green Morris minor is a sane \$A3,000. It's a nice car.

Below right: The venerable Rover from 1961 is another where the price is a mystery.









raytookthis.com  
*Ray Green - Photographer*





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# 1940 “Moonshine”



The 1940 Ford coupe is a car beloved by collectors, hot rodders and moonshiners.

Collectors and hot rodders have always admired its curvaceous lines, drawn by Ford's first styling chief, Bob Gregorie. The moonshiners appreciated the 3.9 litre V8, with its low down grunt and whiskey haulin' capability.

Peter Hibbert's 1940 Ford coupe, pictured above, is an actual ex-moonshiners car.

He acquired it in 1994 after it had sat in a USA government warehouse for over 30 years, having been seized in a raid. "I found holes drilled in the trunk floor & wood hacked off the rear of the seat frame to obviously fit a cylindrical moonshine tank." Peter says



# Ford Coupe



When the car arrived in Australia Peter decided it needed a full restoration and conversion to right hand drive (RHD).

He started by stripping it down to a bare frame.

The conversion to RHD was a big task. Peter explained to us what had to be done.

“It necessitated searching Australia for an instrument panel, front stub axles, RHD steering components accelerator linkage & pedal, RHD pedal cluster, RHD steering box and numerous other parts that had to be transferred. The fire wall had to be reformed to mirror the steelwork from left side,” Peter said.

Then came the work on the engine. 31





Above: Award trophies sit proudly on the bumper bar.  
Below: Peter has had built a small trailer that compliments the Ford







This part of the project entailed a total rebuild with all new components.

The gearbox was also overhauled.

The remainder of the drive train was in useable condition but new master brake cylinder, brakes, wheel cylinders, brake & fuel lines and bearings/seals were needed throughout.

The body was taken back to the original steel.

Luckily Peter found it to be rust-free. He then painted it in a colour to replicate Dearborn Blue, which was a popular in 1940.

The complete restoration took Peter nearly four years, and he reckons it was worth every minute of it.

“The most satisfying task of this restoration was the reassembly of the car and now it is the thrill of driving it around.” he says proudly.

Does this car attract attention?

It sure does. It has won many awards including the Best Pre-War car in the 2015 American Car Show in Melbourne.

Peter has also built a matching trailer for the Ford, which also draws admiring comments.





THE 1940 FORD DE LUXE FORDOR SEDAN

*ANNOUNCING the new Ford cars for 1940*  
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The Moonshine coupe is not the only Ford Peter's garage. He is a big fan of American cars from the 1940s through 1960s.

His collection includes a 1949 Mercury convertible, a 1964 Fairlane, a 1966 Mustang and a 1956 Ford Victoria two door hardtop.

There's also a lone Chevrolet a 1957 Bel Air convertible. It is red of course!

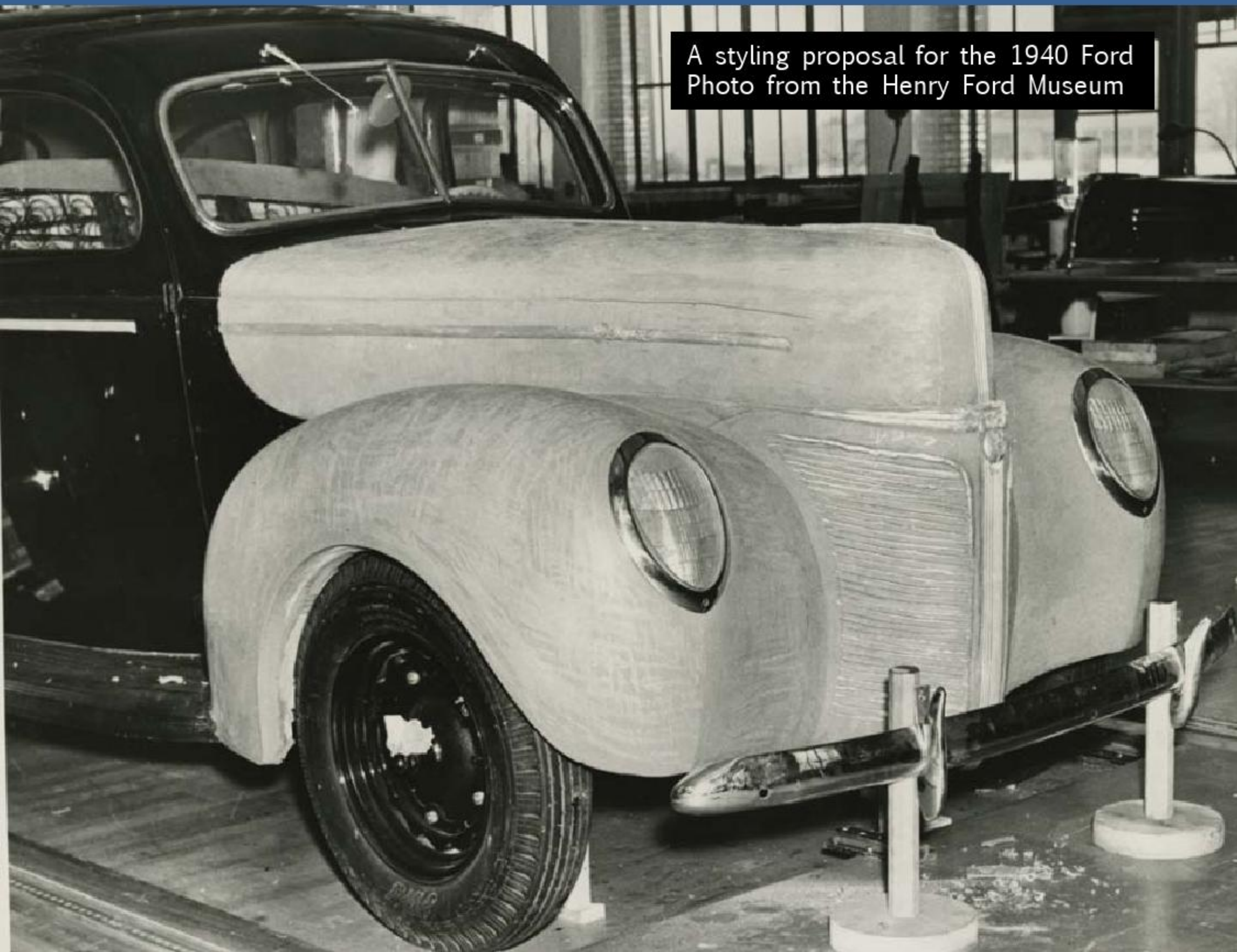
During 2016 we will be showcasing a number of Peter's Fords, and next month we'll look at his 1949 Mercury convertible, which is pictured behind his 1940 Ford in the photo below.





# Design to Driveway

## Styling and Selling the 1940 Ford



Eugene “Bob” Gregorie was chief of Ford’s design department from 1935 to December 1946. He had been recruited by Edsel Ford and asked to establish the design department within Ford because Edsel was very concerned that his father, old Henry, was not appreciating the significant influence that styling could have on sales. It was not an easy assignment. Gregorie was always between a rock and a hard place

in terms of what Edsel and he wanted to design and what the stubborn old Henry would grudgingly allow them to do.

The 1940 Ford was an evolution of the cars of 1937 and 1938. The front end design was based on the 1938 German Ford Taunus which Gregorie had initially styled as a small Ford for the American market (see image on next page).





The Ford styling studio in 1939. The designers are working on the all of the 1940 models.  
Photo from the Henry Ford Museum

Ford's 1940 range generated sales of 599,175 units. This was an increase of 10% over the previous year. But it was down compared to 1937 when 848,006 cars had been sold. And the numbers told the story that Ford was being beaten in the market place by GM.

Old Henry's insistent on outdated chassis and suspension components meant Gregorie could not style cars that appealed to buyers who were wanting cars that were longer, lower and wider.

Edsel Ford died in 1943 and his son, Henry Ford II, was recalled from the US Navy and placed in charge of Ford. Gregorie lost his patron.

And although Gregorie and Henry Ford II got along reasonable well, as the years progressed, the younger Ford sought external styling assistance and Gregorie decided to leave.

He relocated to Florida where he designed yachts. His last car for Ford was the 1949 Mercury. And Peter Hibbert has one of those, too.

1938 Ford Taunus



ET "Bob" Gregorie





The Ford production line starts to  
churn out the 1940 model.  
Photo from the Henry Ford Museum









# 1940 Vauxhall Caleche











The bare necessities of motoring, 1940s style.

By any measure the Vauxhall Calache is a rare Australian convertible.

The Caleche model was built by Holden from 1938 to 1951 it featured an imported British Vauxhall chassis, grille, bonnet and front mudguards. From the firewall back Holden fastened a wooden frame to the chassis. The frame supported thin metal panels. Covering it all was a canvas convertible top.

It was a car built to a low price.

Creature comforts were sparse, even by the spartan standards of the day. No wind up windows here.

This little gem had curtains that were fixed to the car with press studs. No exterior door handles either. Oh, and the windscreen folds down, like a World War Two Jeep.

So how rare is a Caleche?

Peter Sara's immaculate 1940 model is believed to be only one of 15 or so still in existence.

"There's not too many of them about", Peter says.

But wait, there's more. Peter's car is doubly rare.

Research suggests that it went down the production line on the opening day of Holden's then brand new factory at Pagewood in Sydney on 16th February 1940.

Car manufacturing ceased soon after the factory was opened and Holden swung over to war material production.





Peter's restoration work is superb.

Peter bought his Calvé in 2008.

The previous owner had acquired it 25 years previously with every intention of restoring it, but never quite got around to the task.

Its ownership history before that is less clear. Records do not exist, so there is little way Peter can trace the car's history.

"I'd like to find out who the first owner was, and why they bought it" says Peter.

The car was not in good shape when Peter put it in his workshop. "It was pretty rough" he remembers.

"There was no interior, the engine and associated mechanicals were inoperable, the steering was woeful and the suspension needed replacing," he says.

"And the brakes did not work, either," he adds.

It took Peter six years to restore the car to as-new.

On the road the 1.4 litre four cylinder engine copes well with suburban traffic but the 80kph top speed restricts its use on a freeway.

"You would not want to go that much faster in it anyway" says Peter, obviously reflecting the lack of side windows.

Peter is a collector of Vauxhalls. In his garage he also has a 1954 Velox which has been in his family since new.

Peter is the current President of the Vauxhall Owners Club of Australia.

[www.vauxhall.org.au](http://www.vauxhall.org.au)





Above and below: The interior, though spartan, has been flawlessly restored. Back in the 1940s, even a low priced car boasted some wood grain in the dashboard.





# WORLD-BEATER

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## ENGLISH VAUXHALL 10 H.P. CALECHE

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Any way you look at it, Vauxhall Caleche is style from end to end. Notice the big, shapely fenders and large extra smart hub caps, the neat hood and side curtains and handy fold-down windscreen, the traditional English Vauxhall bonnet lines, and the steering wheel and column designed to match the upholstery, the streamlined tail in which is set the spare wheel—and the low, roomier body on a wheelbase now increased to 97½ inches.

Then check its "extra-value" under the bonnet and you'll realize why the Wyvern Caleche sets a new value-for-money standard among small open cars. Its brand new Overhead Valve 4-cylinder engine gives you more power (34.5 B.H.P.) with lower engine revs. (3,500), thus reducing wear and maintenance, ensuring long life and a high resale price after years of fine performance. No other popular small car gives you its outstanding petrol saving 8-phase carburettor and record-breaking economy—as well as Lockheed Hydraulic Brakes and Independent Front Wheel springing.

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An absolute knockout for smartness! The sportiest sports car of all time which draws admiring glances wherever it's seen.

**FOLDING WINDSCREEN**  
Windscreen is of Armoured Safety Glass . . . folds down to make the new Caleche a first favourite with sun lovers.

**HIGH RESALE VALUE**  
Because the Caleche embodies so many of Vauxhall's time-proven engineering principles, it is a sports car above the ordinary when it comes to trading in. The very presence of those famous Vauxhall bonnet lines keeps the car looking young and modern even after years of service.

**SERVICE**  
Vauxhall offers, throughout Australia, the finest service facilities of any English car.

The word 'Caleche' has various meanings but in general terms it refers to a fashionable horse-drawn carriage or the folded roof of a horse-drawn carriage. Holden used it until 1951 to describe its Vauxhall convertibles. From '51 onwards they called them "Vagabonds."

The Caleche term was only used in Australia.

Below: Peter takes the Calache to many car shows where it attracts considerable attention







Above: Peter's Caleche with a later model version and a yellow Vagabond.  
Below: The Caleche in the paint booth ready for another coat.







Peter's Caleche in the paint booth. The restoration involved every aspect of the car.

The new canvas roof and side curtains had to be hand made.

A number of Caleche's have been exported to the UK where they command big money.

Not ever having been built in the UK, collectors are attracted to the rare body type.



# Cadillac

## 1918 SEVEN PASSENGER TOURING

By Russell Holden





Cadillac has a history in Australia, that many have forgotten.

Cadillac promoted the export of their cars from the very early days of their production. Records show a least 4 Model A's were imported to Tasmania in 1904.

This trend continued through Cadillac's single cylinder engine era in the early 1900s and a few examples of the early up market four cylinder Model G's were also exported to Australia.

By 1908 Cadillac moved away the single cylinder cars and focused on the middle of the market with a 30 hp four cylinder. These fours grew in size, horse power and price through to 1914. A steady flow of about 10-20 of these 4 cylinder cars arrived in Australia annually.

In August 1914 Cadillac took the automotive industry by storm introducing the first successful mass produced V-8.

The V-8 concept was not new to the automotive world with a number European auto manufacturers experimenting with V-8's as early as 1905 - Renault, Darracq, Rolls Royce and De Dion to name a few.

However, Cadillac had finally sorted out the balance and vibration issues associated with the V configuration and made it viable and reliable.

Some of these early Cadillac V-8's continued to be imported into Australia until the 1917. The problem was that tariffs on fully assembled imported vehicles made Cadillac's and many other high end cars prohibitively expensive



The aim of the tariff was to promote the development of Australia's own automotive industry by charging a 100% tariff on a fully assembled vehicles.

Varying levels of concessions were applied to rolling chassis's and vehicles determined by country of origin.

Commonwealth countries (in other words, the British Empire countries) were given preferential treatment in the form of lower tariffs.

This tariff fostered the growth of many body builders, including Holden & Frost later to become GM Holden, T. J. Richards, Martin & King and Miller and many more.



An "A" model Cadillac from 1903





The car was delivered to Australia on the 14 February, 1918 as "Chassis Only".

Our 1918 Cadillac is the only remaining original Australian delivery car of about 10 that arrived, one of the few rolling chassis to be imported by McGrath Motors of Sydney that year.

It was then commissioned to E.E. Agate body builders of Summer Hill in what is today inner Sydney.

E.E. Agate were commercial body builders building hearse, coach, bus & truck bodies. The commission was for a 11 passenger touring car body for duty carrying tourists in and out of Jenolan Caves in the Blue Mountains of NSW.

Large vehicles like Cadillac, Packard & Hudson were favourites for this type of coach work, with generally larger

capacity motors, bigger brakes and longer wheel bases capable of carrying the large bodies and extra people.

After the completion of its duties in the Blue Mountains, the car was abandoned until purchased by a tow truck driver in the southern Highlands where it no doubt had designs of further commercial use.

In the early 1950's, Cadillac La Salle Club of Australia founder Ken Moss located and purchased the '18.

He had it shortened to a 7 passenger tourer by removing one of the middle rows of seats and moving the original rear tub forward. At that time the car was painted yellow.





Wood formed much of the frame work of early cars.

It was then sold to John Corby of Castle Hill NSW in 1956.

John owned the car for over 50 years, he toured the car extensively in the 1960's and 1970's before starting on a restoration, which he never completed.

We purchased the car in 2007 from John and after getting it running and stopping, decided it deserved a full quality re-restoration.

The wheels, while Cadillac, were not the correct 25 inch diameter wheels, and were probably changed during the war years when tyres were difficult to obtain.

Correct wheels and rims were found

and obtained from a friend in Chicago and B G Goodrich white walls tyres were fitted.

Extensive work was undertaken on the motor and rear end, the body was stripped and totally re-painted in green. The upholstery was completed to factory blue prints.

A correct type "Astor screen" was obtained from the Bakersfield, USA, swap meeting in 2011 to complete the restoration.

The 1918 is the last year of the "Veteran" era and while the 1918 Cadillac fits firmly into this classification it runs and drive like an early 30's vintage car and can certainly keep up with most of them.





Cadillacs of 1918 are fairly scarce compared to other Cadillac V-8's, perhaps because many were exported to far off lands to aid the final throws of World War One.

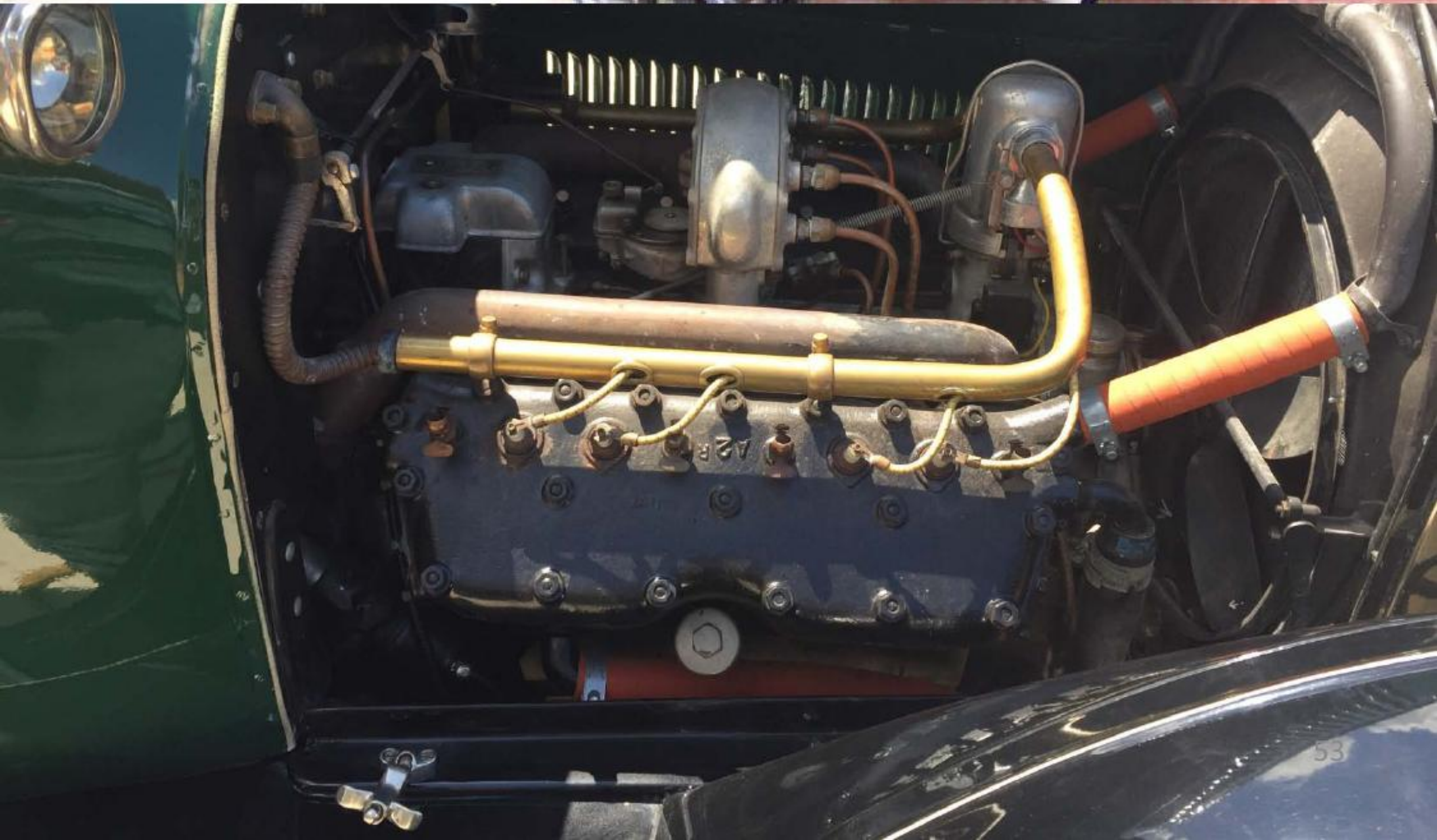
Some of the more famous photos of the cars are taken with Generals and high ranking military officials in the war areas.

Meanwhile, after searching some years in the USA, we recently located and imported another 1918 Cadillac, this time it is a sedan.

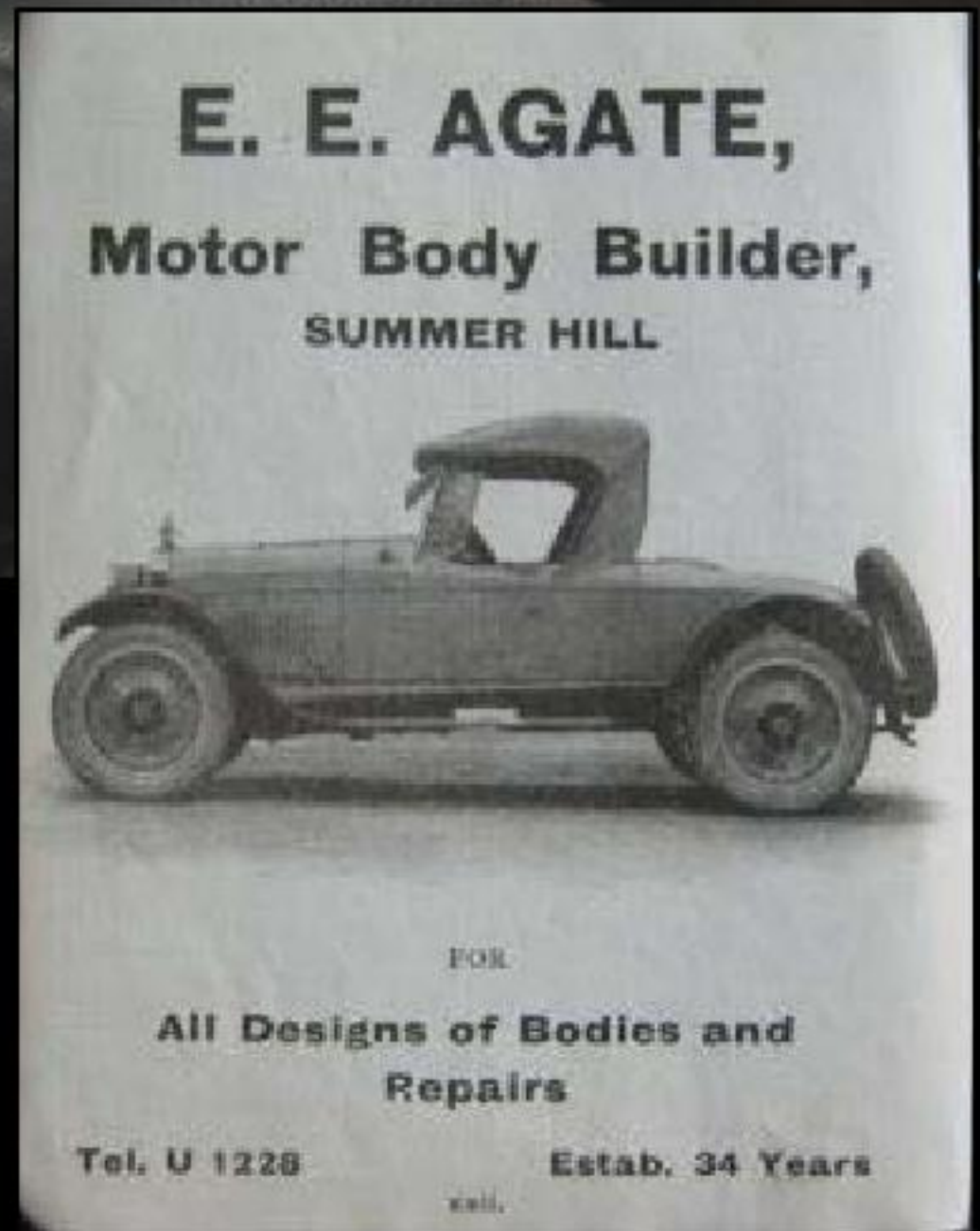
It needs a full restoration also but that's a story (and a challenge) for another day!























Chris and Russell Holden are a husband and wife team, who have always enjoyed working together. After years of restoring cars as a hobby, they decided that rather than do the things they were both commercially trained in, we would do *together* the things we both love (playing with old cars). They operate Old World Lamps & Tyres from a seven acre farmlet in the beautiful wine grape region of Mudgee.

Russell was a chef by profession and Chris a Bio-Chemist.

Old World Lamps & Tyres can be contacted at [www.oldworldlamps.net](http://www.oldworldlamps.net)  
Call them on 0422219911







# Wagon Wheels

John Pisani's 1959 FC Holden station wagon takes you back to a time when a sedan-based wagon graced nearly 40% of driveways in Australia.

John first saw his wagon in 2002 at a Holden car show in NSW. "I fell in love with it right away and I tried to buy it there and then", John told Retroautos recently, "but the owner would not sell."

About a year later John found out through the local Holden FE-FC car club that the red and white wagon was now for sale.

The only problem was it was in Melbourne. John picks up the story:

"I contacted the current owner, who was a young female painter. She told me there was someone already negotiating for the sale of the car. So, I had to decide very quickly what to do."

To seal the deal John offered a price that was too good to refuse. He then immediately transferred the money to the owner's bank account and then got on a plane for Melbourne.

On the flight to Melbourne John reflected on what he'd done. "I had transferred a significant sum of money to someone I had never met for a car I had not seen for a long time and had never driven. Not only that, I was about to drive it 1000km back to Sydney", he told us. No pressure, then!

After collecting the car John navigated his way to the start of the freeway north and then pulled over to survey what he had bought.

"I got out of the car and checked all her vital signs and then sat on the side of the road and finally admired my new baby".

The wagon performed perfectly on the trip back.

John stopped three times for fuel and the car never used a drop of oil or water.

He said it cruised at 110 very comfortably.

A decade later the now 57 year old Holden continues to motor along without any fuss.

Summing it all up John says that "she is so reliable and has stood the test of time and will probably outlive us all."

The wagon has also served as the template for a very successful 1/43<sup>rd</sup> model that John's company, Models 56, produces and sells.

John started Models 56 in 2006 because no one was building the type of models he liked.

The first model he produced was a diecast of a street machine XB Falcon coupe in 1/24<sup>th</sup> scale.









John's wagon served as the template when he developed the FC wagon model for his company, Models 56. Go to: [www.models56.com.au](http://www.models56.com.au)





# Pre-War MGs Return To Bathurst

By Jeremy Braithwaite







A record 72 Pre-World War II MGs and their owners gathered at Bathurst in November 2015 for their bi-annual national event. Many were rare and irreplaceable automobiles.

Kicking off the festivities was the arrival of a parcel sent by West Australian motoring identity Peter Briggs,.

Peter established a classic car museum







at Fremantle until he had the rug pulled out from under him by the local Ports Authority. His museum is now in the small town of York, east of Perth.

The parcel contained the 1938 Australian Grand Prix (AGP) winner's trophy. This was the first AGP to be held in NSW and was the first major event to be held on the then new Mt Panorama circuit. Englishman Peter Whitehead won the race and the historic trophy driving a 1.5 litre ERA.

Whitehead came to Australia with his ERA racing car to compete in the AGP before moving onto the Rob Roy hill climb's inaugural event in June 1938. He not only won that event but also broke the record.

### Star Attractions

First up was the showing of cars along Bathurst's main street. With 72 cars on hand the line up was impressive and Bathurst locals tuned out in big numbers to view the display.

The oldest car on the street was Julie Craig's 1925 14/28 model which

predates the use of MG octagon emblem (from 1928).

Just about every sports model was on display: M Type, C Type, F1 Magna, J2, J3, L1, K1,K3, PA, PB, Q, TA, NA and NB.

A very rare TA Airline Coupe in striking black and gold colours attracted considerable attention. These cars command upwards of \$250,000 at auction, if someone is willing to sell you one.

MG sedans and coupes were also well represented, with twelve SAs, six VAs and two WAs. These cars are refined, relatively powerful and extremely good looking.

After the main street show, the MGs were taken to Mt Panorama for some laps of the circuit. Bathurst Mayor, Gary Rush, flagged each car away.

I'd arranged with Todd Barker to do a couple of laps in the back seat of his SA drop head coupe and a lap with John Lackey in his magnificent Q Type.





See the end of the story for a link to the video footage and images.

MG are sports cars and meant to be driven, and so the next day it was to Borrodell Winery that the MG nation travelled, over paved highways, dirt roads and up steep hills. For most cars the journey was uneventful, but a few needed some TLC after falling victim to the usual issues of Lucas electrics.

Then it was onto Orange and a couple of go rounds of the old Gnoo Blass grand prix circuit. And back to Bathurst for the prize giving.

Thanks to Bathurst mayor, Gary Rush, and event organisers Tim Shellshear and Rob Dunsterville, who are pictured below (Tim on the right) holding up the 11938 AGP Winner's Trophy.







Above and below: 1936 Airline coupe.

More images are located here;

<https://jbraithwaite.smugmug.com/MotorsportHistorics/PreWar-Bathurst-MGs-2015>

The video footage of the Q Type on Mt Panorama is here:

<https://jbraithwaite.smugmug.com/MotorsportHistorics/PreWar-Bathurst-MGs-2015/Q-Type-Movie/>

Photos of Peter Brigg's former museum at Fremantle is here:

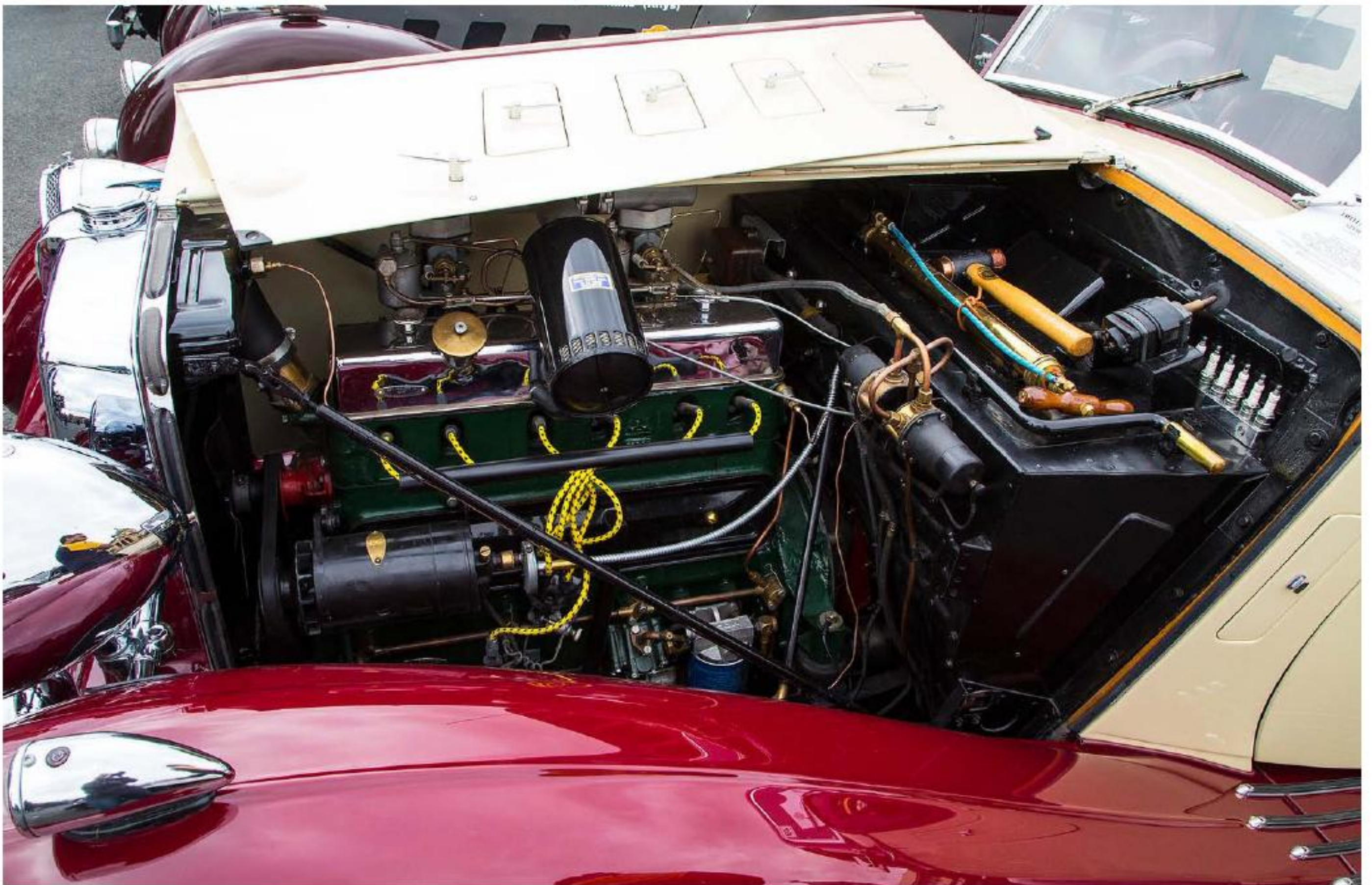
<https://jbraithwaite.smugmug.com/MotorMuseums/Fremantle/>

The Museum at York is here:

<https://jbraithwaite.smugmug.com/MotorMuseums/York-Museum/>







Above: Note the spare spark plugs and tool kit on the firewall.  
Below: You can almost smell the old English leather







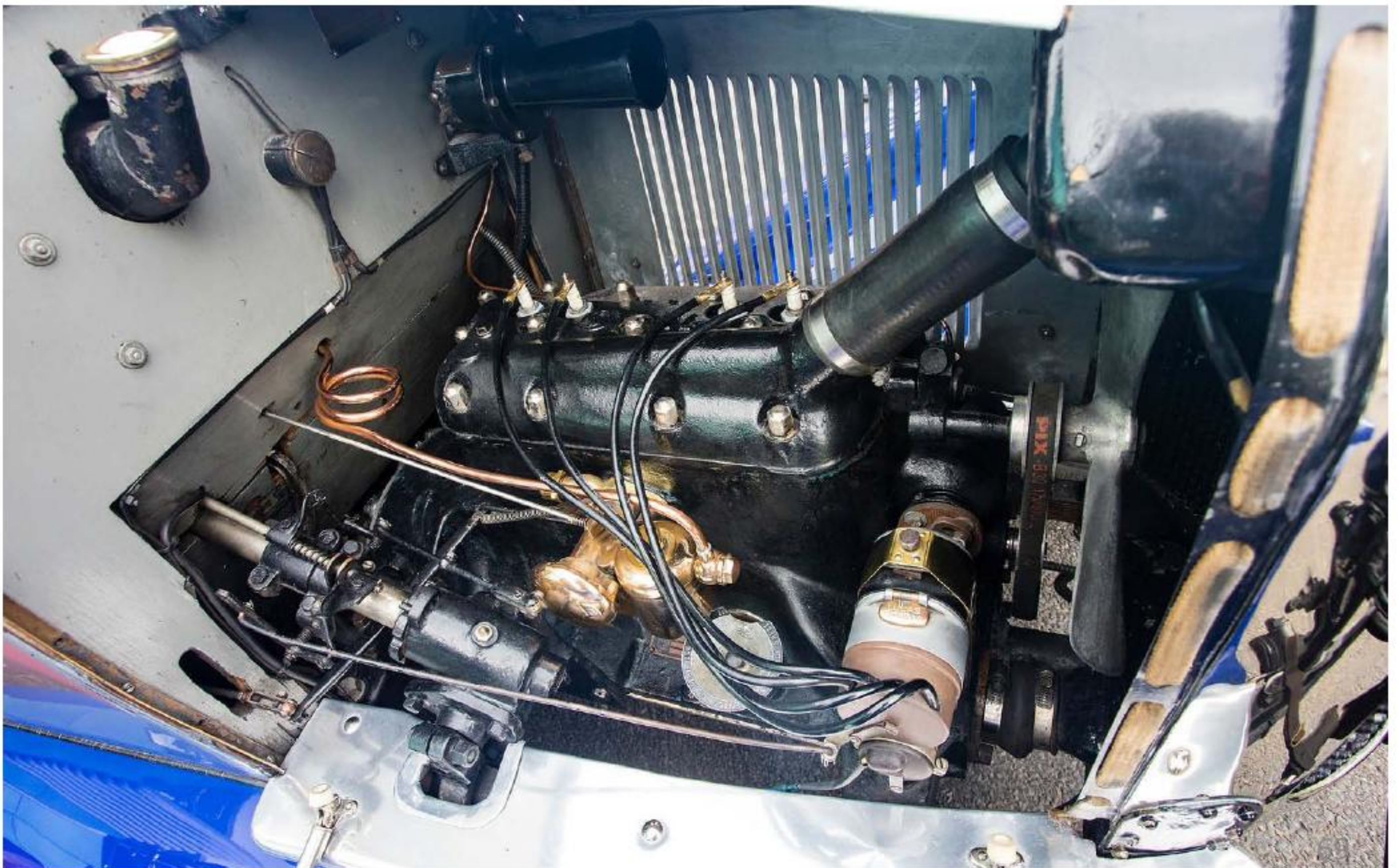
Above left: What more can we say !!  
 Top right: Club patrons Wally Magilton (left) and Ray Fowler  
 Middle right: MGs all lined up in Russell St, Bathurst.  
 Below: Julie Craig and her magnificent 14/28.







Above: The big saloon MGs have quite a presence.  
Below: The engine compartment of Julie Craig's 14/28.







Above: Steep dirt roads did not hamper the MGs, nor their owners, getting to the Winery.  
Below: Wally Magilton pushes his Type NA Magnette our Gnool Blas.







Above: Roger and Caroline Watts have fun in their TA.  
Below: Jeff Newey in his C Type lining up the Esses on the Mt Panorama track.



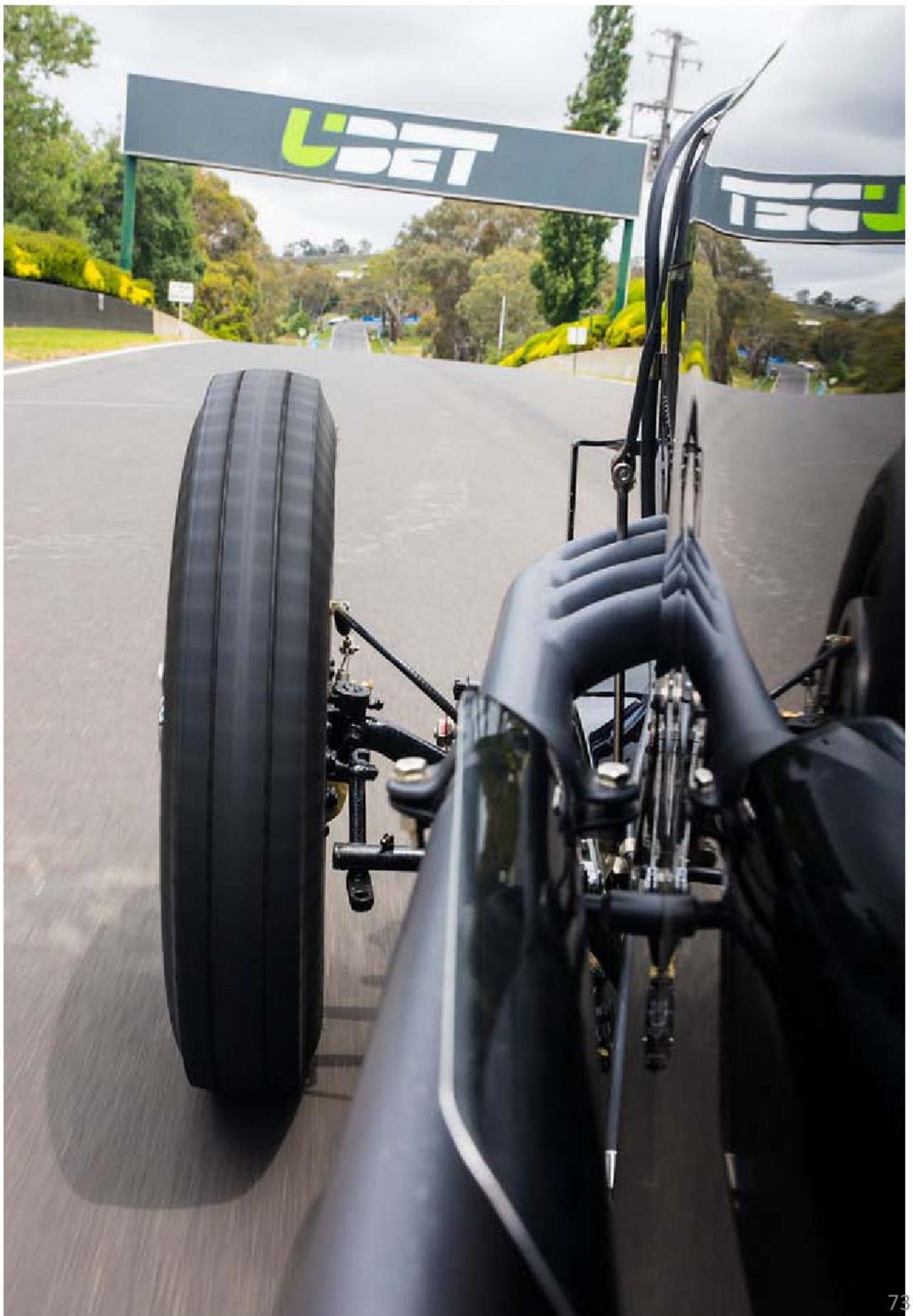




Above: Forest Elbow. Can we slip down the inside and get a fast exit out of the turn? The photo was taken from the back seat of Todd Baker's SA drop head coupe.  
Below: The big MG saloons are elegantly shaped classics, and much admired.



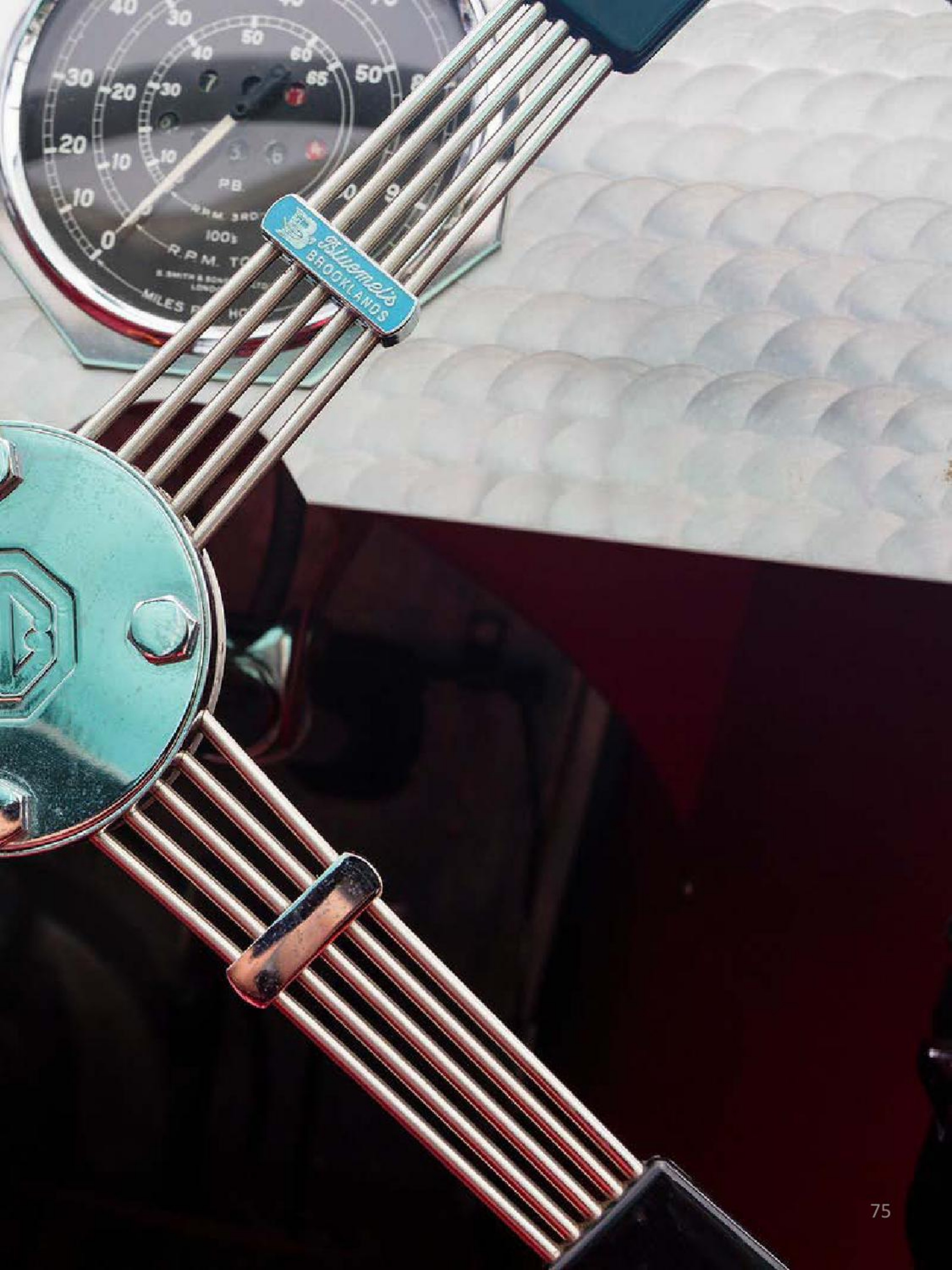
















# Lost in the '50s





Located in outer suburban Newcastle, Glen Jennings' *Lost in the 50s* American classic car museum is a must-see for any classic car tragic.

Glen has spent three decades collecting American cars and nostalgic memorabilia from the fifties and sixties and now has it all on display in a huge building that was once a brewery.

"It's all about fun," Glen tells Retroautos while we stand in a great hall which contains some of his 65 chrome encrusted, brightly painted cars representing all of the major American marques.

Quite simply, no one else in Australia has a car collection to match this one and so openly welcomes car enthusiasts to see it.

"It's a legacy thing for me," Glen says. "The fifties is an era that's long gone and we hope to be the guardians for people to come and see it."

Mind you, opening a museum was not what Glen originally intended. A few years ago he realised that his growing car and memorabilia collection was spread about in a number of warehouse across Newcastle and he couldn't enjoy because them. So, he decided to aggregate them into one location.

After almost two years of work the place was completed. Even then it was really built for his own enjoyment with no thoughts of a wider audience. However, after some mates saw it they convinced him to open it to the public.<sup>77</sup>





And so once a month, on a Sunday, Glen shares his passion with the public. There is a limit of 300 visitors each open day and online bookings are required. To make a reservation you have to go to his website [www.lostinthe50s.com.au](http://www.lostinthe50s.com.au)

In addition to the cars there is a replica of a Happy Days 1950s diner and a gift shop.

Also on display are over 5000 items that vary from quirky toys to vintage food packaging, soda machines to petrol bowlers. On the wall mounted TVs you can watch 1950s TV shows. There's 50s music and even two 1950s speedboats.

All of Glen's cars are driveable and he makes sure they get a monthly work out, including the Batmobile replica.

"It's a chance to see something you'll never see again." Glen says.

"No one leaves here without a smile on their face" he adds.







Glen's collection includes many "everyday" cars interspersed with iconic '50s American autos.





# BMW 507

## 60<sup>th</sup> Anniversary





A styling success. A commercial failure.  
Now it's worth millions.





Another BMW anniversary, this time it's the 507 sports car.

The Albrecht von Goertz-designed car had its genesis with legendary U.S. importer Max Hoffman in the mid-fifties.

Hoffman convinced BMW management that the U.S. market needed a car positioned below the Mercedes-Benz 300 SL, but above sports cars from brands like Triumph and MG.

Ironically, Hoffman also made exactly the same pitch to Mercedes Benz who responded with the 190SL. Not only that, he'd been the one to initially urge Mercedes to build the 300 SL!

Hoffman envisioned the V8 powered 507 hitting the market at a selling price of \$5,000, which he confidently projected would result in annual sales of 5,000 cars in the U.S. alone.

The task of designing the 507's body initially fell to Ernst Loof. And what an ugly dog he penned. (see picture below).

Max was not pleased and quickly voiced his displeasure with Loof's styling.

Several new designs were reportedly rejected before BMW agreed to hire design consultant von Goertz, who was living in the USA, and just happened to be a friend of Hoffman's.

The 507 debuted in prototype form in 1955, and reviews from the public and press were overwhelmingly positive.

A year later, in November of 1956, production began.

Trouble was the cost of building the hand assembled roadster put the price up to that of the Mercedes 300SL, and only 232 were sold. So much for Hoffman's prediction of 5,000 sales.

Not only did the 507 not sell, it almost sent BMW broke.

One bright note for BMW was that Elvis Presley bought two whilst he







was stationed in Germany doing his military service. The first one was white and he supposedly gave that to actress Ursula Andress.

The second one he bought was painted red. He had it shipped back to the USA. Go to Retroautos September 2014 edition to read more about it.

## Albrecht von Goertz

Von Goetz was a German who left his homeland in 1936, aged 22, and landed in the USA .

He shifted out to LA in 1938 where he did odd jobs and then set up in a small garage where he built customised Model A Fords.

In 1939 he customised a Mercury and it was displayed at the 1939 Worlds' Fair in New York. The car is pictured below. It was called the Paragon.



He joined the US Army in 1940 and after the end of WWII he re-opened his business in New York.

In 1946 a chance meeting with Raymond Lowey, famed industrial designer and styling consultant to Studebaker, led to a job offer at the Lowey's Studebaker studios.

He left Studebaker and Lowey in 1952 and set up as an independent industrial, he befriended Max Hoffman, a friendship which led to him to BMW.

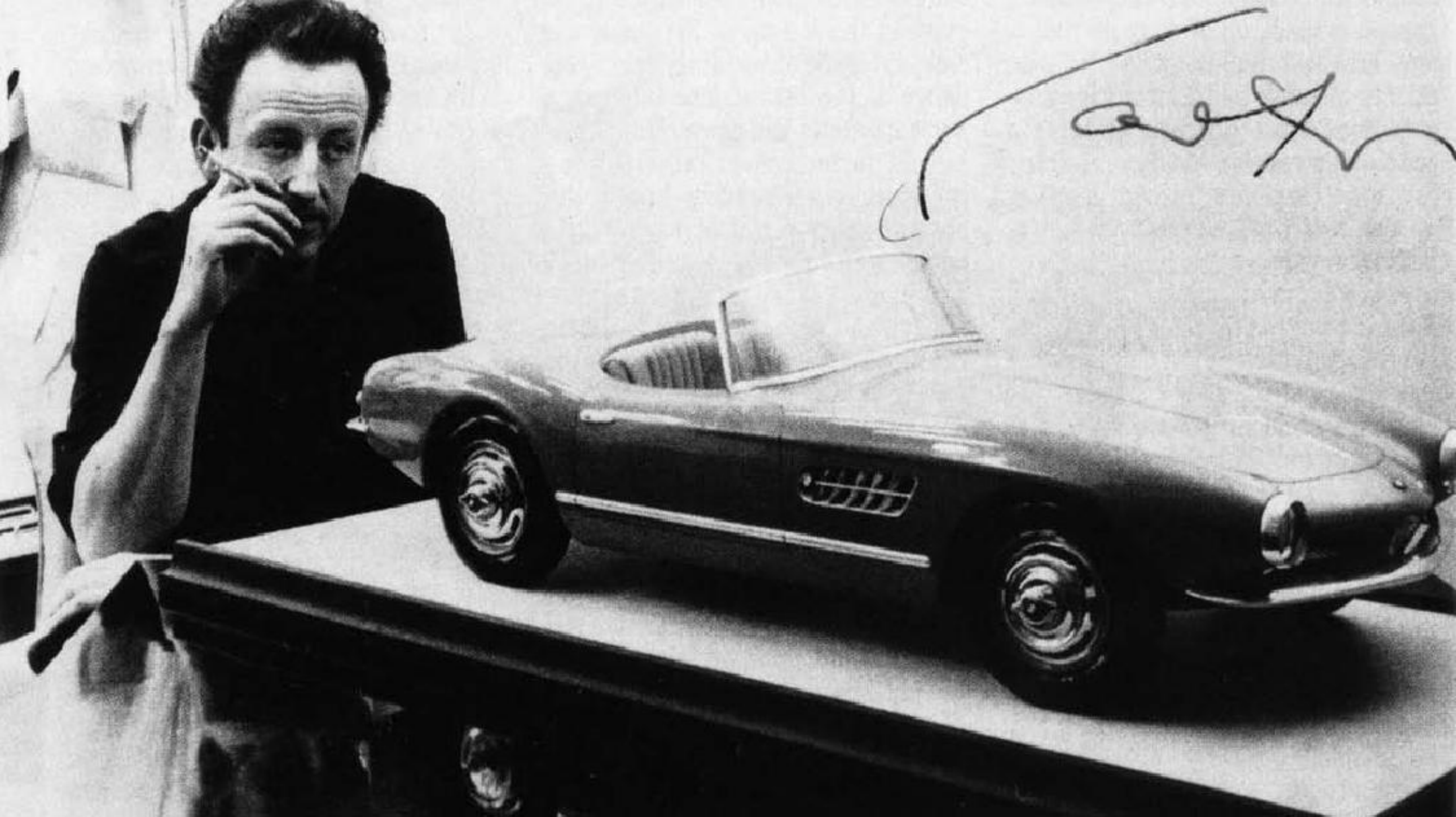
Von Goertz also penned the 1956 BMW 503, a hardtop four seater coupe and convertible.

After the BMW 507/503 von Goertz consulted to Porsche, Nissan and Toyota. His influence can be seen in the Toyota 200GT and the Datsun 240Z.

He died in 2006.







Above: 507 designer Albrecht von Goertz looks at a scale model of the small roadster.  
Below: The interior matched the appointments of the Mercedes 300SL.





The prototype 507 at the 1955 Frankfurt Auto Show.



Elvis Presley with his first 507.







# Japanese

This story was assembled by Vic Hughes using a variety of sources including:

"Isuzu Memorial 1953 -2003"

"The History of Anglo-Japanese relations, 1600-2000" (Volume IV, Chapter 6 - A case study of Anglo-Japanese cooperation in the motor vehicle industry: Ishikawajima, Wolseley, Isuzu and Rootes)

The Classic and Sportscars book "A-Z of Cars 1945-1970"





# Hillmans





## Hillmans in Japan

Story by Vic Hughes, with thanks to Jan Eyerman (Hillman Cars Group USA) and Brett Wild. (Bellett Forum Australia)

Today, most people associate Isuzu with trucks and SUVs. If you were around in the 1970s and 80's you might remember the Holden Gemini/Chev Chevette – a product of a joint collaboration between Isuzu and GM.

Those who can remember the 1960s may also remember the Isuzu Bellett and Florian cars, and possibly the Wasp utility.

But not many people are aware that the first cars made by Isuzu after World War II were British Hillmans.

So how did all this happen?



## Isuzu's Early History

Isuzu traces its history back to the Tokyo Ishikawajima Shipbuilding & Engineering Co., Ltd. (TISE) which was established in 1893. In 1918 the company diversified into car making, by starting a passenger vehicle production venture in a tie-up with the British automaker Wolseley Motors Ltd.





休日は ご家族そろって出かけましょう  
荷物もたっぷり積める 6人乗り乗用車です



ウィークデーは コマースカルカーです  
500kgの荷物を満載して タフに働きます



快適な乗心地 高速の安定性  
スタンダードはヒルマン・ミンクス独特の流れるようなボディラインを特徴とした乗心地に気を配った経済車です。大きなサイドからの風や雨を、軽くて切れのよいハンドル、効きのよい強力なブレーキ、指先で軽く操作できるギヤー・サマシ、あらゆるシチュエーションで物足りなさを解消する強力なサスペンションによる快適な乗り心地……等、スーパースタッドとヒルマン・ミンクスの特長を、高度の美観性をもってあります。また出力が60馬力に向上したエンジンによって加速性能、登坂力もよりよくなり、乗心地が一段と良くなりました。快適な乗心地、高度の安定性、そしてすばらしい性能を誇るヒルマン・ミンクス・スタンダードは、日常用はもちろん、ハイヤー、タクシーにもっとも適した乗用車といえることができます。



広い視野 軽快な運転機構  
広い視野、軽くて切れのよいハンドル、安全確実に作動する運転機構、見やすい設計等によって、どなたにでも簡単に運転することが出来ます。また、ラジオ、モニター、時計、電圧計、油圧計、ウォッシャー、タイマー、自動ブレーキ、などスーパースタッドの標準装備もご要望によって簡単に付けられます。

6人乗りの便利な室内  
広々とした6人乗りの室内は、前後席ともまんがけられ、お友達やご家族そろってドライブを楽しめます。乗り降りの楽な大きなドアは前後とも一杯に開きます。また、のりやすいシートはサマー・ムーン・スプリングの4種で、その快適な乗心地は申し分ありません。また運転席はお客様の位置に前後にたやすく調節できます。



In January 1953 Isuzu and Rootes signed a "Technical Assistance Agreement" under which Isuzu would build and sell Hillmans in Japan from CKD components.

In 1922, TISE succeeded in localizing production of the Wolseley A9. This was the first passenger car ever made in Japan (Toyota made its first car in 1936).

During the 1930's "Tokyo Automobile Industries" was formed out of TISE, and in 1949 the company name was changed to Isuzu Motors. The name Isuzu is taken from a river in Japan.

After World War II, car companies from the Allied countries were anxious to sell vehicles in Japan.

By April 1952 six companies - Rootes, Renault, Standard, Opel, Fiat and Chrysler - had conducted Japanese market research studies. The Rootes group of the UK initially proposed to set up their own CKD (Completely Knocked Down) factory and had applied for approval to do so. This was opposed by the Japanese Ministry of International Trade and Industry (MITI), and Rootes was required to seek a Japanese partner.

The terms of the agreement were that Isuzu received the sole rights to import all types of vehicles made by Rootes. In addition, Isuzu acquired the right to build Hillman Minx cars and Comer delivery vans.

In return Isuzu would pay Rootes royalties for each car, with the first 2,000 being royalty free. After 5 years, the agreement could be terminated with 1 years notice - if not terminated it would remain in force for 25 years.

On 28 October 1953 the first Isuzu built Hillman Minx was produced at Isuzu's new Oomori factory. Known in Japan as the PH10 model, these were basically the normal Mk VI Hillman Minx; with 1265 cc side-valve motors and a column shift manual gearbox. Body panels were imported. Locally made tyres, tubes and batteries were used, and the car was painted locally. The Isuzu Hillman Minx was sold through the Japanese Yamato Motor Company (jointly owned by Isuzu and Rootes).





The early models were very much marketed and sold as Hillmans.

By 1955 4 body styles were available: a four-door sedan, two-door convertible, the two-door Californian coupe and a two-door estate.

In 1956, Rootes released the new "Audax" series Minx – a complete new body which carried over some mechanical components, such as the OHV motor, from the previous Mk VIII. This new model was also built by Isuzu and released on 19 September 1956.

Right from day one Isuzu had pursued a policy of gradually moving away from CKD assembly and on 28 October 1957, the first completely Japanese made Hillman was completed.

During late 1950s the Japanese Hillmans matched the UK for styling and body design changes. However Isuzu did not take the revised 1963 Hillman shape, as it was already building a car of its own design alongside the Hillman.

Indeed, there was very little change to the appearance of the cars from October 1960.

The "Audax" Minx was heavily marketed to the increasingly affluent middle classes, and advertising reflected this aspirational positioning. Hand drawn brochure images depicted a car larger than it really was.

Isuzu phased out the Hillman Minx in June 1964 at which time 57,729 Isuzu Hillmans had been made.





### トランクスペースは たっぷり広い

トランクの広さが、レジャードライブや、旅行をたのしくする……ヒルマンのトランクルームには、スーツケースやゴルフバッグなど、たくさんの荷物がおさまります。美しいシートがしきつめてあり、スペアタイヤも手際よく配置され、出し入れが容易です。トランクリッドは、軽くツマミをヒネれば片手で上まで一杯にあがり、自動的にランプが点いて、夜の荷物の積みおろしに、大そう便利です。

### 夜間の後退が安全になりました

大きなテールランプに、明るいリバースランプが組込まれました。バックギヤーに入れると自動的に点灯し、路面をはっきり照らしますので、夜間の後退が安心して行えます。





# RetroRacing

The Alpine Rally of East Gippsland is Australia's longest running motorsport event having been first contested in 1921. It is also being one of the worlds longest running motor sports event, behind only the Monte Carlo Rally, French Grand Prix and Indianapolis 500.

Held over different stages between Bairnsdale and Cann River it is 430kms of full on motorsport action.

The Event is open to Historic Rally Cars, Production Rally Cars, Classic Rally Cars and Club Rally Cars .

No 4WD or forced induction vehicles are allowed.

These razor sharp photos are taken by Andrew Day.

Copyright Andrew Day 2015.

Photos By Daysy.

Click on link below:

[www.photosbydaysy.net](http://www.photosbydaysy.net)



Event winners Jack Monkhouse Dale Moscott in their Datsun 180B SSS coupe.









Tony Jordan and Richard Davidson



Second place - Alan Friend driver & Michelle Canning.





Fiat 1500 - John Ellis & Adrian Sietsma.



Third place: Luke Sytema & Adam Wright.







Bruce Fields and Lyndon Wilson slide their Mercedes 280 through a turn.









Andrew Daniell and Tony Moore get their Datsun Stanza just a little too sideways on a pavement section.





Ed Mulligan & Catriona Kelly



Stuart Lawless & Darcy O'Connor







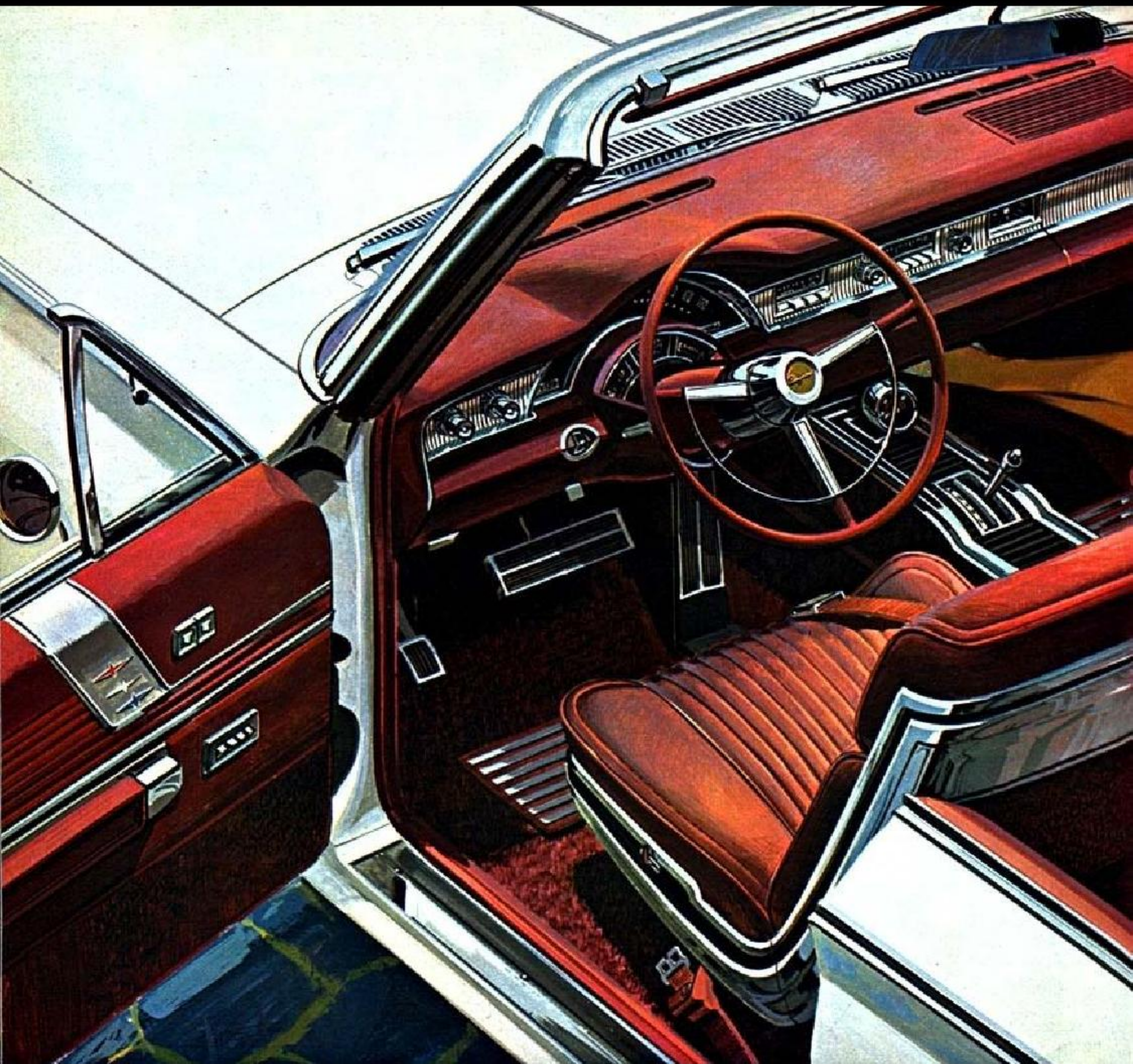
Michael Arundel & Simon Healey “haul the mail” in their Mustang





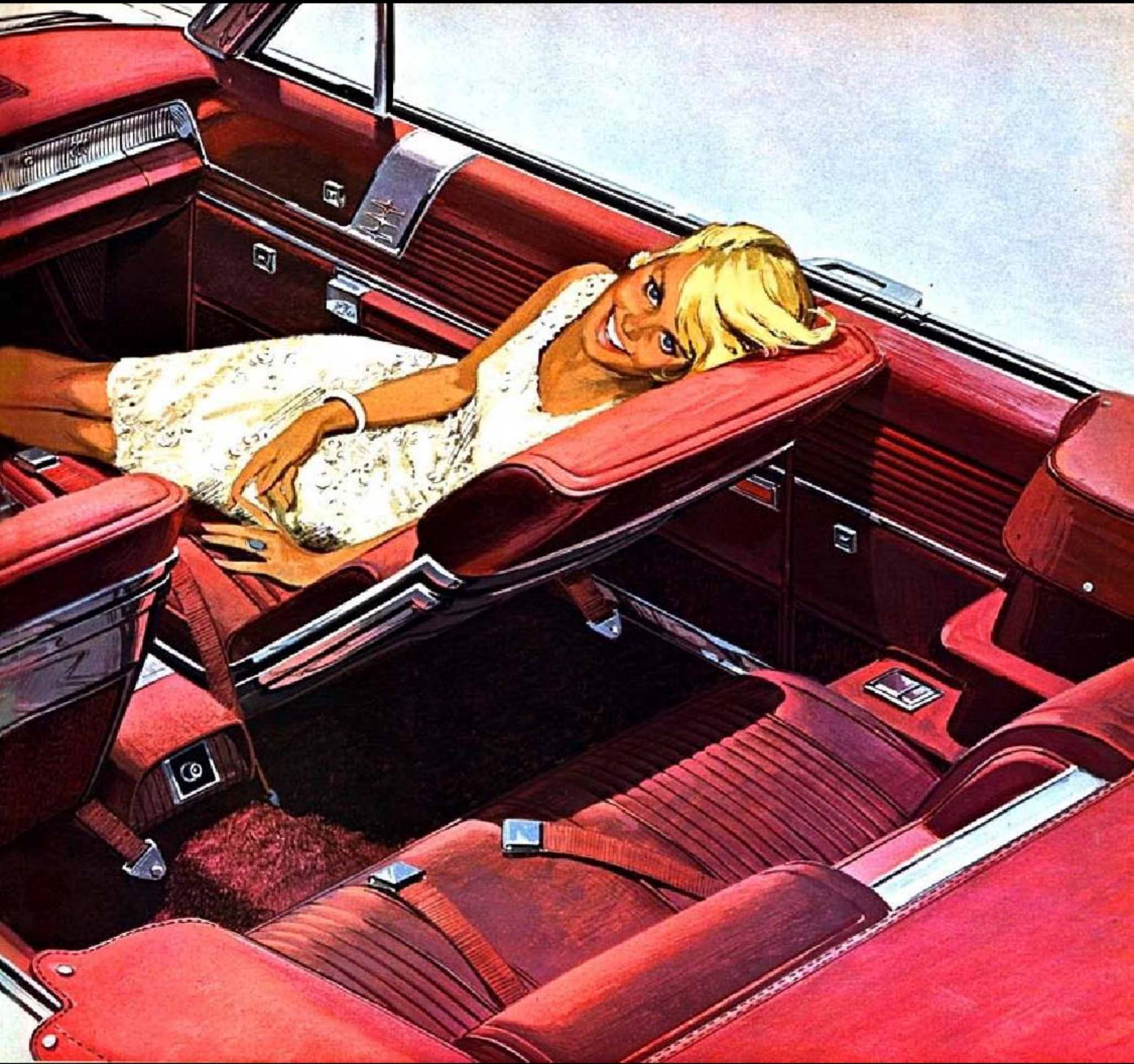


# *Retro Ads*



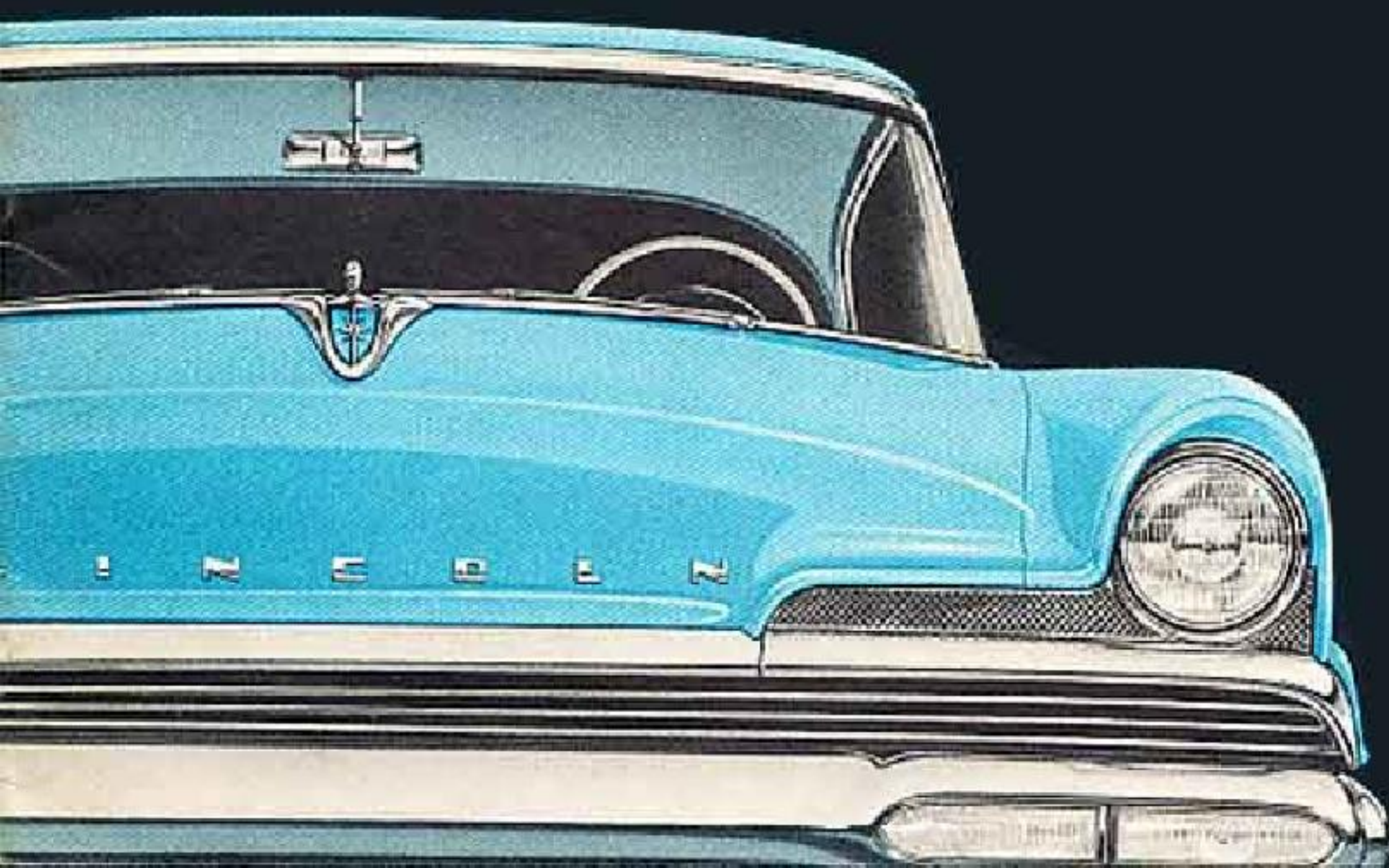


# *Celebrating the Art of Automotive Advertising*



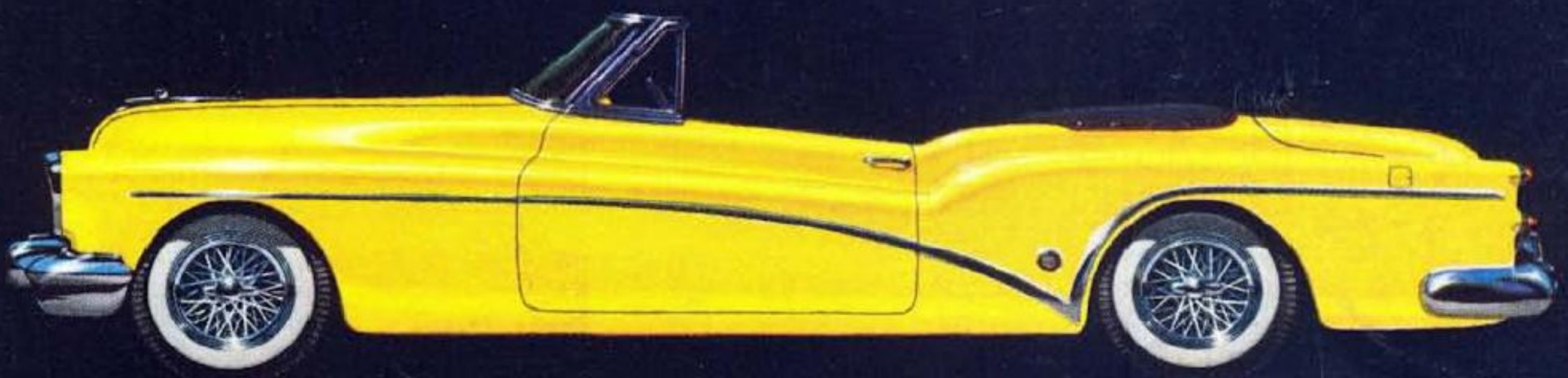


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especially styled for those who want exclusiveness

plus the complete modernity of Buick's Golden Anniversary automobiles.

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Power Steering and Power Brakes standard equipment. Price on request.

**SKYLARK** by Buick



# Austin Healey

## at 142.6 M.P.H

At Utah Donald Healey driving his Austin Healey '100' reached a speed of 142.6 m.p.h. over the measured mile.



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Consider these specifications: *Speed:* Capable of 110 miles per hour! *Acceleration:* 0-60 m.p.h. in 10.5 seconds! *Mileage:* Up to 25 miles per gallon. Record-breaking AUSTIN A-90 overhead valve

engine has twin S.U. carburetors. Synchromesh transmission has three forward speeds plus overdrive! Wire-spoke knock-on wheels. Adjustable windshield. Heater. Defroster. Tonneau Cover. Tachometer. And *all* these wonderful custom features cost you absolutely nothing extra!

Best of all — this magnificent motor car sells for only \$2,985\* including Federal taxes!

**BRITISH MOTOR SALES and WESTCOTT MOTORS**

Kettner at "A", San Diego

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*The choice of men who  
know most about cars*

**HUMBER**

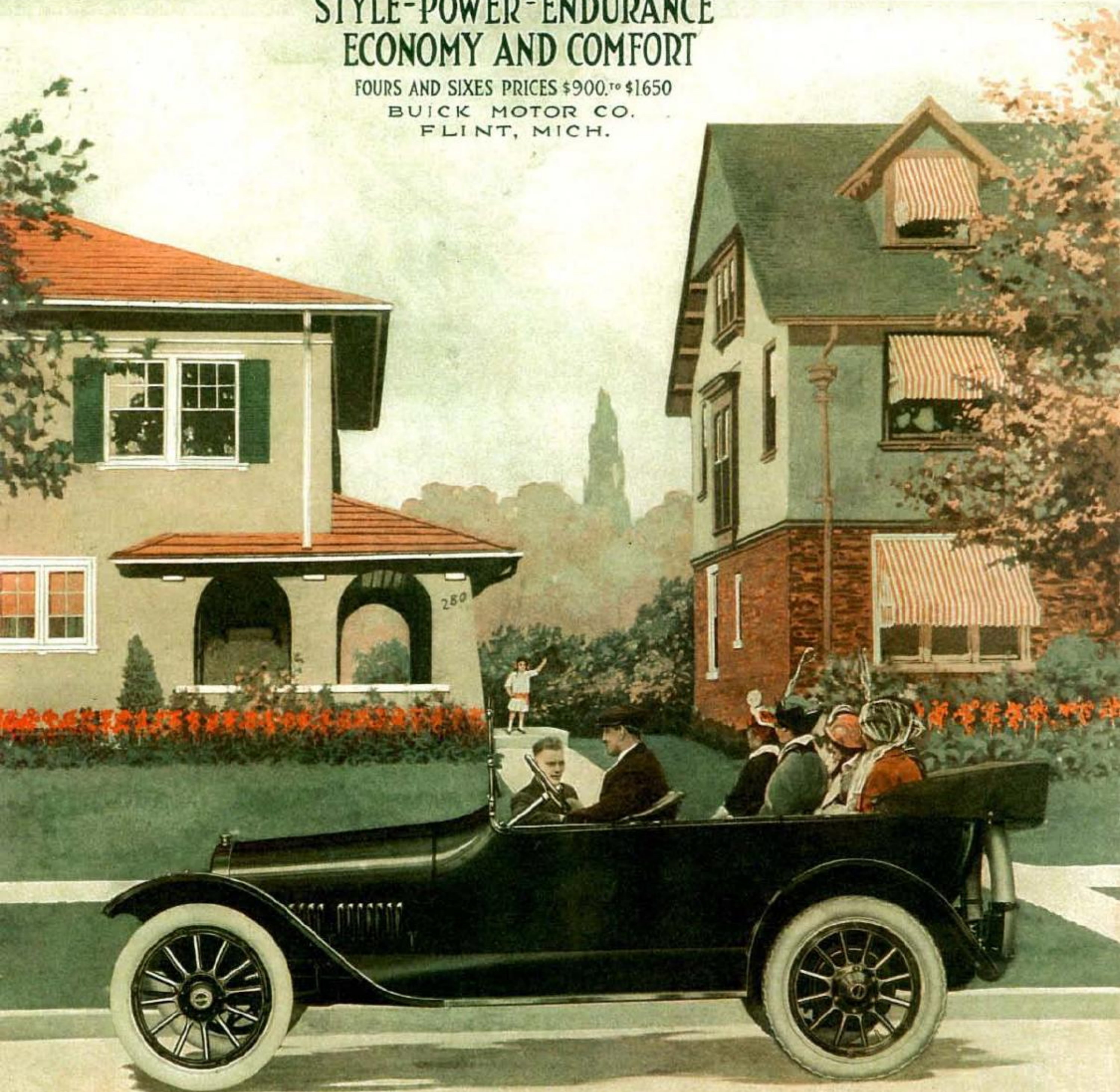


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ECONOMY AND COMFORT

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BUICK MOTOR CO.  
FLINT, MICH.







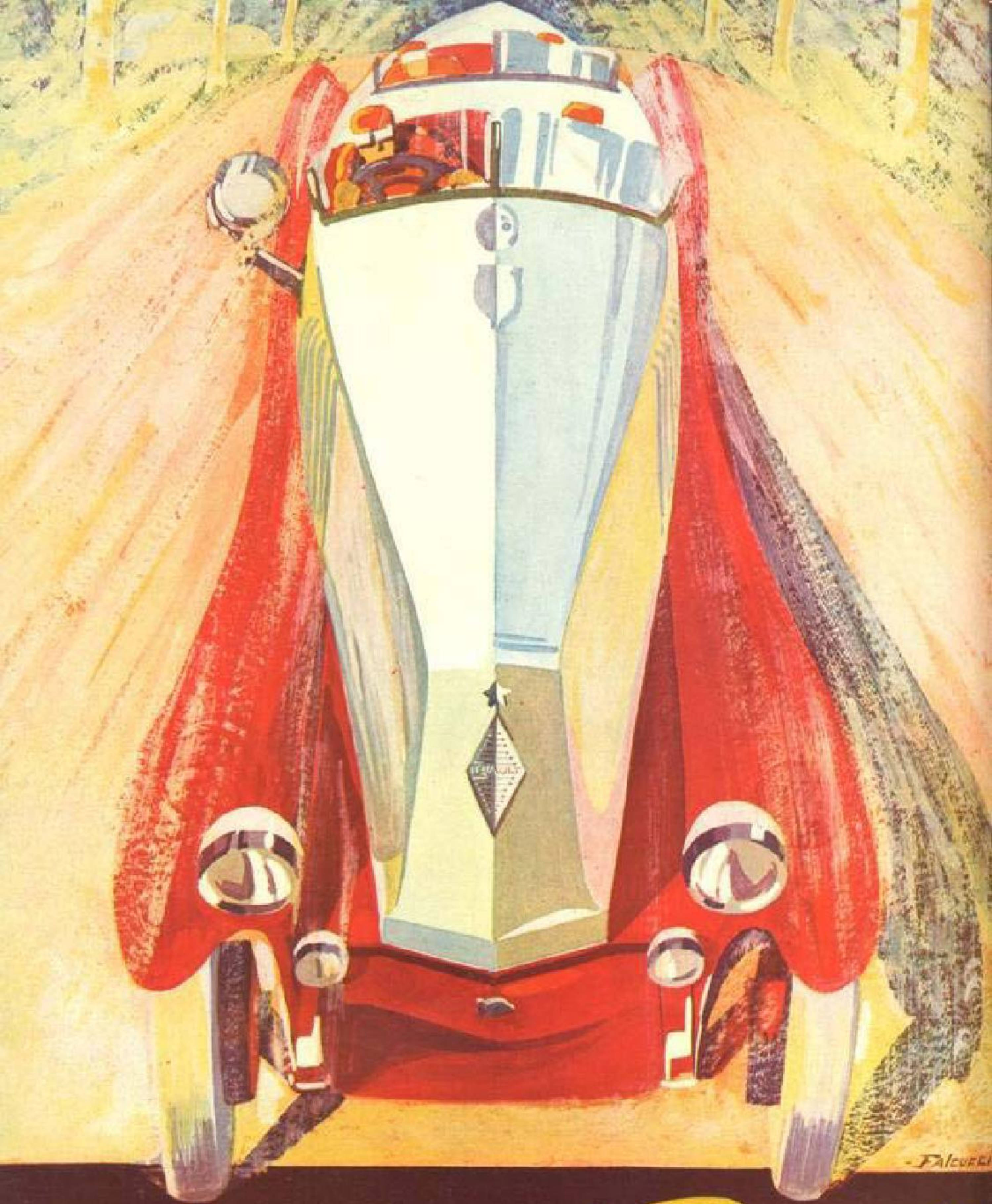
HORNUNG











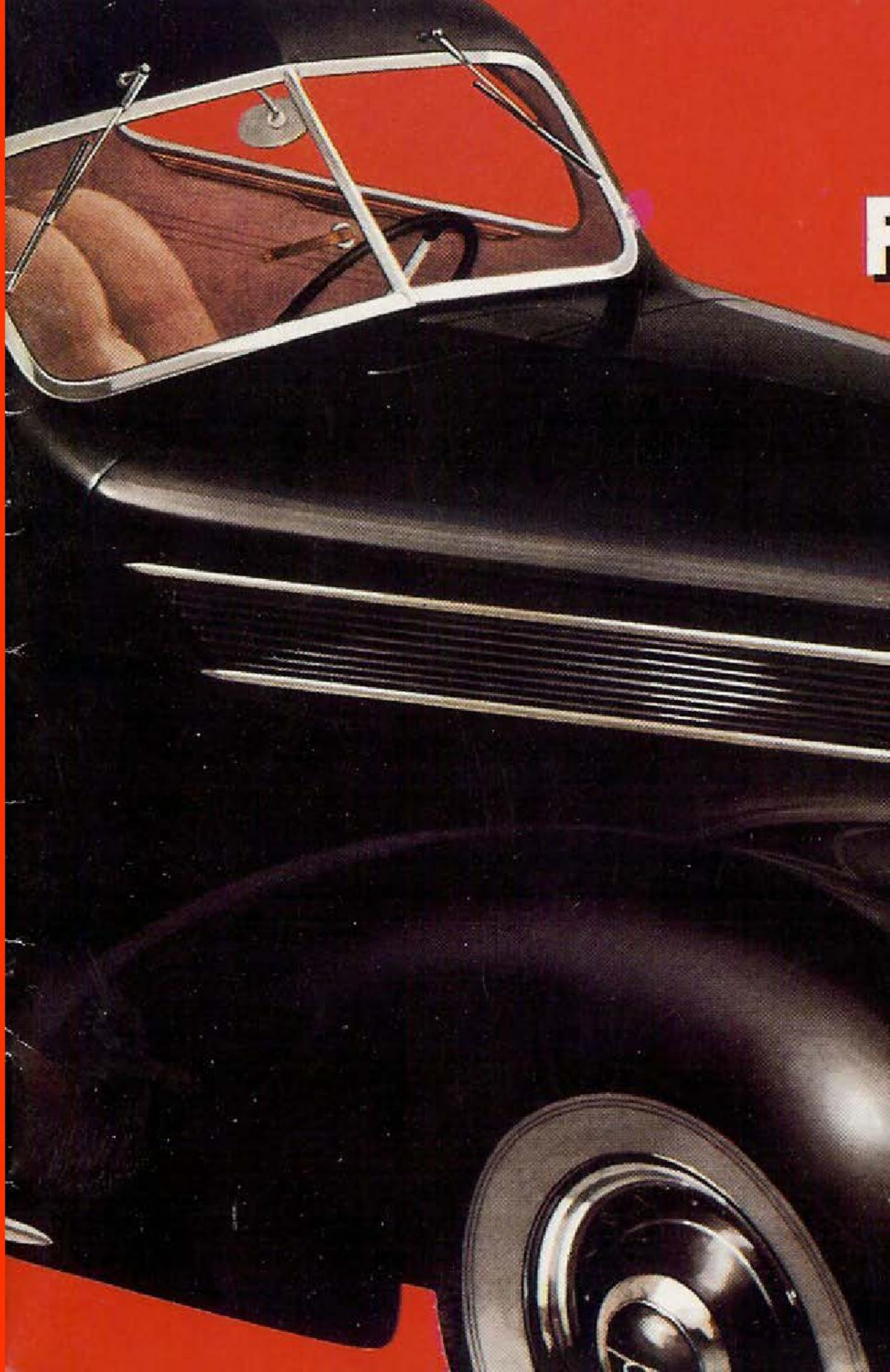
en 40 cv Sport Renault



# TATRAPLAN









# THE NEW FORD V-8 CARS FOR 1937





# FORD makes it ..no car near its price can match it!

**FOR PERFORMANCE:** Only *eight*-cylinder engine near its price! A big, powerful engine that does its job smoothly and quietly. So well built you don't need to "break it in."

**FOR ECONOMY:** The Ford V-8 averaged 24.92 miles per gallon in the 1940 Gilmore-Yosemite Economy Run — better than any other standard-equipped car in its price class.

**FOR SAFETY:** Biggest hydraulic brakes in the low-price field! Strong X-type frame—lowest center of gravity—full torque-tube drive! Stabilized chassis—powerful Scaled-Beam Headlamps—oversize battery.

**FOR COMFORT:** A buoyant, restful ride. Four double-acting, hydraulic shock absorbers—soft springs—123-inch springbase—added room—deep, wide seats—controlled ventilation.

**FOR STYLE:** The beauty of the Ford comes from the Lincoln-Zephyr, world's style leader. Flowing lines, sparkling colors, luxurious interiors, more equipment included in the price.

**FOR DOWNRIGHT DOLLAR VALUE:** Extra cylinders in the engine, extra quality all through the car. Ford has built more cars than anybody else and has the world's best equipped plant for building them!



Visit the new Ford Expositions at the two Fairs, New York and San Francisco, 1940

**STEP UP TO THE V-8 CLASS**

**IT PAYS TO DEAL  
WITH THE FORD DEALER**

He is ready, willing and anxious to trade. Before you buy any car, let him appraise your present car—any make. Ford prices are low — and include equipment for which you usually pay extra.

The De Luxe Ford V-8  
Fordor Sedan





*"Boy, you shoulda seen me  
breeze by Doc Tompkins,  
comin' up Elm Street hill!"*



## PERFORMANCE! You'll find it in a FORD

The only place you'll find 8-cylinder performance is in an 8-cylinder engine. That's why the Ford V-8 stands alone in the low-price field!

You can read about Ford performance—you can hear about it from pleased and proud Ford owners—or you can feel it for yourself.

It's most fun, first-hand. See what this big car really has under its hood. Test it

in traffic—on the hills—or out where the roads run long and straight. Notice, also, how little gas you use as you go!

We hope you'll be hard-boiled about it. We know what this car can do, because we built it. We know that the most skeptical prospects come back from their first Ford ride with a grin of genuine pleasure.

Beautiful lines—rich interiors—extra equipment—these things you

can see and appreciate on the dealer's showroom floor. But the smooth surge of 8 eager cylinders, the smooth safety of big hydraulic brakes, the smooth comfort of the quiet Ford ride—all deserve much closer acquaintance.

In a very few minutes, any 1940 Ford V-8 will show you the vital difference between promise and performance! And you'll surely enjoy being shown!





Presenting  
Pinin Farina's Latest  
The Exciting New 1953  
***Nash Rambler***



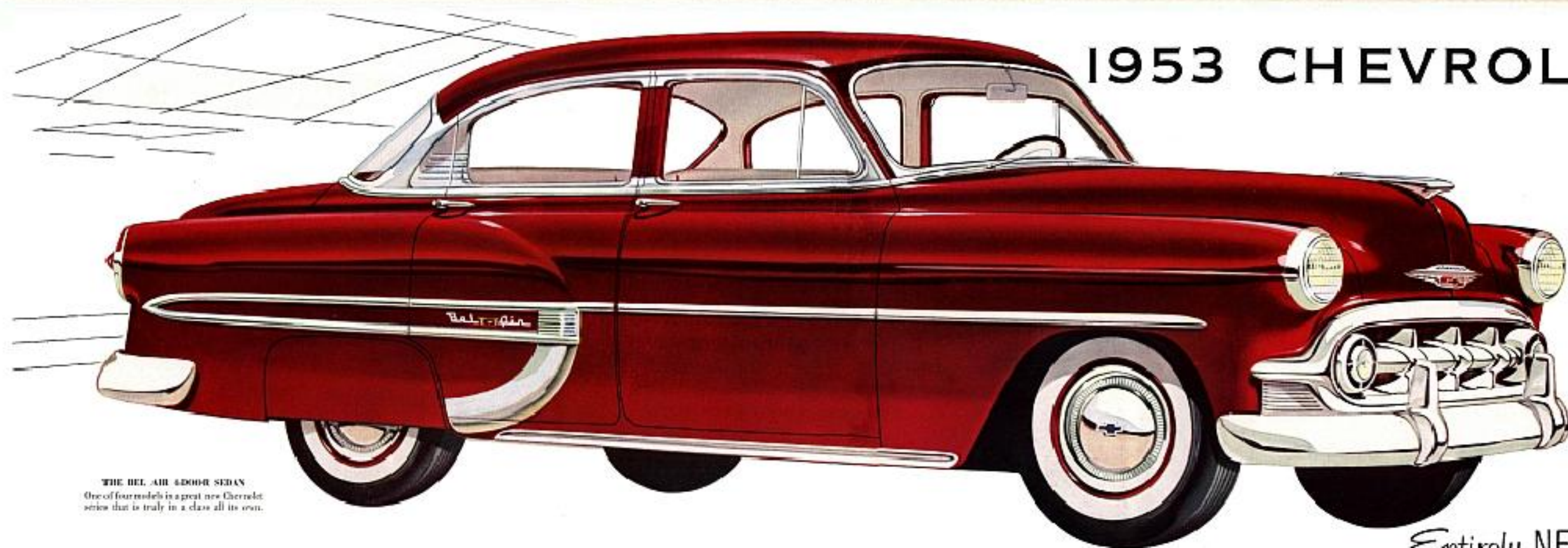
The Car Designed for Today's Traffic





**MAGNETTE FOUR-SEATER**

**£ 399** ex Works



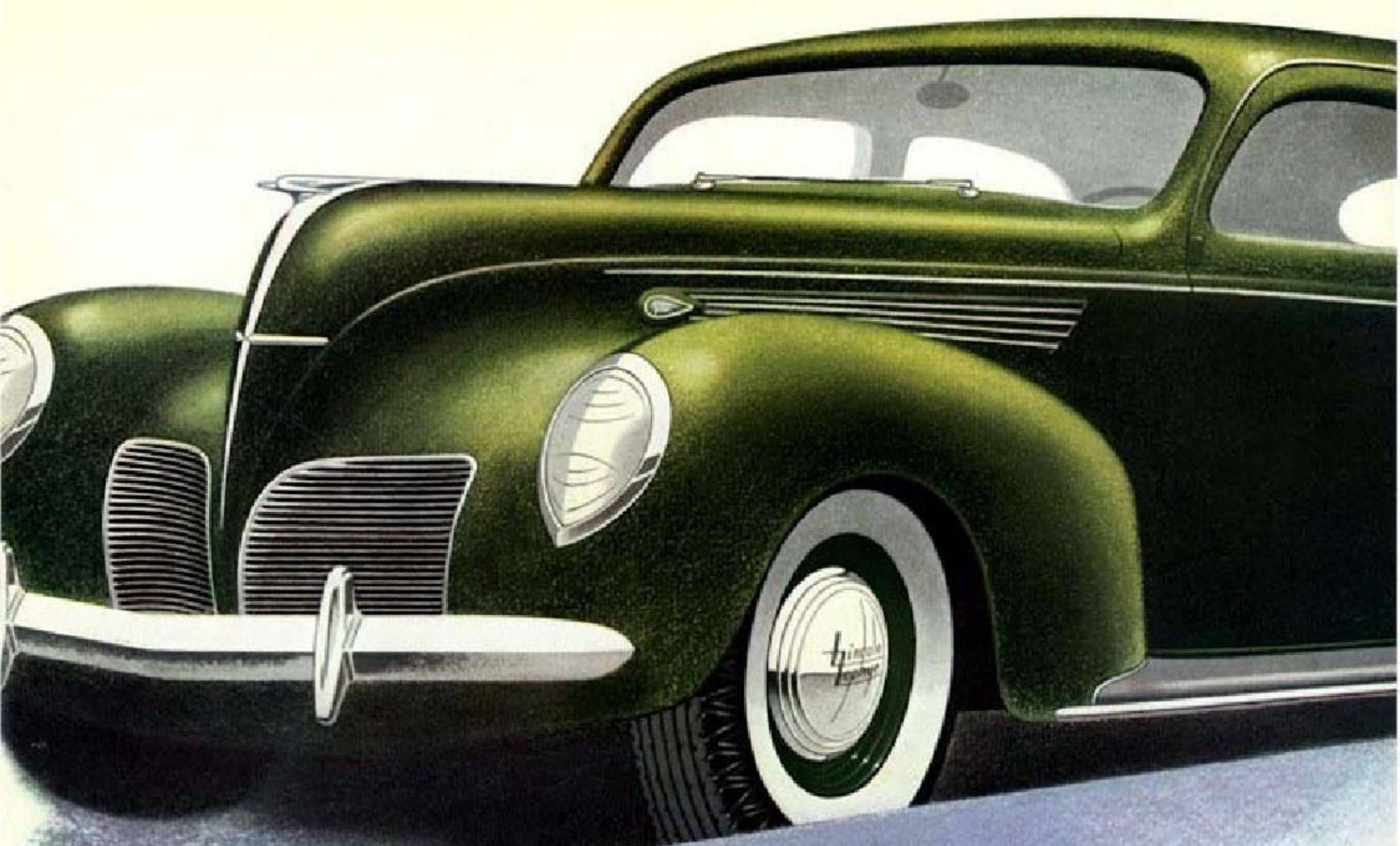
**1953 CHEVROLET**

**THE BEL AIR 4DOOR SEDAN**  
One of four models in a great new Chevrolet  
series that is truly in a class all its own.

*Entirely **NEW**  
-through and through!*





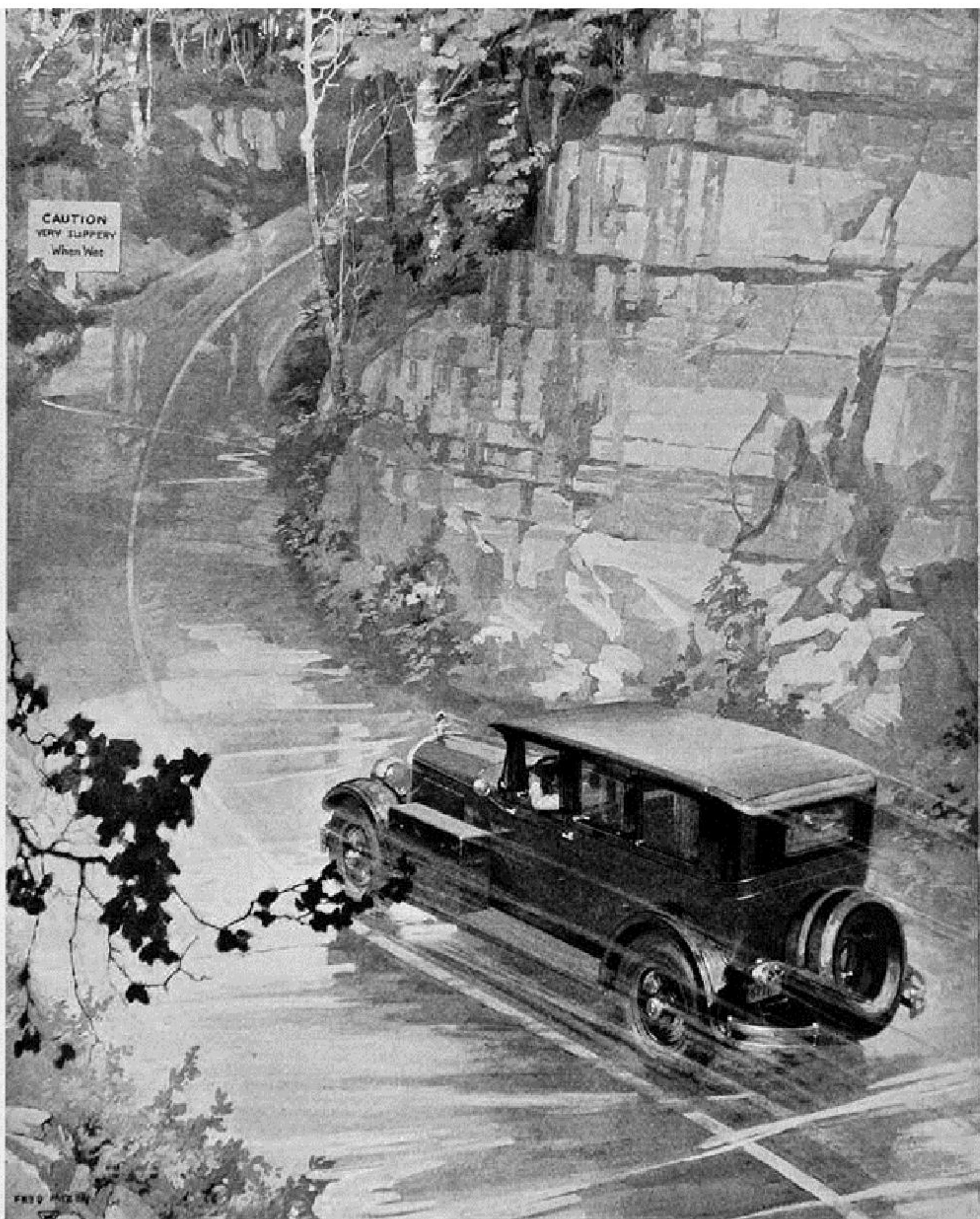


# LINCOLN-ZEPHYR V-12

**FOR 1938**







## THERE ARE TIMES WHEN ONLY A MARMON WILL DO

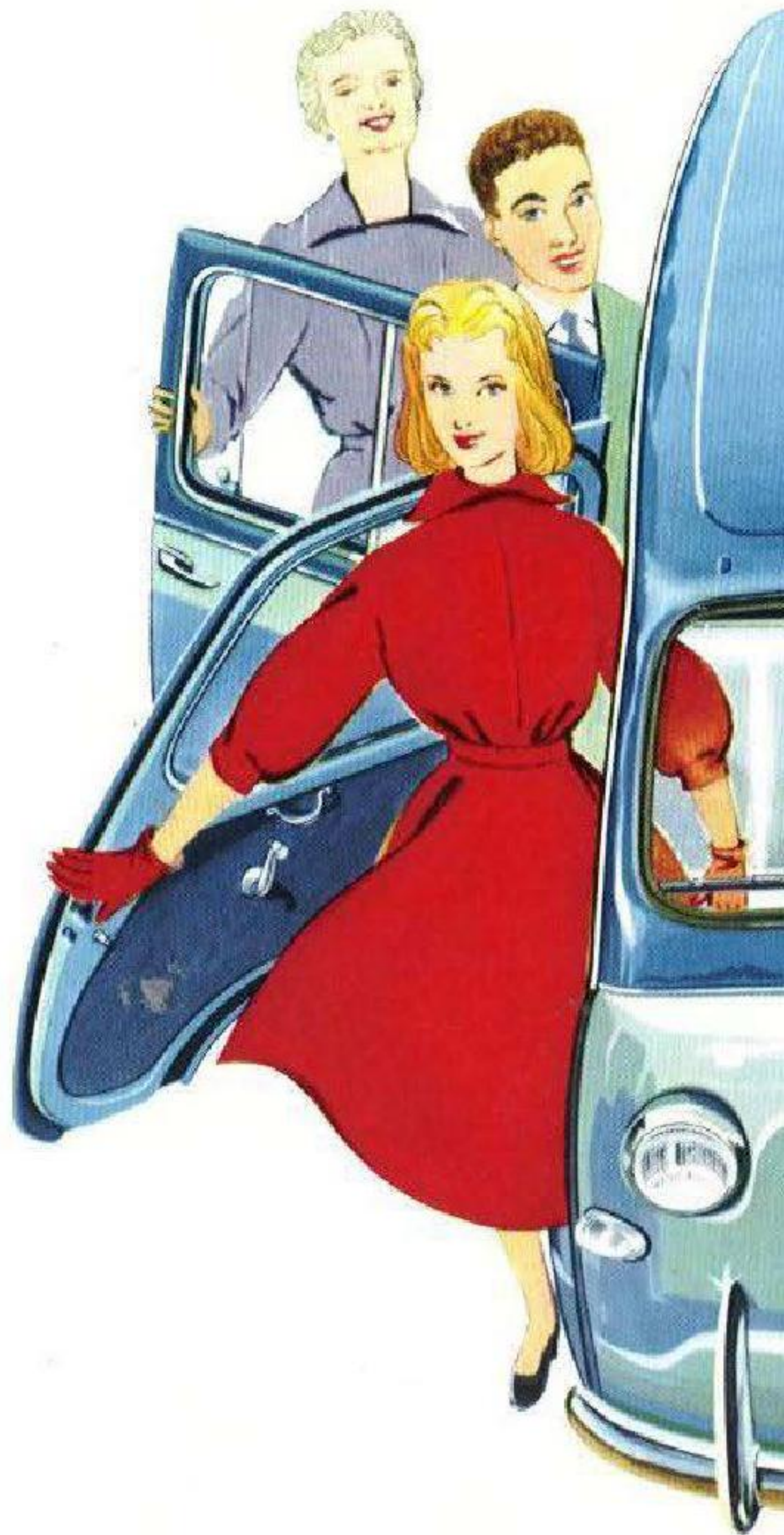
*A* wet, slippery uphill curve in an unknown land . . . an impulse to hurry but caution warning you to ease up on the foot throttle and feel your way. Under these circumstances the owner of a Marmon makes his own ground rules . . . He knows he can trust to the balance of his car and maintain the same cheerful clip . . . inimitable

spring construction . . . poise as fine as that of the most evenly keeled yacht . . . a smoothly-fed torrent of never-failing power . . . these are things that have earned for Marmon the reputation of being the sweetest road car on earth and given every Marmon owner his priceless road confidence . . . Truly, there are times when only a Marmon will do!

*Cars sold, if desired, on convenient credit plan . . . Twelve distinct models to choose from*



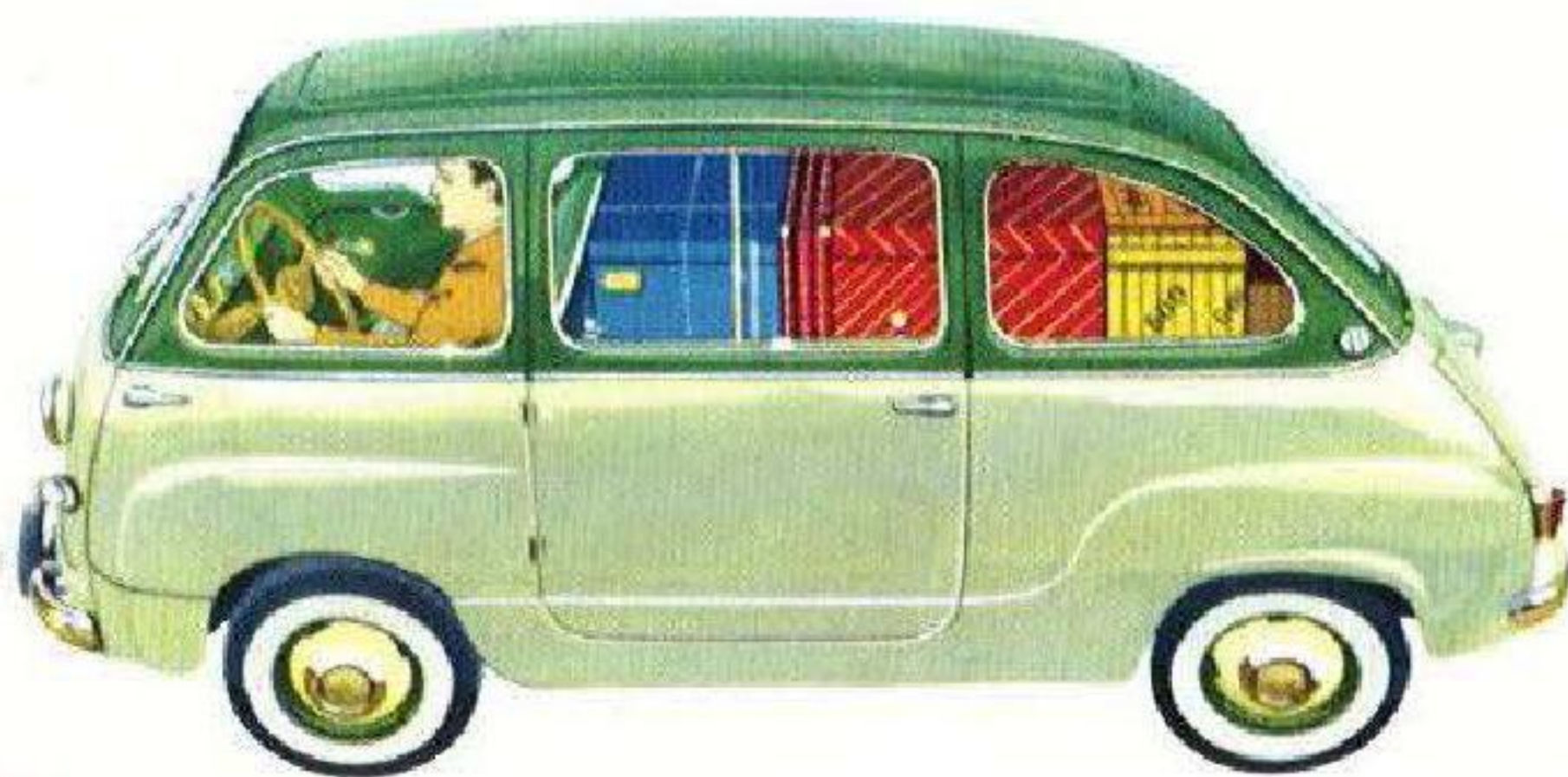
# *the 600 multiple* **all service**



# FIAT

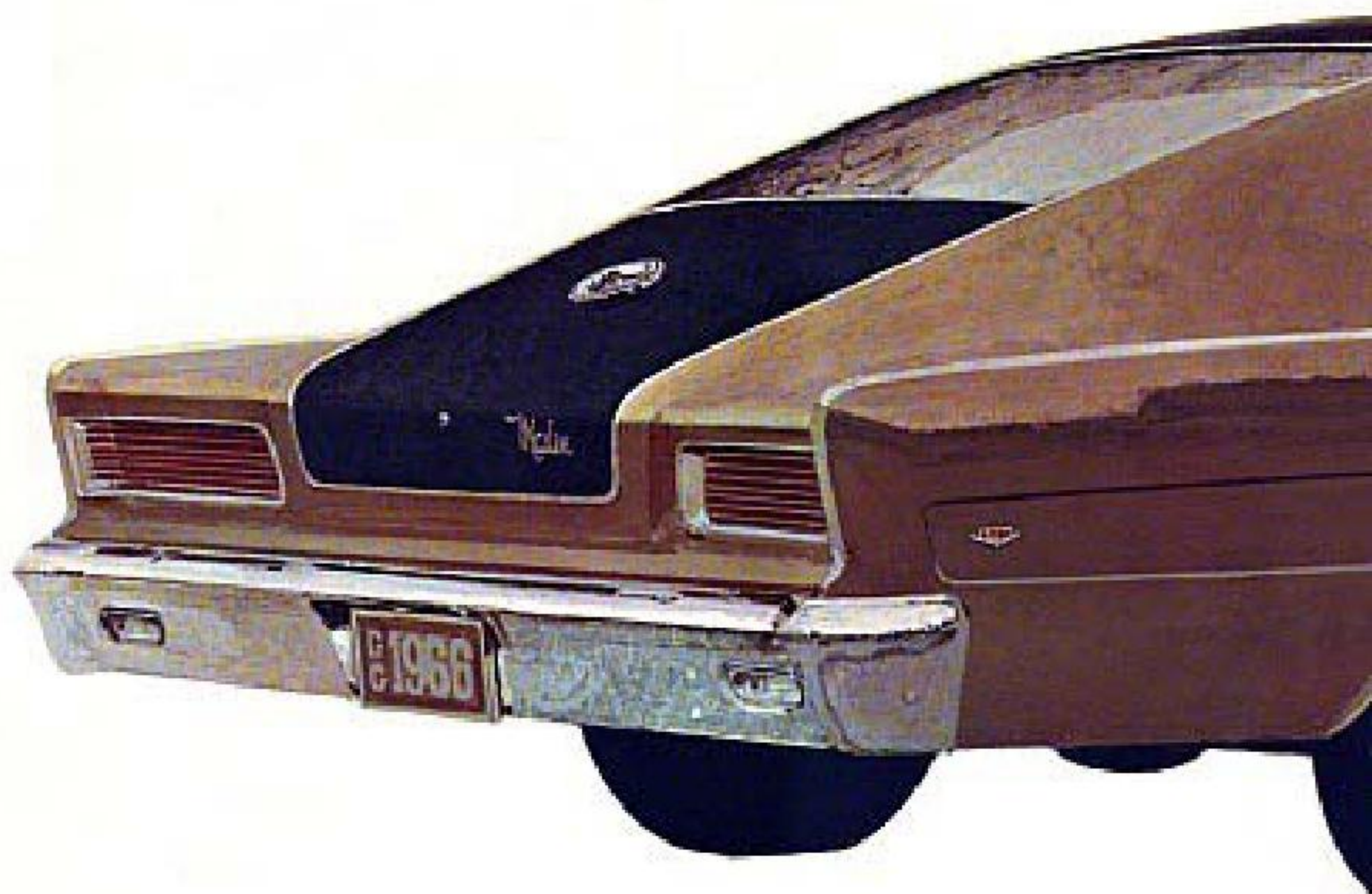


h  
e



**for 6 persons  
and for dual use**  
(passengers and goods)












# CHEVROLETS FOR '62



A NEW WORLD OF WORTH FROM CHEVROLET





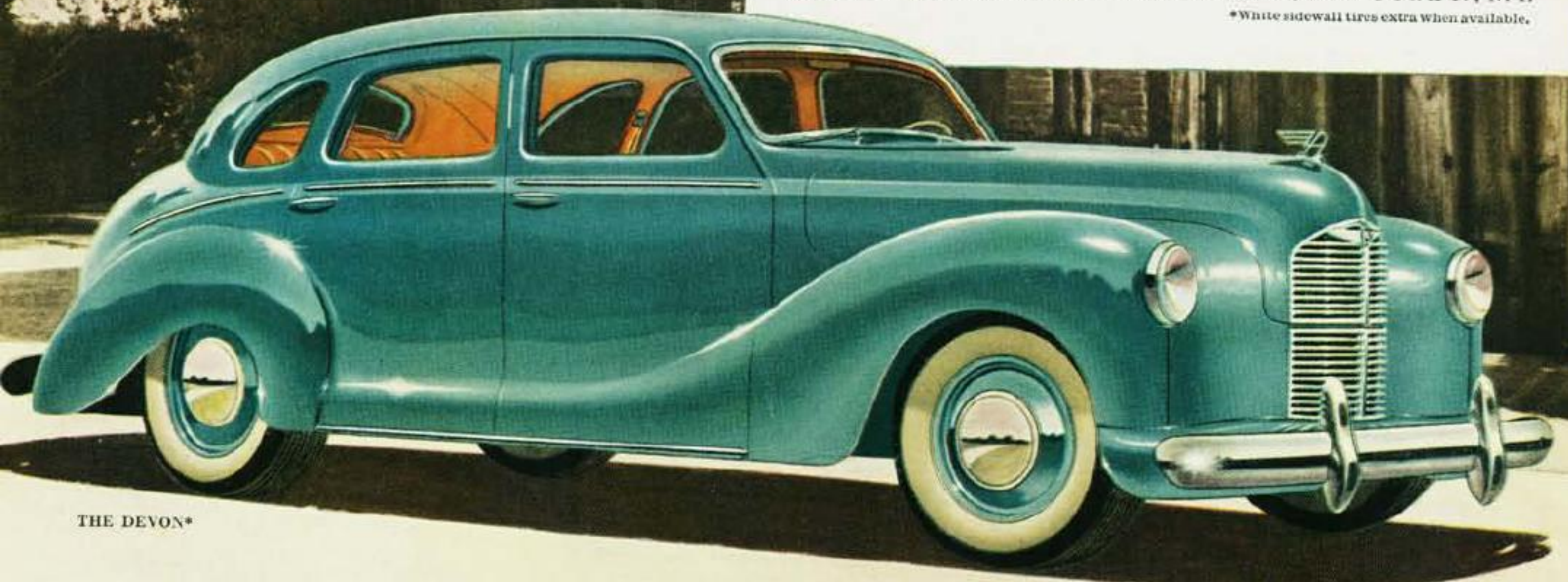
Fine homes of America will know

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Austin of England, established for nearly half a century, is Great Britain's largest builder of large motor cars. All four of the new Austin models—Princess, Sheerline, Devon and Dorset—combine brilliant engineering with the finest coachwork. Lively, comfortable, beautiful, poised, these fine cars are here from England, ready for prompt delivery. Illustrated catalogs on request.

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\*White sidewall tires extra when available.



THE DEVON\*





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# Old Car Social Club Inc.

EST. 1996

## 12th Annual Show & Shine

**Sunday 13th March 2016**

(Wet Weather Date: 10th April 2016)

**At Flower Power, Moorebank**

*In conjunction with*

**The Lions Club of the City of Liverpool,**  
in aid of Diabetic awareness

Gates open 7.30am - Cars in position by 9.00am

Trophies will be presented at 2.00pm

We invite you to bring your classic beauty  
(Car, Hot Rod and Commercial) to show at

**Flower Power**  
Newbridge Road,  
Moorebank



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MACHINA**  
SOCIAL CLUB  
presents...

# Machines & Macchiatos

Sunday 13th December  
8am - 10am



**2nd**  
**Sunday**  
EVERY MONTH  
Le Montage Cafe  
8am - 10am

**Come join us** for our Machines & Macchiatos, **Sunday 13th December**

Our Machines & Macchiatos event is a very friendly, relaxed & fun event. It is where proud owners of all makes & models unite over their common interest - their Machines. Great coffee, a nice brekki & wonderful location are a big bonus too.

## Everyone is Welcome

Our Machines & Macchiatos event is not only for motoring enthusiast, but it's open to all the general public too. It's a fun event for all types of people: young, old, families, kids, male & female, we welcome you all.

## Location

It's all happening at Le Montage  
The General & Co Cafe. All the Machines  
will be parked in the Le Montage Carpark.

**LE MONTAGE**

Address:  
Maliyawul St Lilyfield

## Fund Raising

At each Machines & Macchiatos event, we run raffles to help fund raise for our 3 Charities.



beyondblue



Cure Brain Cancer  
FOUNDATION



Men's Shed  
NEW SOUTH WALES

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- 12 Month Subscription - Survivor Mag Aust
- Ladies Prize

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to our  
wonderful  
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Discover Your Shine Potential.

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Car AUSTRALIA



**GOODSPANNER**  
TYRE CENTRE



**SYDNEY  
MACHINA**  
SOCIAL CLUB

Sydney Machina Social Club is a brand new, modern motoring social club, dedicated to the motoring enthusiast community. It's where proud owners can unite over their common interest, their machines. We welcome all makes & models, everything from new to old, vintage, classic, custom, exotic, motorcycles & everything in between. For more information on the club or to join:

[www.sydneymachinasocialclub.org](http://www.sydneymachinasocialclub.org) Sam - M: 0438 060 821 E: [sam@sydneymachinasocialclub.org](mailto:sam@sydneymachinasocialclub.org)





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