

collectible & classic

RETROAUTOS

October 2014 # 37



1957 FE Holden : a Fine Example
Could This Be Australia's Best FE ?



Celebrating
Dodge's
Centenary



The Australian
Connection to
Vauxhall's 1966
XVR Concept Car



Sunbeam's V8 Tiger
hits Fifty Years

Regular Features: Rust in Peace, News, Racing, Ads and Auctions

GOOD OLD FASHIONED FUN!



CLASSIC YASS

SATURDAY **1ST** NOVEMBER

2014



Classic Cars | *Billy Carts* | *Markets*

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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.

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I was reading a club's magazine recently and the editor of the publication was commenting on the small number of members they had under the age of 40 and how new membership growth had slowed down in the past 2 years.

The comment started me thinking about the show and shines and the major classic car events I've been to in the past 12 months. And I have to admit there is an increasing amount of grey hair wandering among the cars.

So, is our hobby and passion aging? Are numbers actually in decline? I have a suspicion that membership of clubs is not in growth mode. The question is then, are we all happy with this situation, and if not, what are the peak

bodies doing about it. Indeed, what is your club doing about it? Or is it just too far into the future to worry about?

The real impact of an aging enthusiast base is that over the long term there will be more collectible cars than collectors.

There may be a time when an EH Holden finds no buyers or is sold off very cheaply just to get rid of it.

You might scoff at that scenario, but it will happen. Not next week, and maybe not in the next couple of years, but in 2024, who will want yet another a 1964 Holden?

And just imagine the fate of less popular classics.

Retro News



Anniversaries

Dodge's Centenary is being celebrated around Australia at the moment. One of the biggest events is the Dodge Brothers National Tour at Forbes from 12th to 18th October.

Meanwhile, Maserati has made it to its 100th year, and if Rover was still around it would have been 110.

It's 50 years since the Sunbeam Tiger was released (see separate story). The same goes for the little Fiat 850. The two door sedan was later developed into the stylish coupe and convertible spider pictured here.

September also saw the 125th anniversary of the birth of Mercedes Jellinek, whose father sold Daimler cars. In 1900 he won the rights to sell them in France, Belgium and the United States. He also wanted them named after his daughter, Mercedes. The factory agreed and the rest of the story is automotive history.

Two organisations celebrating 20th anniversaries are the Pittwater Motoring Enthusiasts and the Southern Sydney Early Holden clubs.



Celebrate the Joy of Motoring


At the 5th Annual

Motoring Expo

The Australian Motorlife Museum
Integral Energy Recreation Park
Darkes Road, Kembla Grange (Wollongong)

**Sunday 5th
October 2014
9.30am - 2.30pm**

Concession entry to the museum on the day \$12.00
NRMA Members \$10.00



Home of the Paul Fuller Collection

Proudly supported by
NRMA
MOTORING SERVICES

- Pedal Car Display
- Military Vehicle Display
- Trophies Presentation 1.45pm
- Raffle
- Hot & Cold Food and Drinks All Day
- Motoring Book Sale
- Metal Spinning Demos
- Rally Bags
- Live Music
- Period dress encouraged!

Gates open 8AM, with free trailer parking

Visit www.motorlifemuseum.com.au or Phone 0408 211 844

It's Show Time!

Put Saturday 1st November in your diary for the Yass Antique Motor Club's Classic Yass. It features cars from the early 1900's through to the 70's plus a Billy Cart Derby. And its free.

Meanwhile, the Motorlife Museum in Wollongong has its annual expo on Sunday 5th October.

Further south will be the Kiama Car Spectacular and Swap meeting on Sunday 2nd November.

First Three Printed Issues

A limited number of the first three *print* editions of Retroautos are now available. See back cover page for more details and how to order.

Motorclassica

The folks at Motorclassica have selected 150 veteran, vintage, classic and collectable cars and motorcycles for the Australian International Concours d'Elegance, to be held at this year's event in Melbourne's Royal Exhibition Building on 24-26 October.

Among the more interesting entries for the Concours d'Elegance are the ex-Les Murray Australian Grand Prix winning MG P-type special, an ex-"Gelignite Jack" Murray Cadillac Allard J2 and an ex-Jack Brabham/Frank Gardner BT23C. In the "barn find" category, a 1936 Daimler Limousine which was once garaged at the Royal Mews in London as the preferred transport of King George VI will stand up beside a rare 1929 Cadillac Tourer and a pristine Rolls-Royce Silver Shadow II amongst others.

Cord Naming Rights

The naming rights and trademark for the iconic Cord are currently for sale in the USA. They're yours for around \$A850,000.



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

24-26 OCTOBER > 2014 ROYAL EXHIBITION BUILDING MELBOURNE



Canada's Oldest Classic

Canada's oldest known car, the Taylor Steam Buggy, was shown at the Cobble Beach Concours de' Elegance last month.

Cobble Beach is Canada's answer to the American Pebble Beach event.

Henry Seth Taylor designed and built his Steam Buggy in Stanstead, Quebec. It was the very first car to be designed and constructed in Canada. Taylor designed the whole machine, and created many of the working parts himself. He started in 1865, and it was unveiled in 1867.



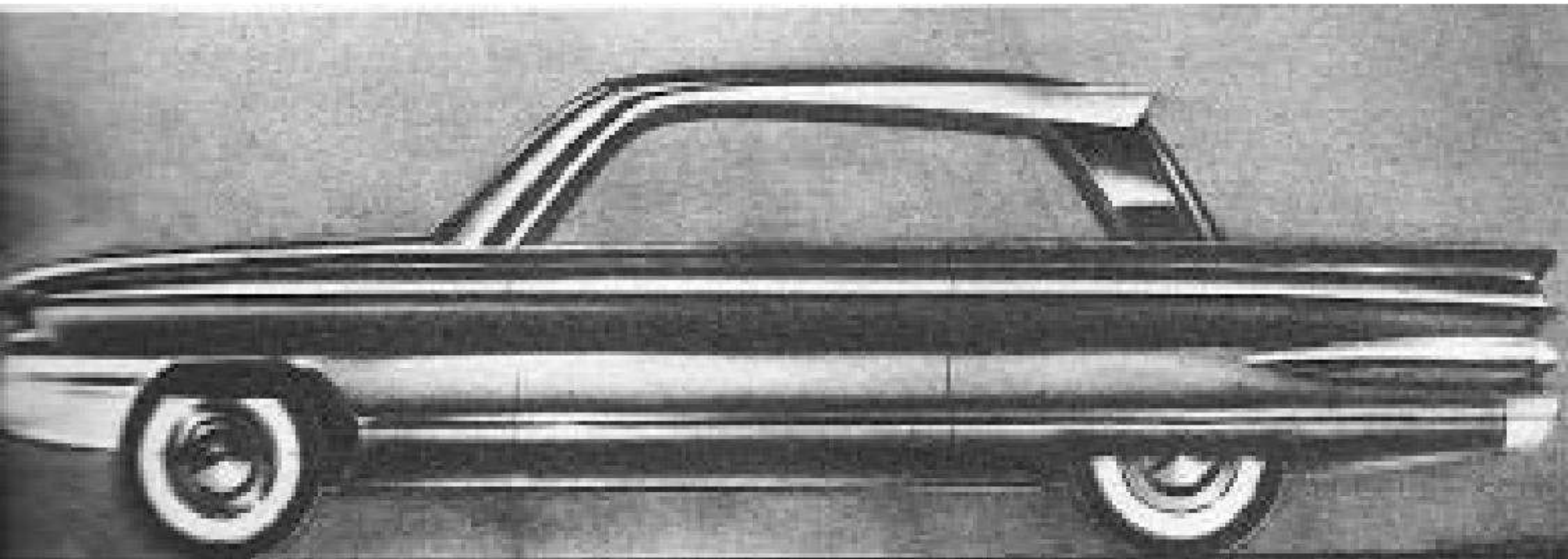
That Sinking Feeling

The National Corvette Museum in the USA will fill in the sink hole that opened up in February and swallowed eight historic Corvettes. All have been rescued but only two are salvageable, a 2009 ZR1 and the 1992 "One Millionth". They have been transported to GM in Detroit for repair. The rest will stay on display, squashed and splintered.

1960 Ford Falcon Prototype

The rendering below is from the vaults at Ford. It is a mid-1950s drawing for the proposed Falcon. Ford developed hundreds of ideas for the Falcon, including many that resembled a mini-Edsel. This one at least has a definite Falcon look to it, and a distinctive "Thunderbird" roof line, that ended up on our XM.

Ironically, the XM Falcon reaches it's 50th anniversary this year, though it would seem Ford is not really into that kind of celebration.



SUNBEAM

TIGER

50th Anniversary



It's 50 years since the conservative Rootes Group asked Carroll Shelby and his mate Ken Miles to shoehorn Ford V8s into their nice Sunbeam Alpine four cylinder sports car.

The idea was to generate more sales in the USA, and elsewhere across the world.

Rootes management was looking for something more exciting to appeal to the burgeoning American youth and performance market.

The Shelby Cobra of 1962 was the inspiration for the Tiger, and Rootes American west coast Director Ian Garrad was quick to grasp the significance.

At his direction, two prototypes were constructed using Alpine shells, one by Carroll Shelby and the other by Ken Miles.

After a test drive by Lord Rootes himself, the project was given official blessing with Jensen Motors in England, assembling the cars.

DOWN, CATS



HERE COMES THE REAL TIGER!

It takes real cats to recognize the top cat. Rootes Sunbeam Tiger—a true British sports car with a wallop that makes lesser cars snivel in their garages. Fast? With a Ford V-8 power plant it doesn't take off, it leaps! That's why it placed first in its class in the 1965 Daytona 2000. It takes a lot of man to ride this Tiger, but it costs only \$3499. P.S. Look at the Tiger's fair-mate, the Sunbeam Alpine (SCCA Class F champion), priced easy-to-take \$2399.

'65 Sunbeam Tiger
A ROOTES PRODUCT 
Ask about our Overseas Delivery Plan

Unlike the Cobra, the Tiger used a low-horsepower, 164-hp version of the Ford 260-c.i. small-block engine, and performance was relatively mild, although in an entirely different league from the Alpine. The zero to 60 time was a respectable 9.5 seconds.

Chrysler's purchase of Rootes spelled the end for the Tiger. The notion of having an engine built by rival Ford in a car sold by Chrysler was just too much. Plus no Chrysler V-8 would fit the tight confines of the Alpine's engine compartment without an extensive re-design. And there was no way Chrysler was about to spend more money on a Rootes car. Before the axe fell, however, the most exciting Tiger was released for 1967.

The Mk II boasted Ford's 289-c.i. V-8 and a few stylistic differences from the Alpine in the form of unique headlight trim, an egg-crate grille, and lower body striping. Fewer than 800 Tiger IIs were built, making them the most desirable of the line.

The car is most noted for its appearance in the opening scenes of the old NBC TV Comedy series "Get Smart". Maxwell Smart, Agent 86, played by Don Adams, drove a red Sunbeam Tiger which supposedly contained 'Control' enhancements such as a cigarette lighter that was



really a grenade, an ejector seat, an exhaust pipe machine gun, a tail pipe oil slick device and two 50-caliber machine guns concealed in the hood, amongst others.

Adams, pictured left, later bought the car and gave it to his daughters.





Suddenly,
it's 1957!





The release of a new Holden or Ford is not what it used to be. Back in the day when Holden released their all-new FE model it was THE event of 1956. Some capital city newspapers even devoted their entire front page to the car and people crowded outside of dealers to get a first glimpse.

The FE sparkled next to its FJ predecessor. The svelte contemporary styling gave it a longer and lower look.

The wide, heavily chromed grille, chromed side spears, two-tone exterior paint schemes and two-tone upholstery meant the FE looked more expensive than it was.

Buyers lined up and long waiting lists developed. Cars sold at full price. Holden dealers smiled. Lots of money was made. Those were the good old days when Holden dealers did not have to work too hard to make a sale.



Wayne Skuse is just the second owner of this immaculate FE Holden Special, and ironically, it is not two-tone. The car was built at Holden's Pagewood factory. It was purchased by its first owner in January 1957 from the showrooms of Fair Deal Holden in Parramatta, Sydney.

Wayne acquired the FE in July 2001, and had to agree to some conditions. He explains, "When I brought the car it was owned by an elderly lady who lived in Parramatta. Due to her health she had to stop driving. She stipulated that the car must be sold someone who would keep the car in





Wayne Skuse and his FE. It is one of the best FE's we have seen in a long time.



Its original condition and not hotrod it or anything.”

The FE was registered and in drivable condition when Wayne bought it.

Since then he has had some body panels repaired and had the motor rebuilt.

The seats have been completely upholstered to factory specifications. The bumpers and other trim bits were re-chromed. More recently he has had the car repainted to ensure a consistent finish all over.

Wayne’s FE is driven often and for considerable distances.

“I took it down to Tasmania last year for the FE Nationals meeting and it ran perfectly. It easily kept up with freeway traffic and took us just a day to drive back from Melbourne to Sydney” he says.

You might have seen Wayne’s car on TV. It was used in the ABC series Paper Giants and the 2006 series of Agony Aunts with Clive Robertson. Clive would drive up to subject’s house in the FE.



For the detail minded, Wayne's FE was the 10,376th car built at the Pagewood factory during the FE model run. The exterior colour is Ascot Grey and the interior is Fall Red combined with Parchment Ivory inserts.

At Retroautos we have seen a lot of FE Holdens in our time, and this one rates as one of the best in Australia.

This FE is no "trailer queen", where the owner busily keeps everyone away from the car whenever it is out of the garage.

On the contrary, Wayne is always keen to show it and lets people look closely at it, so they can revel in what is a fine example of the aspirations and hopes of 1950s Australia.



Above: A wide open chromed grille for a wide open country.
Below: The 'grey' six cylinder engine that powered all Holdens from 1948 to 1962.





So many early model Holdens ended up on the speedway and the FE was no exception. Above are two examples racing at Liverpool Speedway in Sydney in 1970. Below is the 1969 race car (and a spare) of Newcastle ace Ralph Ranger. Note wing on the roof of the FE.



Drawing Board to Driveway



Styling the FE Holden





Image copyright GM Corp 2014

The is no mistaking the General Motors styling DNA running through the FE Holden.

Drawn by Alf Payze, the FE was essentially a smaller, and cheaper to produce, version of the 1955 Chevrolet. Take away Chevrolet's wrap around windscreen and rear quarter window and both cars are almost identical. Indeed, the Holden is closer to American design philosophy of the day than it was to similar sized cars from Opel and Vauxhall.

On the following pages we have delved into GM's archives to find some of the alternative styling ideas that Alf Payze and his team were considering for the FE.

These are not full size clay models, rather they are 3/8th scale.

Both cars are a definite improvement on the FX/FJ the shapes and grilles hark back to early 1950s designs. The final FE design has lighter, more modern look .

Image above: Alf Payze at the GM Styling Centre in Detroit with GM design boss Bill Mitchell in 1961. We believe Alf was in Detroit to see what the American's had done to his EJ design and to review progress on the EH shape. They are standing beside the 1956 Oldsmobile Golden Rocket dream car, which, for some strange reason no one can explain, has been painted a very underwhelming shade of blue.



Image copyright GM Corp 2014

The similarities between the Chevrolet and Holden are clear.





This design has a grille that is similar to the FJ Holden. Images copyright GM Corp 2014





Images copyright GM Corp 2014



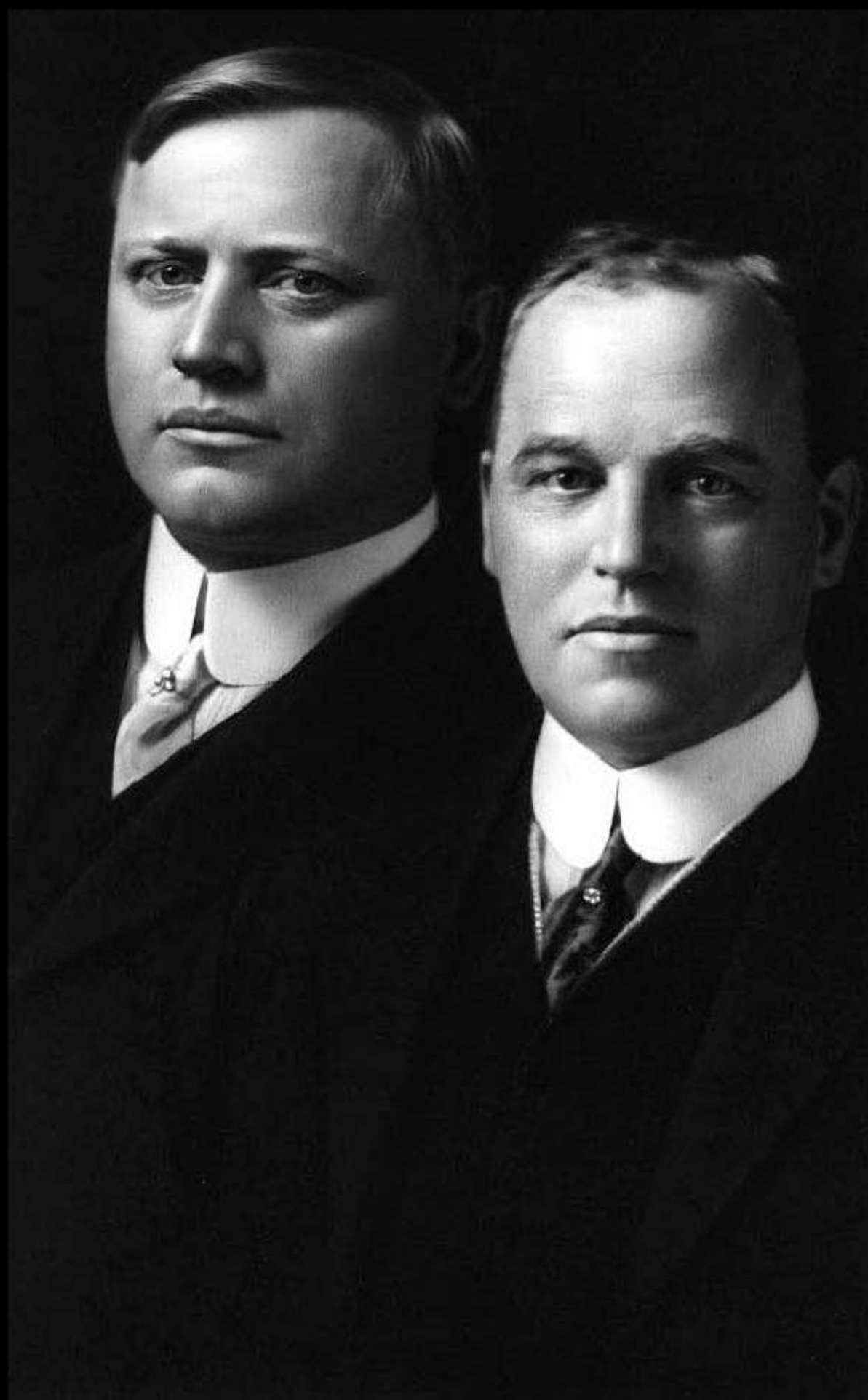


This design is a little too bland for our liking.

Images copyright GM Corp 2014



DODGE BROTHERS





DODGE // BORN 1914



This year marks the 100th anniversary of Dodge in the USA. That the brand has survived so long in the rough and tumble automotive world would not have surprised the two Dodge brothers, John and Horace. They designed and built their cars to be strong, dependable and enduring.

1901-1913: Brothers John and Horace Dodge, talented machinists and ambitious businessmen, rose from humble beginnings to become giants in the early American automobile industry.

In 1901, after several years of building bicycles and piecework components for the budding auto industry, the brothers founded a machine shop in Detroit and began producing transmissions for the Olds Motor Works. Within a year, they agreed to build engines for Oldsmobile and Henry Ford.

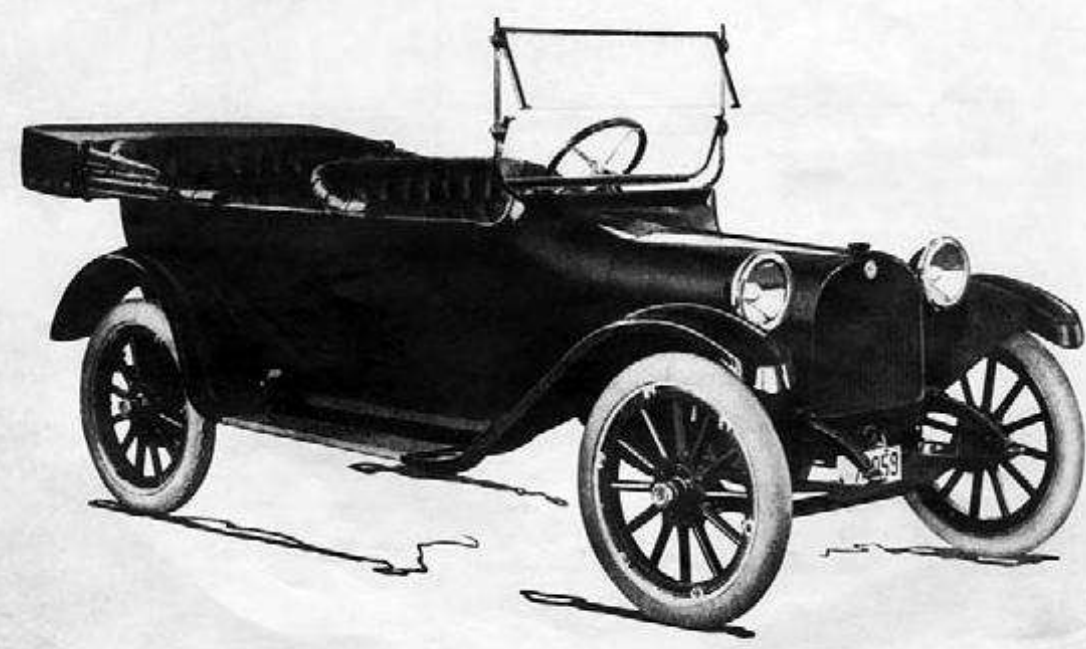
When Henry Ford's company needed a cash injection to survive, the astute brothers decided to invest \$10,000 and also secured the contract to

DODGE BROTHERS MOTOR CAR

It Speaks for Itself

- UNIT POWER PLANT**—One Clutch
- MOTOR**—Four cylinder, cast in block, 24-horse, bore by 4 1/2 inch stroke, 30-32 H. P., Water-Cooled, Crank and Pump.
- RADIATOR**—Tubular Type.
- STARTER-GENERATOR**—Single unit, 12 volt, 40 amp. Battery.
- HIGH TENSION MAGNETO**—Waterproof.
- LUBRICATION**—Splash and Force feed.
- GASOLINE SYSTEM**—Pressure feed, 15 gallon tank hung on rear.
- BEAR AXLE**—Full-flowering, Removable cover plate to give access to differential.
- TRANSMISSION**—Selective sliding gear type—three speeds forward and reverse. Variable end gear, best design.
- TIMKEN BEARINGS**—Universal, including wheels and differential.
- S. K. O. BALL BEARINGS** in clutch and transmission.
- STEERING GEAR**—17 inch wheel, Irreversible nut and sector train.
- DRIVE**—Left side, center control.
- WHEELBASE**—110 inches.
- BODY**—Real six passenger, comfortably upholstered in genuine goat leather with deep springs and natural hair.
- SPRINGS**—All Chrome Vanadium steel, self lubricating.
- FENDERS**—Exceptionally broad, wide oval design.
- RUNNING BOARDS AND FOOT BOARD**—Wood, laminated covered and aluminum bound.
- WHEELS**—Mickey, demountable rim, 32 by 2 1/2 inches.
- WINDSHIELD**—Raisable, clear glass and steel frame.
- TOP**—One piece type, Motor cover with jolly curtains and foot.
- LIGHTS**—Electric, head lamp, side lamp and automatic turning driver, tail and dash.
- INSTRUMENT BOARD**—Complete equipment of oil pressure gauge, gasolene pressure gauge and temp. gauge, battery gauge, ammeter and speedometer. Spectrometer across front transmission.
- EQUIPMENT**—Electric Horn, Side Bell, Luggage Rack, Spare Tire, Trunk, Demountable rim mounted on rear.
- SHIPPING WEIGHT**—Approximately 2700 pounds.
- PRICE**—\$1811.00, 6 Drive.

DODGE BROTHERS, DETROIT



make most of Ford's parts, including those for the upcoming Model T.

1914-1924: In 1914 Ford decided to make and build everything himself and terminated the brothers' contract. The payout they forced out of old Henry, after much legal wrangling topped a staggering \$35 million. This was at a time when the Model T price was \$450.

Business historians now consider that the brothers' original \$10,000 investment in Ford to be the most profitable single investment in the history of American commerce!

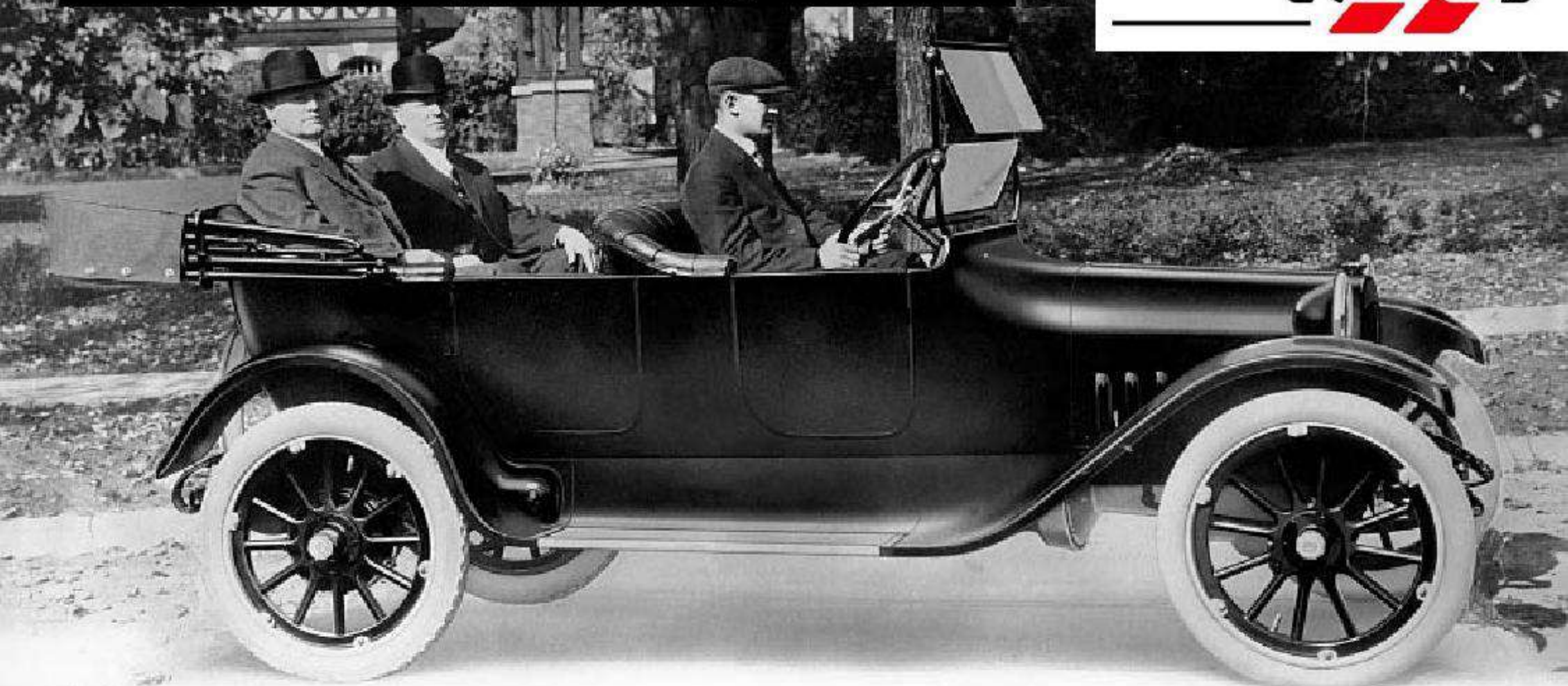
The brothers formed a new company, Dodge Brothers, Inc., capitalised with \$5 million in common stock, and began building their own vehicles — the world's first mass-produced all-steel touring cars.

In 1915, more than 45,000 Dodge cars were built and sold, the best first-year sales record for a new car in the industry at the time.

General John J. Pershing's successful use of 250 Dodge touring cars during the 1916 Mexican border campaign against Pancho Villa further enhanced the brand's reputation, and by 1920 Dodge was the second-best selling car in America.

Capitalising on their products' quickly established reputation for reliability and value, the Dodge Brothers firm began using the word "dependability" in their advertising. The description would endure for decades.





With their early passenger cars earning recognition for durability and value, the Dodge brothers soon began considering ways to convert their successful car platform to truck applications.

During 1917, their firm began producing “commercial cars,” including military ambulances and screen-sided business trucks. Panel delivery trucks, fire trucks, pickups, chassis-cabs and other models were soon offered.

In 1920 the company lost its founding fathers. John Dodge died in January and his younger brother Horace succumbed the following December. The company was then run by their widows and senior executive Fred Haynes. At the end of 1920 Dodge was the second best selling car in the USA, behind Ford’s Model T.

In 1921, Dodge Brothers agreed to market Graham Brothers medium-duty trucks through its dealerships; in turn, every Graham vehicle utilised a Dodge engine.

This partnership provided Dodge dealers with a full line of trucks to sell in addition to the highly regarded Dodge passenger cars, and the resulting sales increases prompted Dodge to buy the Graham Brothers firm.

One of the military’s Dodge Tourers

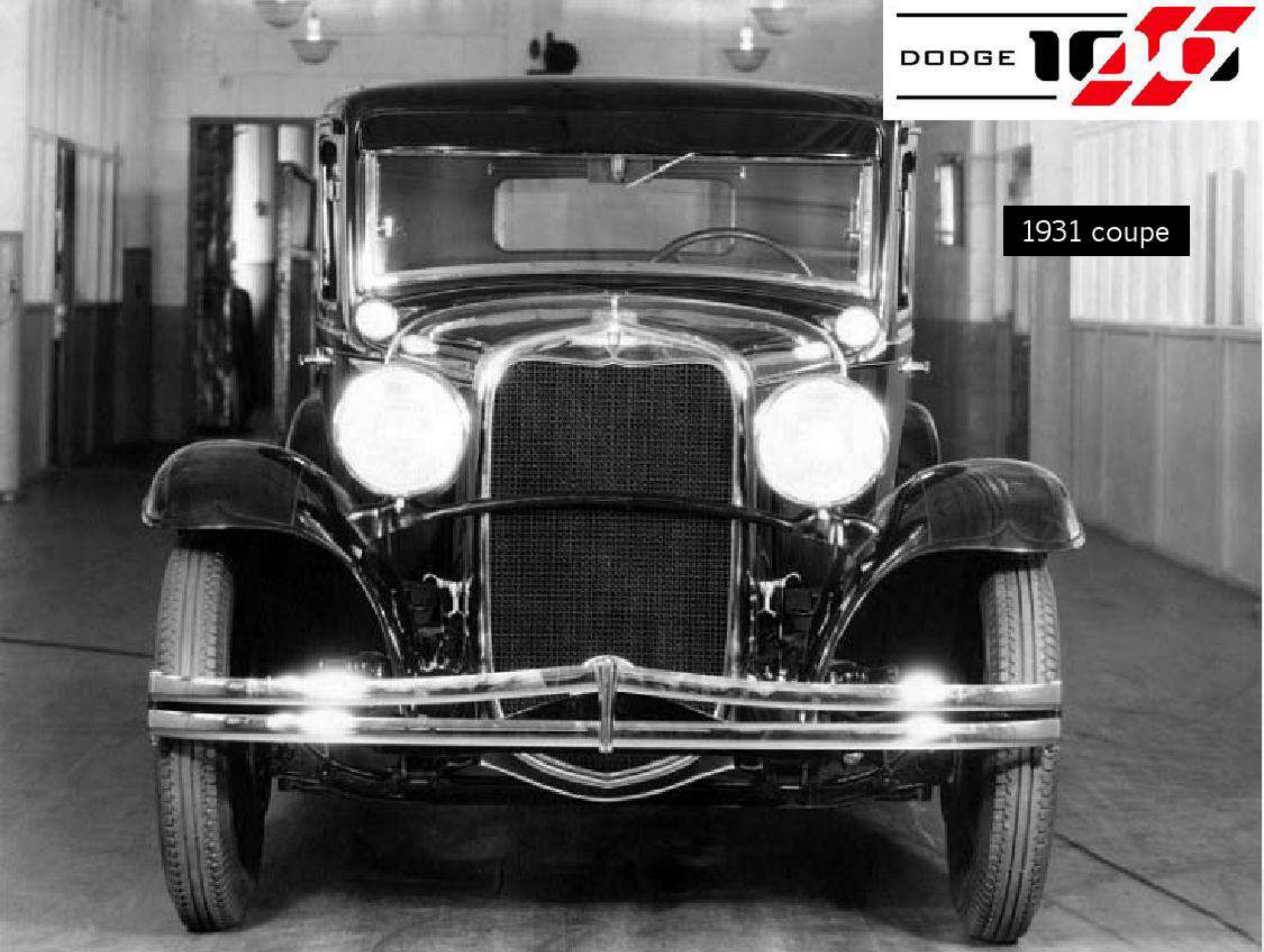




Above: 1917 Dodge "Screen Side" Truck was based a strengthened passenger car chassis, 9,064 were produced. The Screenside, and the similar panel vehicle, added to Dodge's reputation of dependability, with its service as an ambulance during World War I.



1928 Roadster



1931 coupe



1934 sedan

1925-1929: In 1925 the brother's widows sold Dodge to a Wall Street financial firm for a jaw dropping \$146 million in cash.

At the time the transaction was the largest in world history and equates to about \$15 *billion* in today's dollars.

On July 31, 1928, Dodge was sold again, to Walter P. Chrysler and his newly created Chrysler Corporation, for \$170 million in Chrysler shares. Plymouth and De Soto were quickly added to the Chrysler line up, but it was Dodge which provided the foundation.

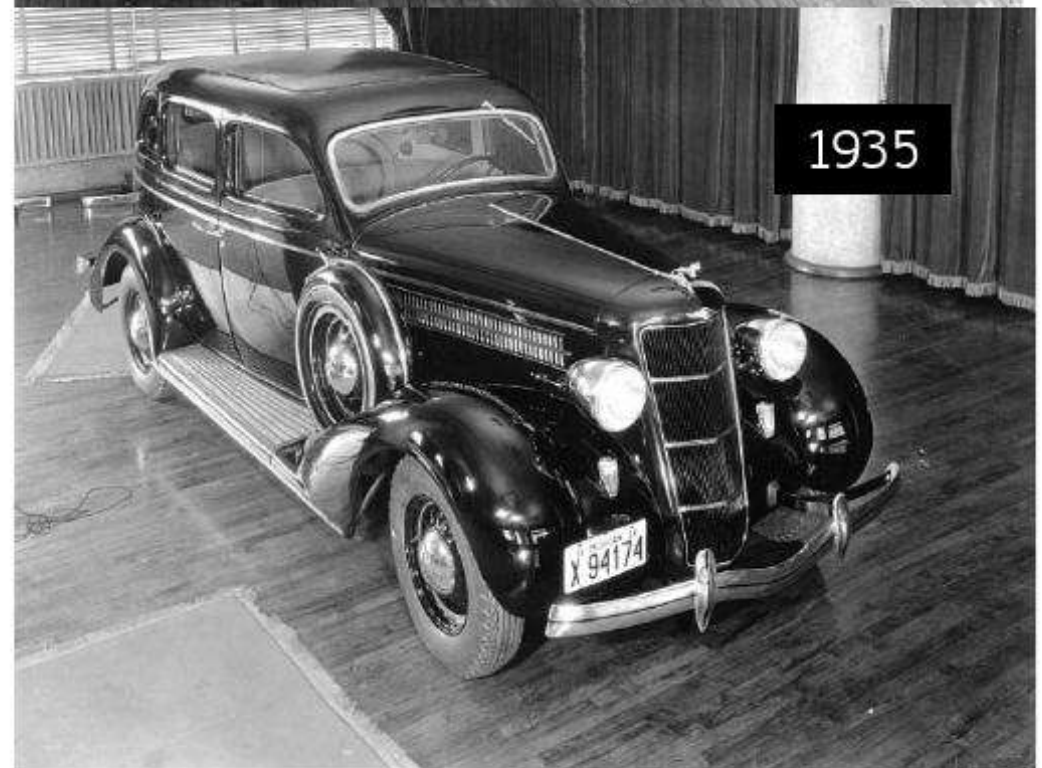
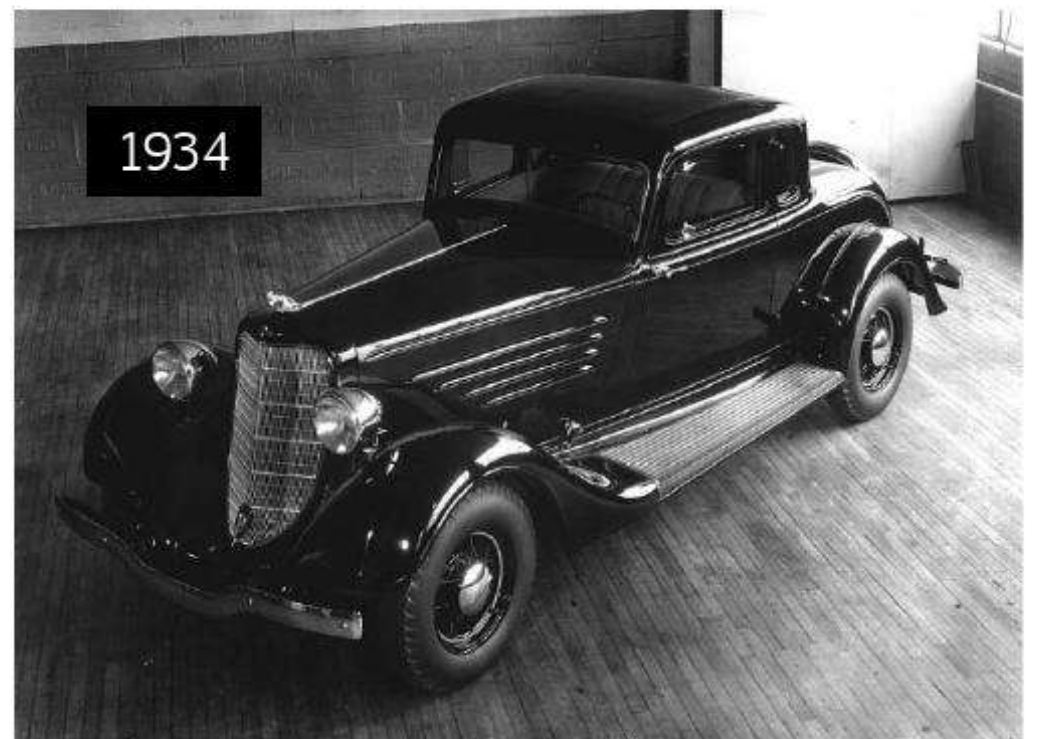
When the transaction was completed Chrysler Corporation had grown fivefold overnight to become the third of Detroit's "Big Three" automakers.

1930-1941: In 1930, "Dodge Brothers" became simply "Dodge". The brand's first eight-cylinder engine was completed, and the distinctive ram's head hood ornament, designed by sculptor Avard T. Fairbanks, first appeared in 1932.

Through the 1930s, Dodge continued to expand its passenger car line, adding contemporary options like radios and straight-eight engines.

A four-door sedan built in 1935 was the brand's three-millionth car. Dodge was also one of the leading single-brand producers of light- and medium-duty trucks.

In 1935 KT Keller, who had been in charge of Dodge, was made President of all of Chrysler. The Dodge brand benefited from Chrysler's focus on engineering excellence, though it



also inherited Keller's very conservative approach to styling, something that would crimp sales in the late 1940s and early 1950s.

Keller clearly favoured engineering over styling, but he relented a little for the 1939 models, which celebrate Dodge's 25th anniversary year.

Evoking the glamour of ocean and air travel, the redesigned 1939 Dodge vehicles were christened "Luxury Liners."

Chrysler Corporation stylist Dean Clark styled a limited production *Town Coupe*. His design altered the roof and side windows and added a distinctive rear wind crease to the roof and boot.

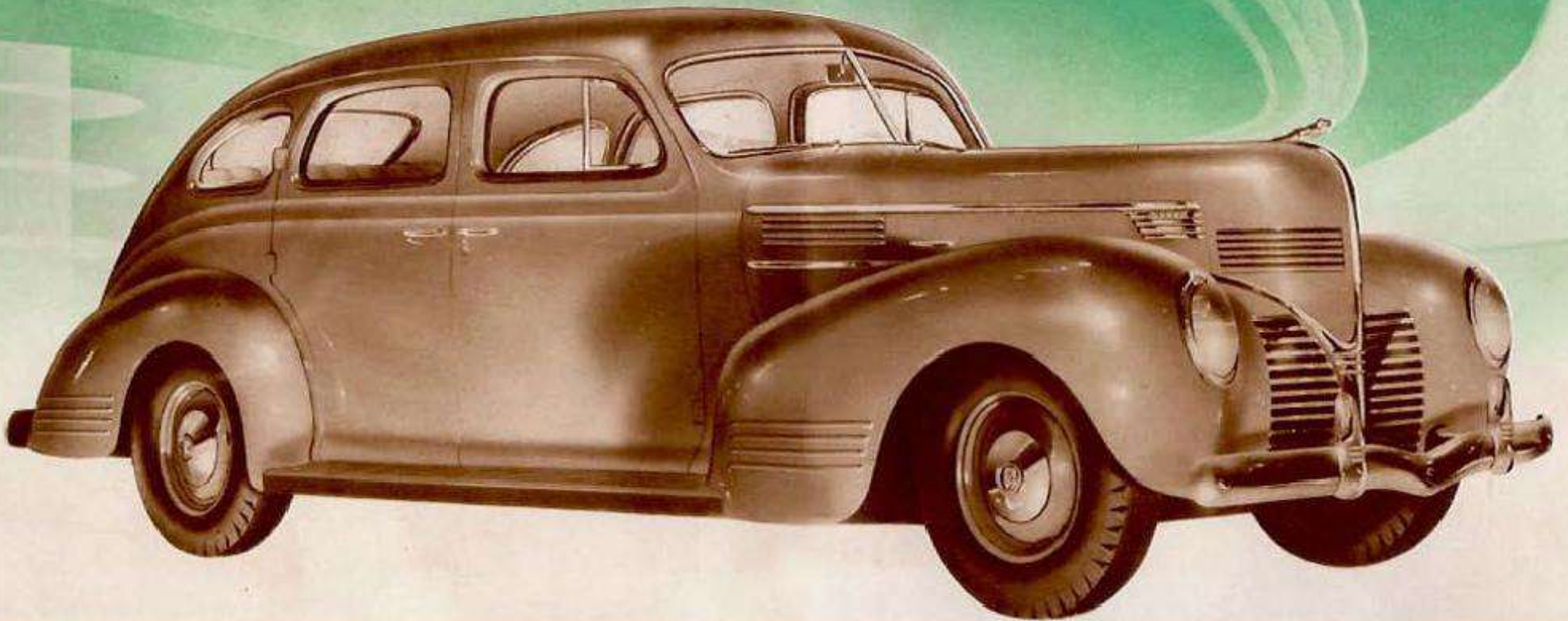
Clark's creation changed American coupe design. The altered roofline provided room for front facing seats, which could be folded up to create more cargo space.

The thin pillars reflected the Cadillac 60 Special, but at an everyday price.



1939 Town Coupe by Dean Clark





Above: Four Door "Luxury Liner" advertisement. Below: Standard "Luxury Liner" coupe.



LUXURY LINER DELUXE Coupe For Four

1942-1945: During World War II, Dodge-made war materials appeared in weapons, tanks, ships, aircraft and air raid sirens. Particularly notable among Dodge's contributions were more than 500,000 military trucks and over 18,000 aircraft engines.



The Dodge Test Track in Detroit, circa 1916.



1946-1954: In the post-war years, Dodge vehicles maintained a staid, tall, boxy appearance. Boring would be a kind description.

The problem was with KT Keller, now the Chairman of all of Chrysler. Keller knew that his company's strength came from its engineering reputation, but he also believed the public would always demand a car with a roofline tall enough that customers could drive in dignity wearing their hats. Keller didn't mind that GM was becoming the styling leader because he thought GM favoured style over substance. He demanded that Chrysler, and Dodge, models be known for value even if they didn't turn people's heads.

Trouble was, in the late 1940s nobody was really interested in engineering. What they wanted was flamboyant styling and lots of colour!

After long internal debates the pre-war Dodge model designations like Custom and Deluxe were replaced with more colourful names like Meadowbrook, Coronet, Royal and Wayfarer.

The best said about the styling was that it was functional.

The focus on engineering was not without its big benefits. Chrysler's work on its engines led to the development of the famed Hemi V8.

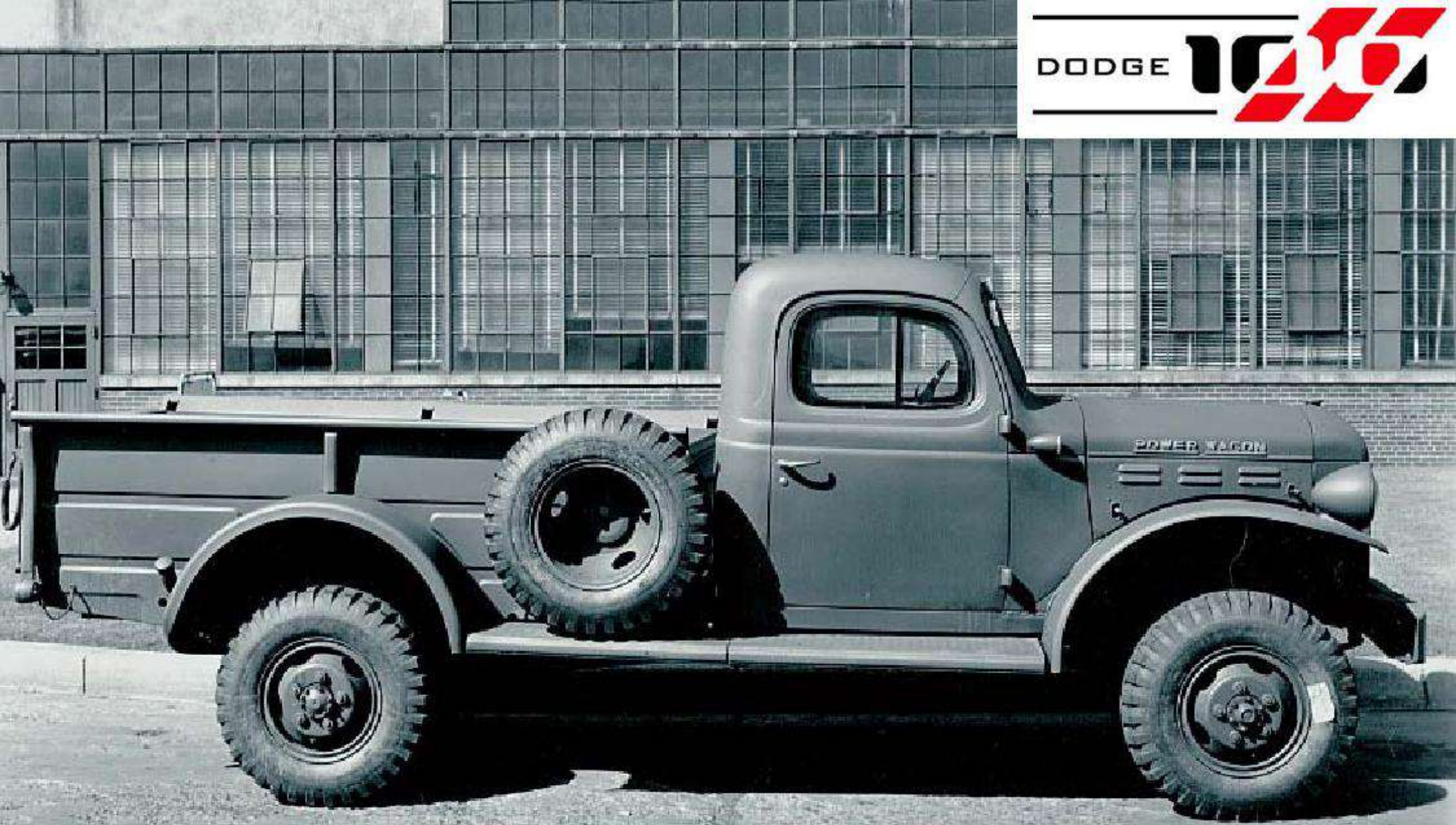
Dodge got the small version of it, at 241 cubic inches. It was an optional extra cost in 1953 and called the Red Ram. It was Dodge's first V-8 in 20 years. It would be these engines that would equate the words "Dodge" and "speed" for generations to come.

With a Hemi up front, Lee Petty captured Dodge's first NASCAR win, while another Dodge V-8 won the Mobil Economy Run. In 1954 a Dodge Royal 500 paced the Indianapolis 500 and Hemi-powered Dodges set 196 speed records at the Bonneville Salt Flats.

In 1950, Keller saw the styling light, and hired Virgil Exner as the company's first Design Director. Change was about to happen, in dramatic fashion!



1949 Wayfarer convertible.



1951 Power Wagon truck. Dodge trucks kept the money flowing in to Chrysler during economic downturns in the passenger car market.



1954 Royal coupe. Nice and conservative. But a change was coming !

Three tone and finned. So 1956!



1955-1956:The much-needed restyling came in 1955, part of Chrysler design chief Virgil Exner's heralded Forward Look makeover, an overnight transformation of all the company's products. Exner had started his career at General Motors, leading the Pontiac styling studio in the mid-1930s. Exner then went on to style the 1947 Studebakers before moving to Chrysler as styling supremo.

Exner really made his mark at Chrysler, and helped convert the staid styling into big finned, multi-coloured, look-at-me cars.

Notable among the longer, lower and wider Dodge redesigns were the luxurious Custom Royal models, which offered push-button transmission selectors, three-tone paint schemes, a variety of trim options and V-8 power.

1956 Custom Royal Lancer Four Door Hardtop. The great War of the Fins had started!



With these high-powered, high-style cars, Dodge began to establish its reputation as Chrysler's performance brand. In 1955, Dodge built 237,000 V-8s in a 273,000-unit model year.

Dodge upped the horsepower stakes in 1956 with the D-500 Hemi V-8. The manual transmission equipped version boasted 295 horsepower, compared to the 189 horsepower rating of that year's standard Dodge V-8. But that was not enough. The most successful team owner in NASCAR at the time, Karl Keikhaefer, and drivers Lee Petty and Danny Eames, were asking for more horsepower for their race cars. So the D-500-1 was built.

The D-500-1 was an extra-heavy-duty vehicle that was for NASCAR racing only.

A special dual quad and aluminium intake helped the D-500-1 produce 276 horsepower. It is believed that no more than 100 of these vehicles were produced.

This vehicle (below) is a replica of one of the cars the Keikhaefer race team ran for the 1956 season. Keikhaefer was the owner of Mercury Outboard Engines.

Dodges won 11 NASCAR races in 1956, a number that wouldn't be matched until 1964. For Chrysler, Dodge became its Pontiac and Oldsmobile fighter, combining an aura of high performance and leading engine technology.



1957-1959: Exner's greatest year was 1957. His cars set a new benchmark in styling. Beginning with the 1957 models, Dodges became even lower and longer, giving emphasis to their dramatic tailfins, an iconic Chrysler design feature of the era.

The light-filled, curved-glass cabins and broad, flat surfaces reflected a fundamental change, quickly copied by competitors.

In fact, the 1957 Chrysler range caused panic at General Motors and led them to scrap their intended designs for 1959, and re-style their entire product line up.



The 1958 Dodge range. These cars were styled so low, that engineers had to design a new air cleaner system to make sure it fitted under the bonnet. The rear vision mirror had to be mounted on the dashboard in order to create enough head room across the front seat.



Matador Series Compare the value with any car near its price



When Vigil Exner left Chrysler, in 1962 the fins disappeared within two years. Elwood Engel took over from Exner. While at Ford, Engel styled the 1961 Lincoln and so many of his later Chrysler designs reflected his liking of oblong shapes and “filling the space out to the corners”.



1960-1968: Dodge entered the small-car (or “compact”) field for the first time in 1961 with the Lancer, based on the Valiant. Dodge picked up the corporate slant six across the entire car range and also went to unibody construction (see image below).

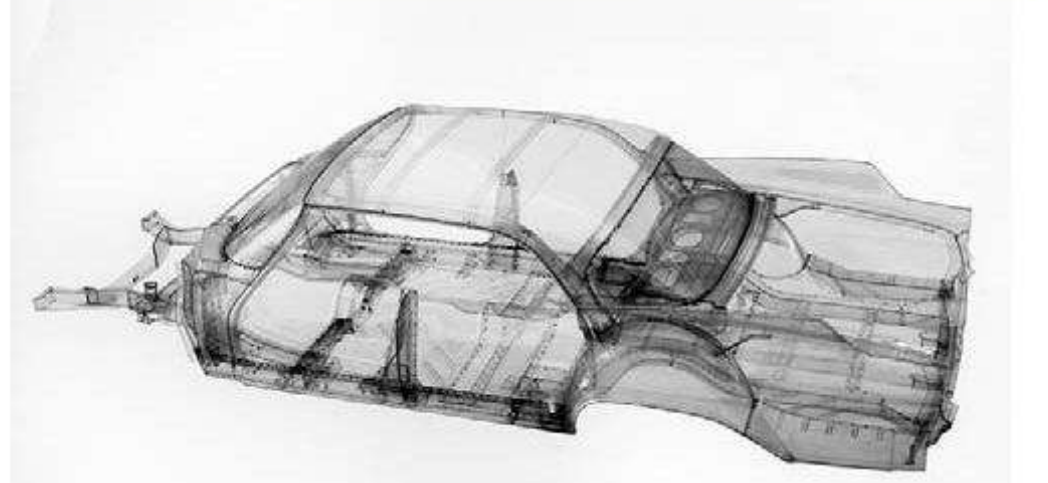


The shortened 1962 and 1963 Dodge Darts. Sales tanked, and it took Chrysler and Dodge two years to get out of the trench they dug for themselves.

The Flightwing concept car was shown in 1961, it looked like a large Valiant with gull-wing doors. It was not a pretty car.



At the same time, Chrysler’s top management decided to reduce the size of their full-size cars, after hearing a rumour that GM would be doing this. It was not true but Dodge was caught in the chaos that followed the release of the smaller 1962 models and sales dropped alarmingly, as did all Chrysler brands.



Exner was the scapegoat for the sales disaster, and left in 1962. Elwood Engle, from Ford, took his place.

To maintain Dodge’s performance image, and to compete with Pontiac, the 413-cubic-inch Ramcharger Max-Wedge engine was released in 1962.

One year later, the larger 426-A Ramcharger appeared. It boasted 425 horsepower and quickly found success at drag strips nationwide.

The Flightwing was a Valiant on steroids. Not a pretty automobile.





New on showroom floors in 1966 was the first Dodge Charger, brought to life using the underpinnings of the mid-size Dodge Coronet.

Dramatically restyled two years later, the 1968 Charger sold three times as well as its 1966 predecessor and became one of the company's most memorable and successful vehicles. Its starring role in the movie *Bullitt* has given it icon status.

During the mid-1960s, Dodge expanded its reputation as a performance brand with high-powered products for both racing and street applications. Roger Lindamood drove the "Color Me Gone" Dodge to the National Hot Rod Association's Top Eliminator title.







Roger Lindamood's "Color Me Gone" Dodge comprised mostly aluminium panels. It's name came from his children, who were inspired by the pop song of the same name and wrote it on the side of a previous drag car owned by Lindamood.



1969-1981: For NASCAR racing, Dodge resurrected the hemispherical-head concept in a new 426-cubic-inch HEMI-Charger engine for competition use only, which soon proved capable of generating some 500 horsepower.

A special Daytona Charger race car equipped with a HEMI-Charger, an elongated nose piece and a roof-high spoiler attached at the rear took the checker at the 1969 Talladega 500.

And Dodges got bigger and longer as the 1970s progressed. Too big and too long, as it turned out.

Running Wide Open: Dave Marcis (above) and Bobby Issacs (below) in the Dodge Daytonas. NASCAR banned the cars as they were too fast for Chevrolet and Ford.





The high power, low priced Super Bee. This vehicle was given to a trade school in Indiana in late 1970 by Chrysler to train future automotive technicians. The vehicle sat idle in the school's parking lot until 2003 when it was returned to Chrysler. The car was fully restored by Chrysler to its factory condition with the aid of the original broadcast sheet that was still in the back seat. It has less than 500 original miles on the clock.





The last big car from Dodge, the St Regis of 1981. Most were sold as cop cars., and remain unloved today. However, a small but dedicated collector group is quietly buying these land yachts.

America's fondness for fast cars was effusively addressed by Dodge during the "muscle car" era of the late '60s and early 1970s.

Notable Dodge nameplates include the Charger R/T (for Road and Track), the Coronet R/T, with a 440-cubic-inch Magnum V-8 engine as standard equipment, the Super Bee and, after 1970, the Challenger.

1982-1991: By 1980 big cars were out of favour. In 1982, Dodge introduced the compact Aries, its version of the famous Chrysler K-car that would prove instrumental to the company's financial recovery following a series of financial reverses. Perhaps the best-known — and certainly the most popular — of Dodge's recent products is the Caravan front-wheel-drive minivan. Introduced in the 1984 model year, the Caravan combined the comfort of a car with the space of a van and yet it fit in a standard garage.

1992-1998: Resurrecting its storied and successful performance-brand heritage, Dodge created a stir with the launch of the Viper in 1992, a V-10-powered, two-seat sports car that set the stage for an all-new mid-'90s Dodge product line-up, including the large Intrepid, the mid-size Stratus, the compact Neon and the unmistakable new Ram pickup truck. In 1996, the new Viper coupe paced the Indianapolis 500, driven by Chrysler president Bob Lutz.



1998-2014: On the occasion of the Dodge brand's 100th anniversary it could be said that the brothers' vision for their enterprise had been fulfilled.

Millions of customers still appreciated the dependable Dodge difference in passenger cars.

Dodge is a leader in the modern-day truck and car market, producing a variety of models with numerous powertrain options, including a diesel-electric hybrid. What other brand can reflect on such a rich legacy, on the street and on the track?



1957 Dodge truck featured sedan fins grafted on the rear mudguards.



Dodge in Australia

Dodge has been sold in Australia since 1918/1919.

Ironically, it was the Holden company in Adelaide which first built Dodges, using locally made bodies attached to imported frames.

In 1928 the business transferred to TJ Richards, also in Adelaide.

The Richards business was sold to a consortium of Chrysler distributors in 1946, which in turn sold out to the Chrysler Corporation in 1951.

In 1953 Chrysler released a trio of cars: Plymouth, Dodge and De Soto. All used the same Plymouth body, with different grilles and chrome to differentiate each brand. Power came from an aging sidevalve six.

H

ere is the car you will either OWN or ENVY!



The Latest Imported American

DODGE PHOENIX

With everything that's latest and best in motoring



when once again the American line up was reduced into one model. This time it was branded the Dodge Phoenix.

The Phoenix's target market was the growing sales of the Ford's Fairlane and Galaxie and the GM twins, Chevrolet Belair and Pontiac Laurentian, to wealthier Australians.

The very small production volumes meant that Exner's flashy 1955/56 models did not make it to Australia. Instead, Chrysler combined the three brands into one car, the Chrysler Royal.

In 1965, Chrysler started to use the Canadian Plymouth Fury as the base for the Phoenix.

By 1958 sales were so slow that Chrysler executives decide to bring back De Soto, Plymouth and Dodge, this time with the current USA shapes.

For our money, the best Phoenix's are the pillarless hardtops built from 1967 through to 1971. They are rare and have drop-dead styling. Chrysler Australia only built 400 Phoenixes a year. As an added bonus the cars built between 1969 and 1971, when production ceased, have an individualised number plaque on the dashboard.

Dodge's contribution was the Custom Royal with the Hemi V8.

This experiment lasted just two years,







Vauxhall's 1966 XVR Concept Car

Back in the 1960s General Motors' (GM) Vauxhall subsidiary in the UK had a staid and conservative image.

That all changed when three, like-minded, young cars designers, Americans Leo Pruneau and Wayne Cherry, and Australian John Taylor, were transferred to its styling department and set about injecting some very welcome pizzazz.

And all would go on to influence the shape of the GM cars we drive.

Leo Pruneau picks up the Vauxhall tale: "Back in 1965 when I was at Vauxhall, Opel were almost ready to produce their little GT sports car. And we knew we had to do one too."

So, in October 1965 Leo called in his assistants, Wayne Cheery and John Taylor together to discuss their plans and ideas.

With the help of a GM engineer and part-time Corvette race car driver, Jud Holcomb, they set about designing and building a radical sports car that set a new direction for the conservative Vauxhall image.



Images copyright GM Corp 2014



Images copyright GM Corp 2014

Left to right: The XVR's creators. Leo Pruneau, John Taylor, Jud Holcomb and Wayne Cherry.

A scant six months later the car debuted at the 1966 Geneva Motor Show.

Called the XVR, everyone crowded around it. What they saw was a low slung, British racing green, two seater that featured no front pillars.

Instead, a spine ran up the middle of the front windscreen and onto it were hinged the gull wing doors.

“We must have gone through 100 windscreens in an effort to fit it all together” says Leo.

After the Geneva show two more XVRs were constructed, one of which was fully drivable.

The road going car used Vauxhall Viva (aka Torana) frame and a standard two litre motor.

As is the way with big corporations, for some reason the XVR never went into production.

However Leo remembers it as “one of the most enjoyable cars I did at Vauxhall”.

The road car and one of the non-drivers were destroyed in the late 1960s.

One XVR survives, now painted a vibrant orange and it resides in the Vauxhall Heritage Centre in the UK. It is brought out regularly to show what might have been.

Of the XVR's designers, Jud Holcomb left GM and later was involved in solar powered cars.

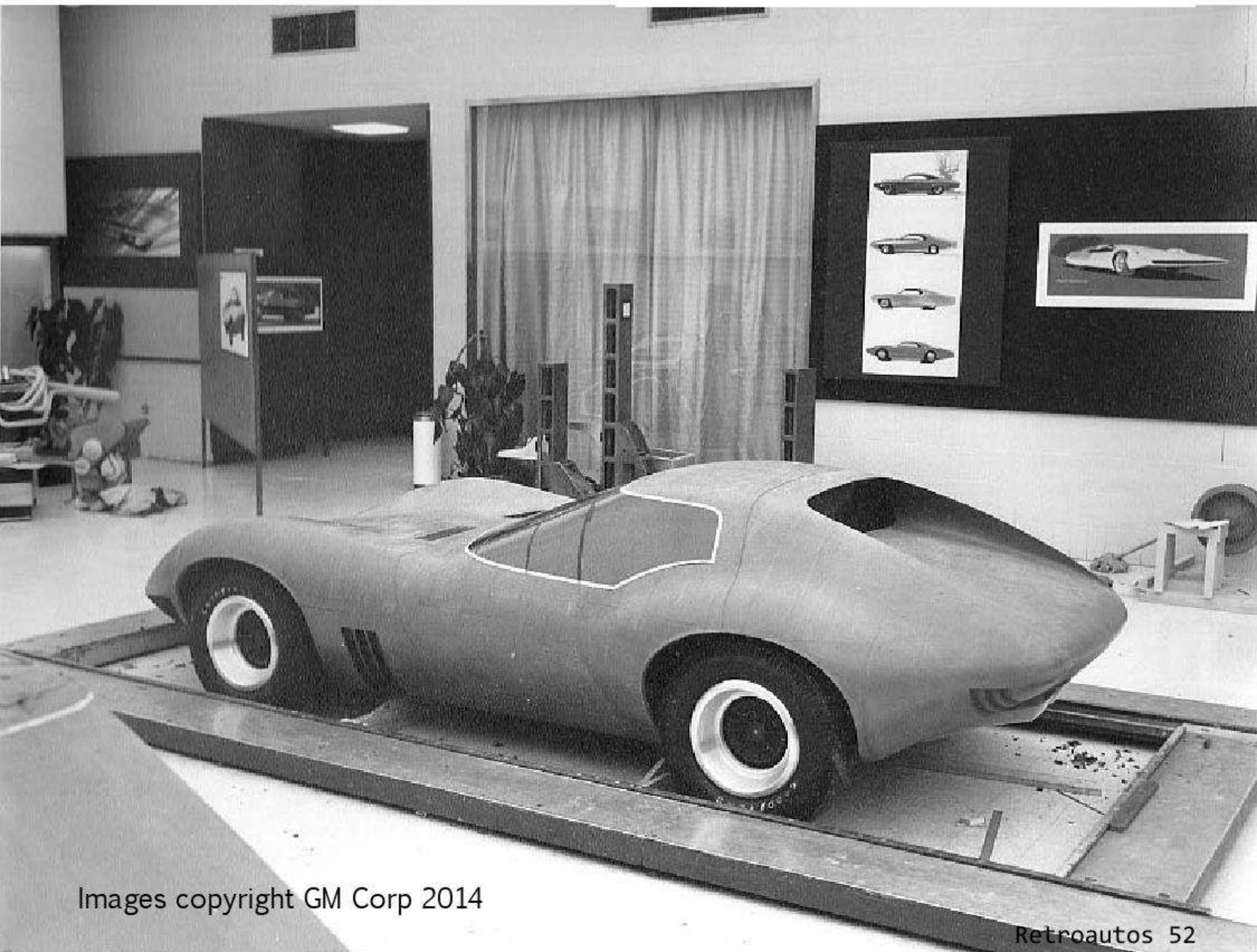
Leo went on to become design supremo at Holden for many years.

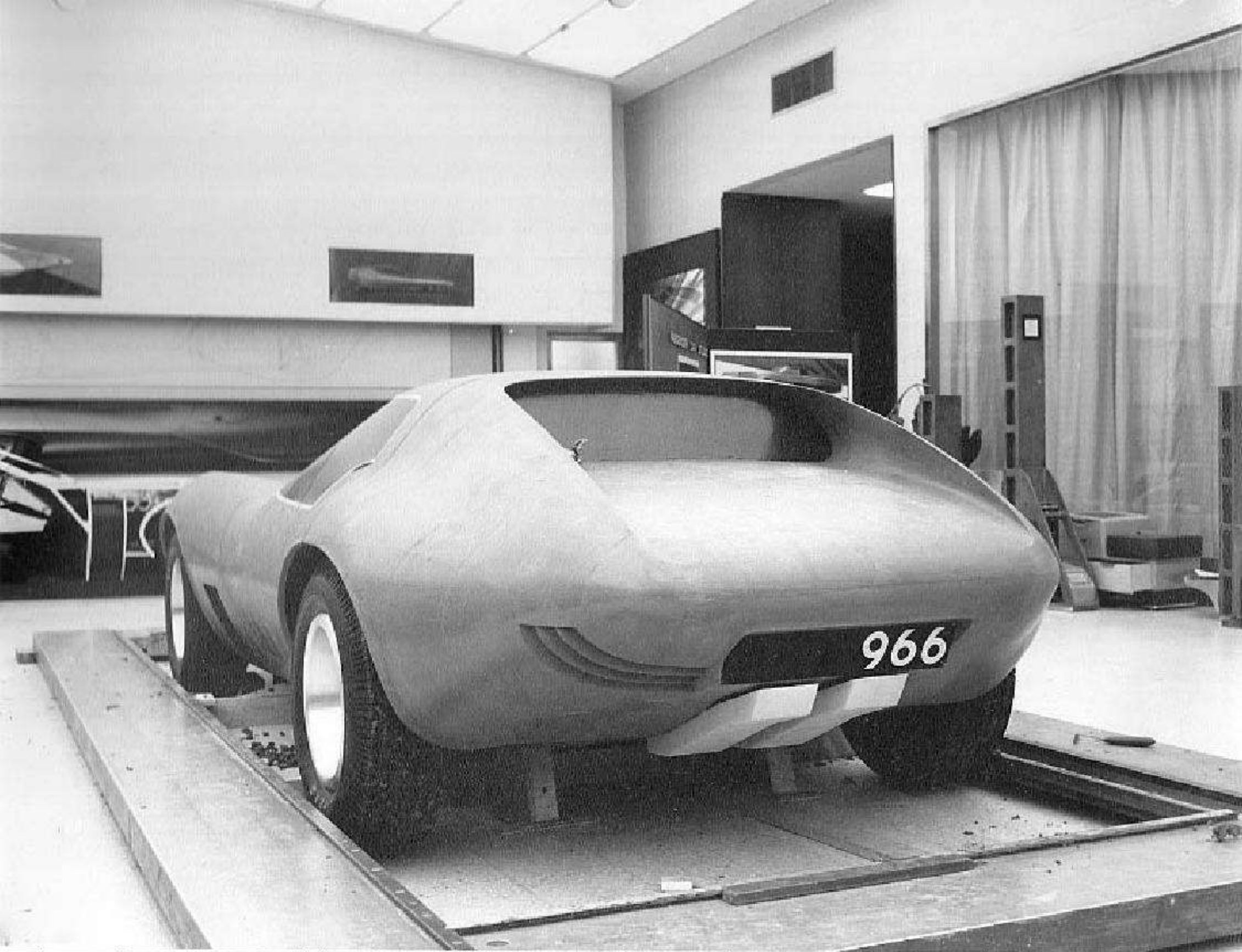
John Taylor worked at Opel, Vauxhall and then directed GM's global advanced styling studios, including the early work on the new Camaro.

Wayne Cheery became GM's global design chief in 1992, a role he held for twelve years.

Quite simply, these guys influenced the styling direction of the majority of GM's most successful cars right across the world from the mid-1960s through to the 21st Century.

That's a resume of success which is hard to beat





VAUXHALL XVR

An advanced design project expressing the future trend in world design as seen by Vauxhall engineers and styling men.

Seats are fixed, and the pedal unit is adjustable fore and aft. The vertically-sliding rear window is electrically controlled.

Independent suspension and disc brakes all round. The body is of integral construction, with a deep-section backbone.

Doors open outwards and upwards on the central windscreen strut. Wheelbase 85 ins. Track 56 ins.

Above: The XVR's Geneva Car Show publicity handout.





Above: This was the first hinged door arrangement, later changed to make entry and exit easier.
Below: What a pity Vauxhall did not go forward with the car. It would have been a winner.





Above: All three XVRs with Cheery, Holcomb, Pruneau and Taylor, in the Vauxhall viewing area.
Below: The XVR compared to an MGB. It was a very low car!





Above and below: Just four hinged openings allowed access to the entire car.



Retro Auctions



Day Collection : 1953 Ford F100

RM Auctions continues to set the pace with a massive event at Hershey, Pennsylvania, on October 9th and 10th.

Most of the 160 cars are going under the hammer without a reserve, so sales are assured. The auction features two prominent North American collections: those of John Moir Jr. and Jeffrey Day,

Moir's collection comprises 37 cars. It is an A-to-Z Collection, a unique concept representing not only each letter of the alphabet, but also a century of automotive design from 1900 to 1999. Another highlight of the group, a beautifully restored 1930 Cadillac V-16 Roadster, has been in the Moir family since 1933.

The Jeffrey Day Collection contains 50 cars. Largely amassed over 15 years, the Day Collection is comprised of 'best of category' examples from the Ford Motor Company and features some of the finest restored examples in existence.

From a 1930 Ford Model A Pickup to a 1969 Ford Mustang Mach 1 'Cobra Jet' and everything in between, each car in the collection is presented in excellent running order and has been carefully maintained, with many recipients of authentic, ground-up restorations.

See it all at : www.rmauctions.com

RM images courtesy of RM Auctions and Auctions America: Photos by Darin Schnabel and Travis Massey



Day Collection : 1930 Ford Model A open cab



Day Collection : 1955 Ford Customline station wagon



Moir Collection : 1963 Studebaker Avanti, purchased new.

Moir Collection : 1900 De Dion Bouton Vis-a Vis





Moir Collection : 1921 Wolseley Ten



Moir Collection: The 1930 Cadillac 16 , which has been in the Moir family since 1933



Moir Collection : 1953 Nash Healey



This 1953 Jaguar XK 120 is not in anyone's collection, and has a reserve on it.

Auctioneers Theodore Bruce say it is the biggest classic vehicle auction in the Southern Hemisphere. And if that's the case we'll see you on Saturday 25th October at the Royal Exhibition Buildings in Melbourne, Victoria, when the hammer goes down on a wide variety of retro automobiles.

The auction is part of the Motorclassica event. Among the cars on offer is a 1954 Bentley R-Type Continental Fastback (pictured below), a 1937 BMW cabriolet, a very rare factory right hand drive 1956 BMW convertible and pre and post war American cars from Chrysler, Ford, Buick, Packard Cord and Marmon.



The price guide for the Bentley is around one million dollars. However, for those of you with more refined taste and judgment, there is a 1968 HK Monaro 327 and an 1973 XU1 Torana on offer. Our favourite is the 1957 Lloyd Hartnett, pictured above.



Images from Theodore Bruce



Barrett Jackson have a big event in Las Vegas on 24th September. They boast two “star cars” on offer. One is Johnny Cash’s 1970 Rolls Royce (pictured above) and the other one of Elvis Presley’s many Cadillacs, this time a 1967 Coupe De Ville, on the left. Also on the roster are three Nash Metropolitanans, from 1955,1956 and 1959. It’s no reserve for these cuties.





Most of the offers at Barrett Jackson are without a reserve, which means clearance rates will be high. For Lincoln lovers it will be a hard choice with six examples of the massive and stylish four door Continental convertibles. You can pick from two 1961s, and then each year through 1965. The 1965 car is pictured here, and it would be our choice, as by then Ford had figured out how to properly strengthen these topless monsters. Just the thing for cruising to the beach this summer.

Meanwhile, those of you with a more dignified approach to your motoring , can also go topless in this 1936 Packard Eight Phaeton.

Thanks to Barrett Jackson for the images.
Retroautos 65



Shannons are staging their Melbourne Spring event on Sept 29th.

One of the highlights is a 1965 Mercury with the “Breezeway” option (pictured above).

Also on the list is a 1967 Ford Falcon Futura coupe. The bidding guide says it may fetch between \$26,000 and \$34,000. It is left hand drive.



Representing locally built coupes is a 1972 GTS Monaro and a 1975 Goss Falcon coupe, both with high end aspirations of around \$55,000.

A real bargain might be had with a no-reserve 1968 Holden Brougham.



Retro Auctions Catch Up

Last month's Retro Auctions featured a wide variety of cars, which sold for a wide range of prices.

Topping the list was the 1947 Bentley at RM's in London. It went under the hammer for a cool \$A950,000. The Lotus Cortina fetched \$A40,000, while the 1951 Bentley took \$A180,000. The Facel Vega scored an impressive \$A250,000 and the bare metal Aston Martin changed hands for \$A220,000.

Auctions America got \$A32,000 for the AMC Rebel Machine, which I think is a bargain. But the best deal of the month just has to be the person who paid a mere \$A7,000 for this fabulous 1967 AMC Marlin. This was not a popular car in the 1960s, seen more as a "pretend" GTO. These days however, Marlins are gaining in popularity and this one will only increase in value over time.



Retro Racing



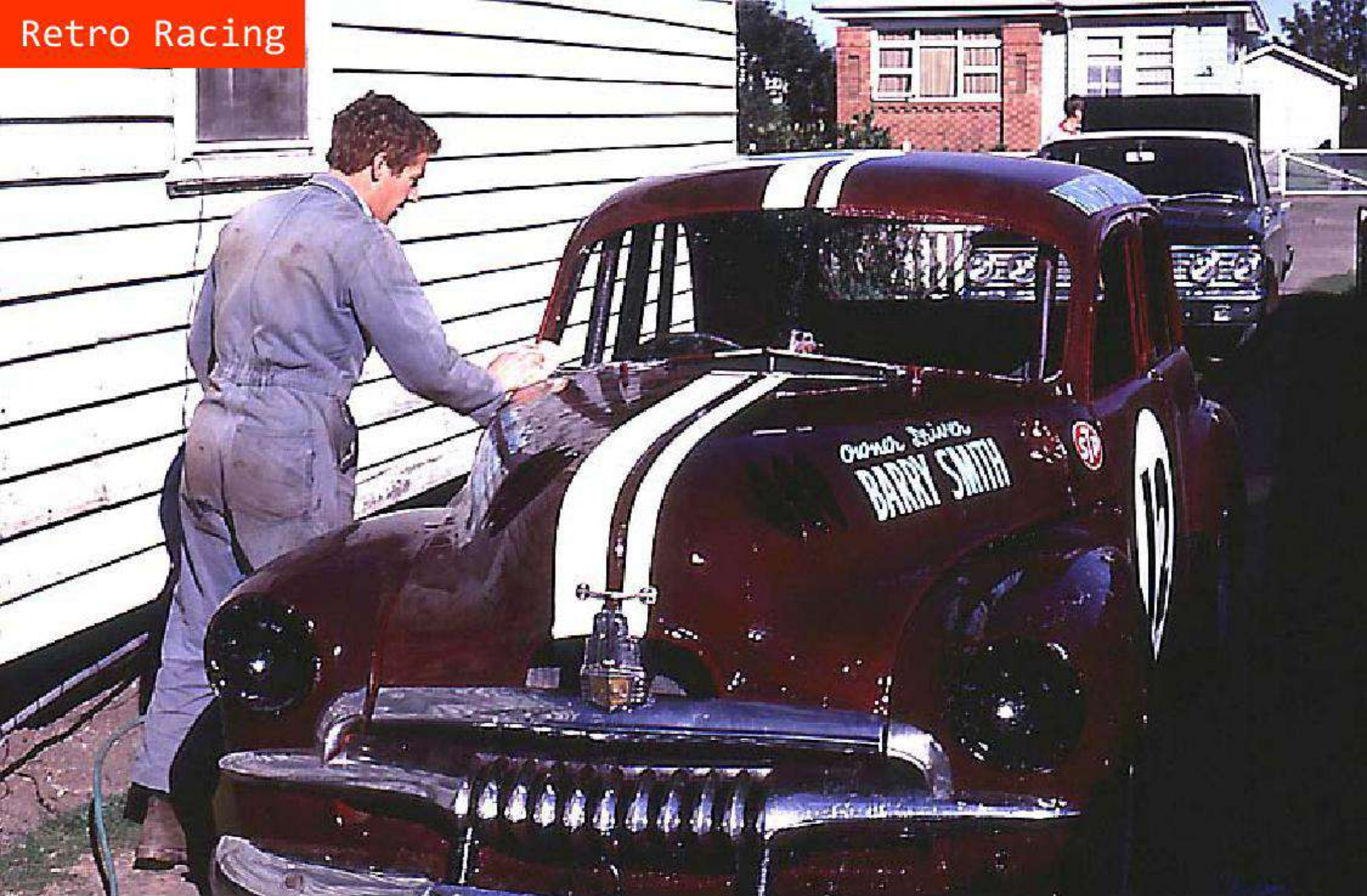
Morisset Speedway, 1969. Cheap thrills for drivers and spectators alike.





Above: TQs at Salty Creek 1969. This track was bulldozed to build a housing estate..
Below: Merv Schloss gets off the line at Surfers Paradise Raceway, 1969. His Black Knight was a well known car in Queensland. Thanks to Eric Schloss for the image of his brother's FJ.





Above: Barry Smith with his very smart and polished FJ. Eric Schloss later bought this car. Below: It's 1960 at Daytona, and NASCAR has decided to run a couple of races for those new "compact cars" from Detroit. Check out the Chevy Corvair, Falcon , Studebaker and Rambler. Valiants were also in the line up , and won all of the races, on the oval and road course.

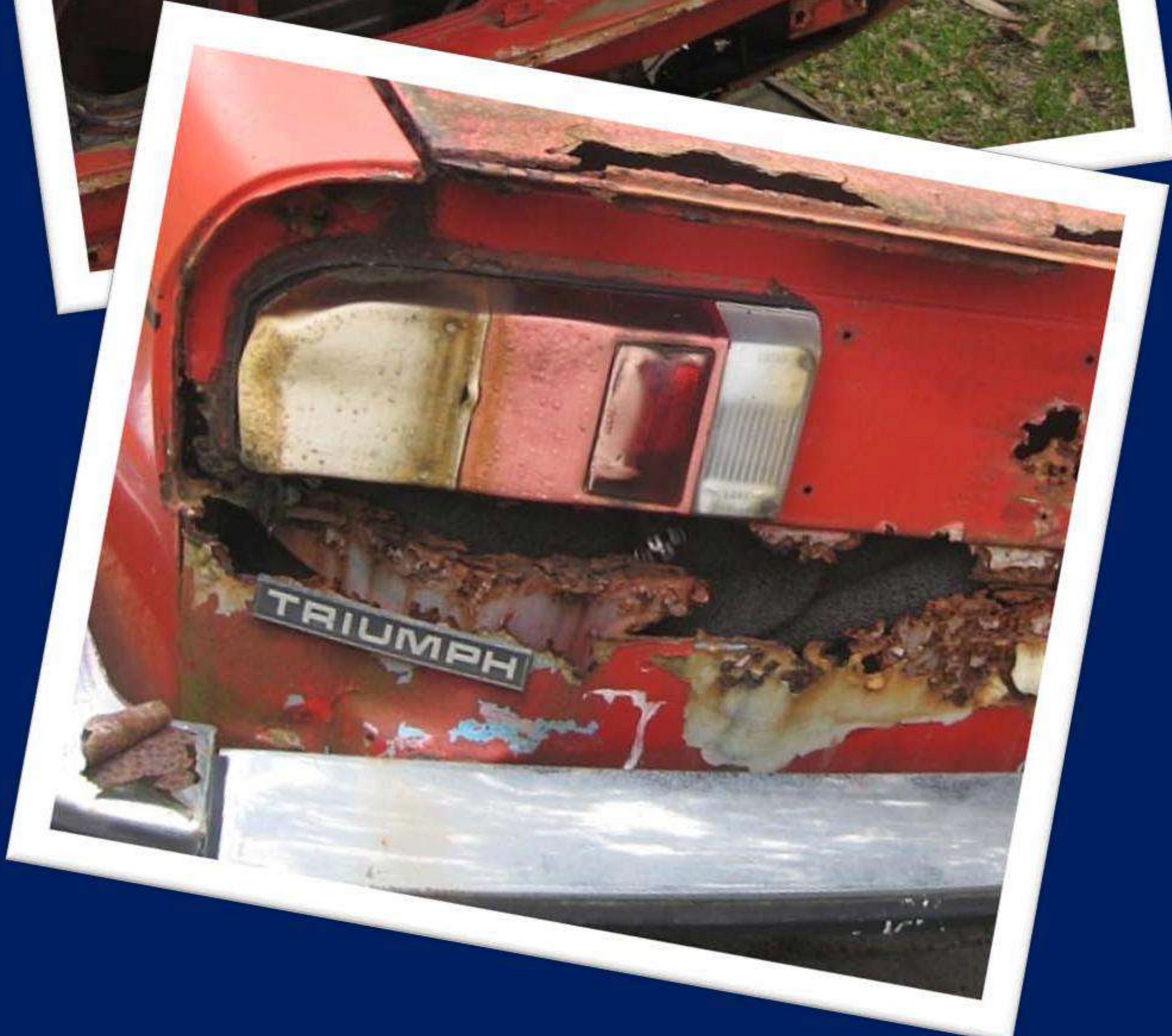
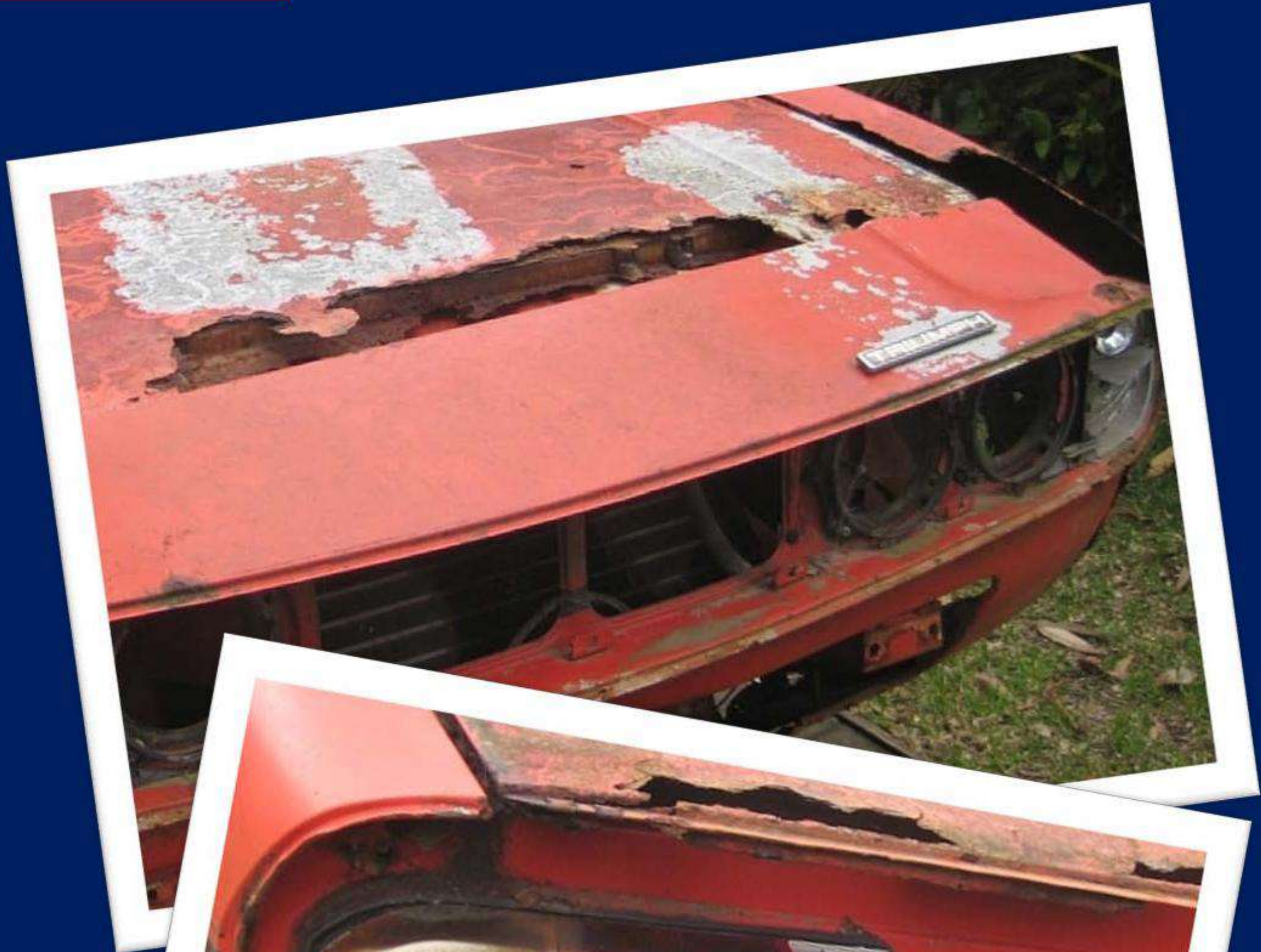


Rust In Peace



Thanks to Terry
McLafferty for the
Triumph 2500 images.







Datsuns at a junk yard in Toowoomba.



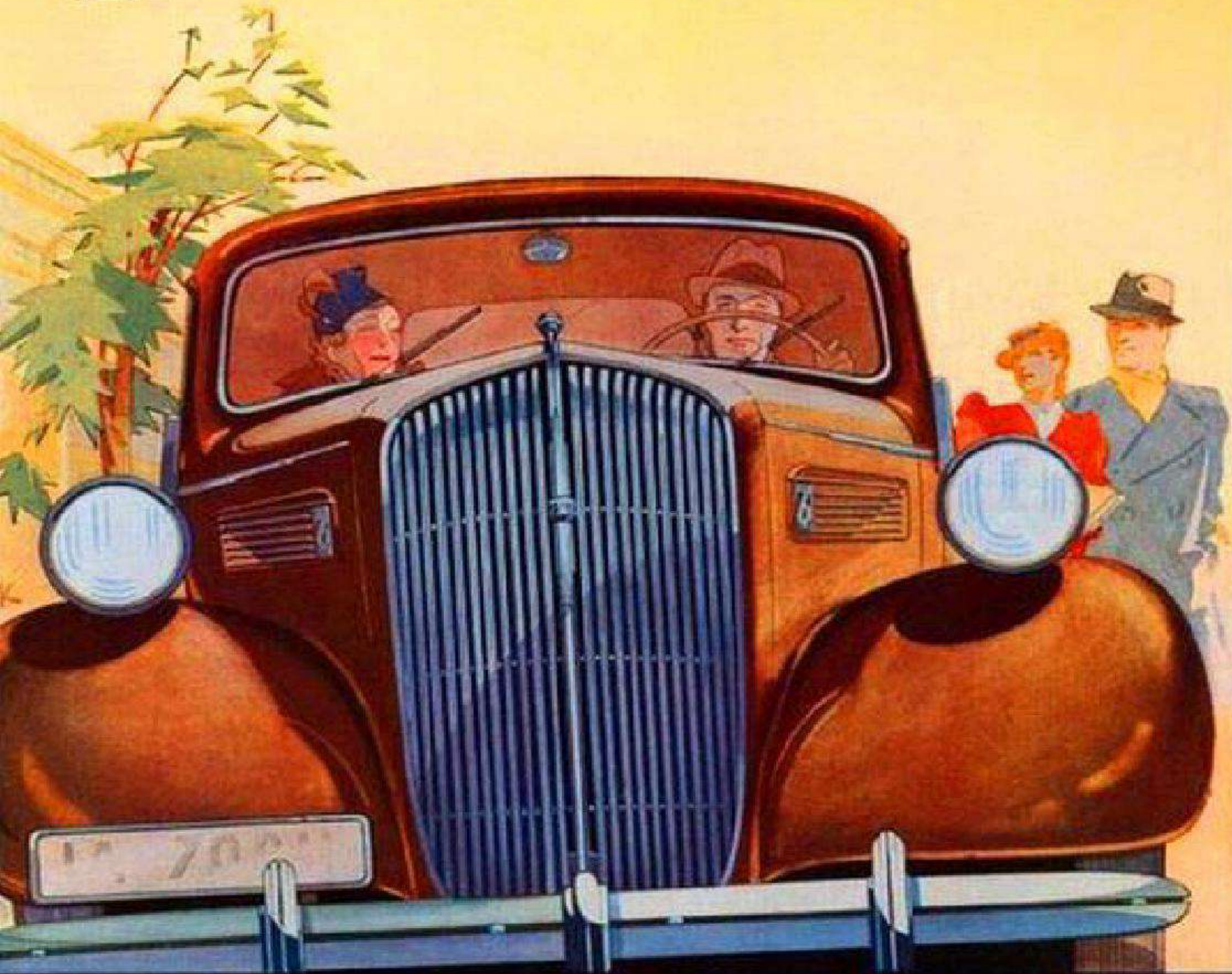
Retro Ads

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Ein neuer Sechszylinder
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MARMON
34

Advanced Engineering

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night stays these couriers
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NEW MERCURY 8

READY FOR MORE RECORDS



BREAKING every precedent in modern automobile history, the brand-new Mercury 8 in less than three months won itself a position among the ten established sales leaders!

The 1940 Mercury 8 is a brilliant successor to that record-breaking car. It offers many refinements that make it an even more desirable car to own. With every advantage that you'll find in any car of this big-car class—it has something more: **ECONOMY** that would be good in *any* car!

Distinctive new streamlines should again earn the Mercury the title of "Style Leader" in its class.

Attractive new interiors enhance the pleasure of riding or driving. New Finger-Tip Gearshift is mounted on the steering column, up out of the way. New seat construction and softer front springs add to the unique comfort of the Mercury Ride. More than twenty other improvements are added to the Mercury's safety, comfort, quiet and performance.

We invite you to look at this greater Mercury 8—critically. Feel the way it rides and drives under all conditions. Any Mercury dealer will give you full opportunity to get acquainted with the car.

MERCURY HIGHLIGHTS FOR 1940

- Finger-Tip Gearshift—mounted on steering column.
- New Sealed-Beam Headlamps—for greater safety in night driving.
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- Wide, Roomy Bodies—*and* ride in comfort, front and rear.
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A LOOK—A RIDE—
and YOU'LL DECIDE—



AMERICA'S FINEST
LOW-PRICED CAR

GENERAL MOTORS TERMS TO SUIT YOUR PURSE

LOOK OVER the new low-priced Pontiac six—and be tough about it. This car can stand x-raying by experts. That Silver Streak sweeping across the hood; those slim, trim lines; that club-car interior—here's a feast for eyes weary of the commonplace, hungry for genuine beauty. *Never has such smartness been mated with low price.*

Look at the people who drive America's finest low-priced car. They're your kind of people—sound, up-and-coming citizens—keen for a bargain but with a taste for the best. They come to Pontiac for both and not one is disappointed!

Now man the wheel yourself—and make ready for a miracle! Before

you've gone through the gears you'll know *Pontiac's the answer*. Driving ease is doubled thanks to Safety Shift®—that sane, simple and inexpensive answer to the demand for remote control gear-changing. And riding ease—well, "ease" is too tame a word—you're completely cradled against road shocks! In fact, if there's *anything* missing to make you happy, Pon-

tiac owners have failed to mention it.

They do mention Pontiac's economy—"18 to 24 miles per gallon." And price is on a par with fuel consumption—*right down near the lowest*. What's the verdict—doesn't a Pontiac fit your needs like a glove?

PONTIAC MOTOR DIVISION, PONTIAC, MICH.
General Motors Sales Corporation



New Safety Shift Gear Control* (optional for \$10)
• New Silver Streak Beauty • New Engine Features • New Safety Styled Interiors • New Easier Clutch Action • New Battery Location • New Knee-Action Features • Cooled Triple-Sealed Hydraulic Brakes • Unisteel Bodies by Fisher • New Interior Roominess • New More Powerful Generator • Improved Transmission.



Dodge Scores Sensational Style Scoop

FAMOUS for safety, dependability and record-breaking economy, Dodge leads the 1936 fashion parade with style and beauty so breath-taking that it is provoking enthusiastic praise from those who know everywhere.

"The most fashionable looking Dodge anyone has ever laid eyes on," says one famous stylist. "No wonder they call this new Dodge the 'Beauty Winner' of 1936,"

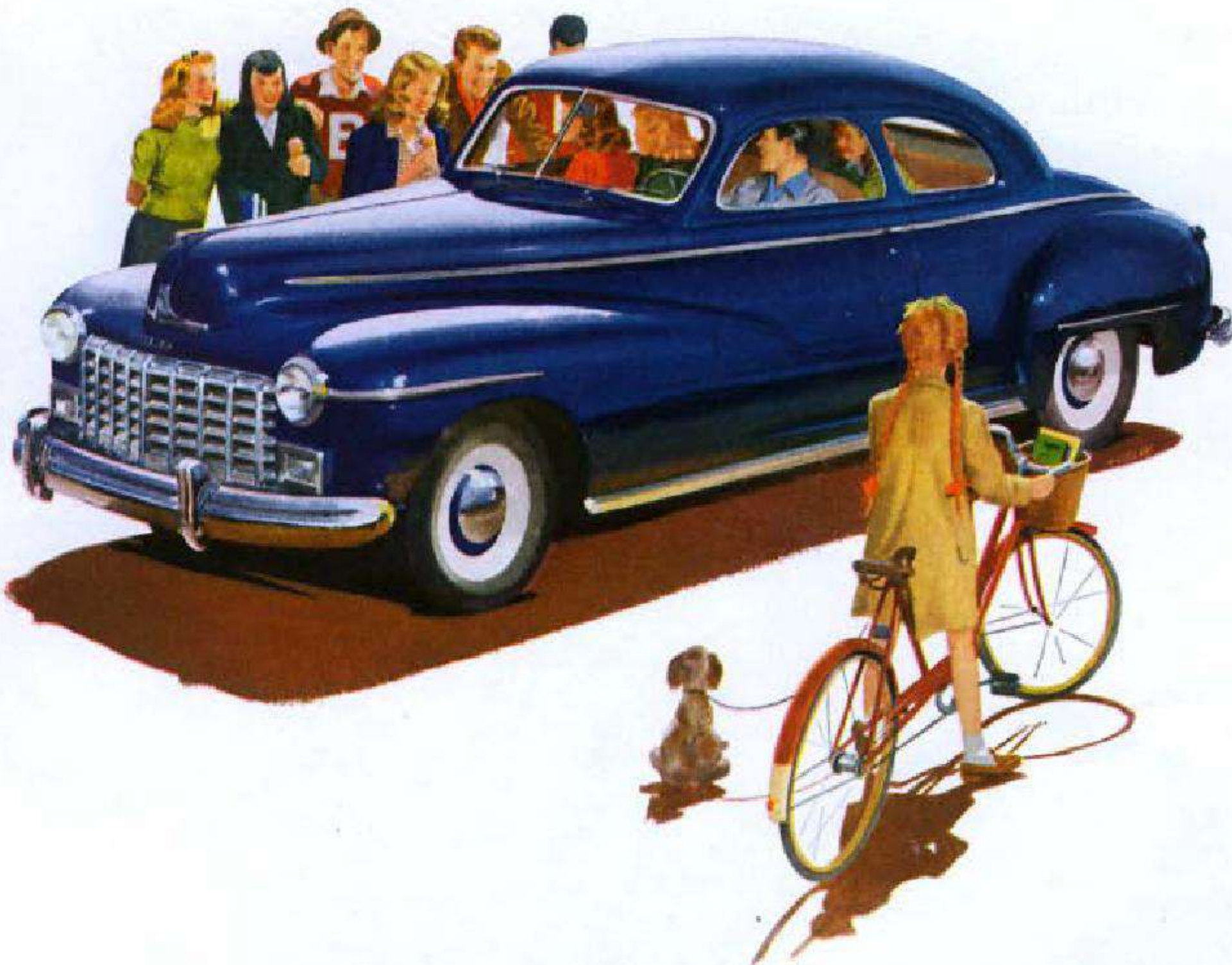
exclaims another. And so it goes... "the interior appointments will thrill any woman,"... "the attractively tailored upholstery puts it in the expensive car class"... And no wonder they all rave—these women who know. At very first glance you, too, will be thrilled by the sheer beauty of this new Dodge...

But that isn't all, for this new Dodge gives you everything you should demand

of a motor car... a ride that will thrill you... safety-steel body... balanced driving control... and, above all, Dodge's amazing economy of operation. See this magnificent car today. Drive it. And remember Dodge costs only a few dollars more than the lowest-priced cars.

DODGE DIVISION OF CHRYSLER CORPORATION
Time payments to fit your budget. Ask for the official Chrysler Motors Commercial Credit Plan.

AMERICA'S BIG MONEY-SAVING CAR... BUILT TO SURVIVE
THRILLING SAFETY TESTS *Beauty Winner of 1936*



EVERYTHING YOU NEED TO KNOW

... about the new Dodge car is that it gives you all of the combined advantages of Floating Power, All-Fluid Drive, and Full Floating Ride.

You get a cushioned, fluid quality of handling and performance which protects the life of the car indefinitely,

insures your safety and greatly improves riding and driving comfort.

The new Dodge speaks so well for itself, in style and performance, it seems silly to labor the subjects with more words of description.

Production is improving. If you have to wait a while for delivery, we sincerely thank you for your patience and promise you this very rich reward.

NEW
Dodge

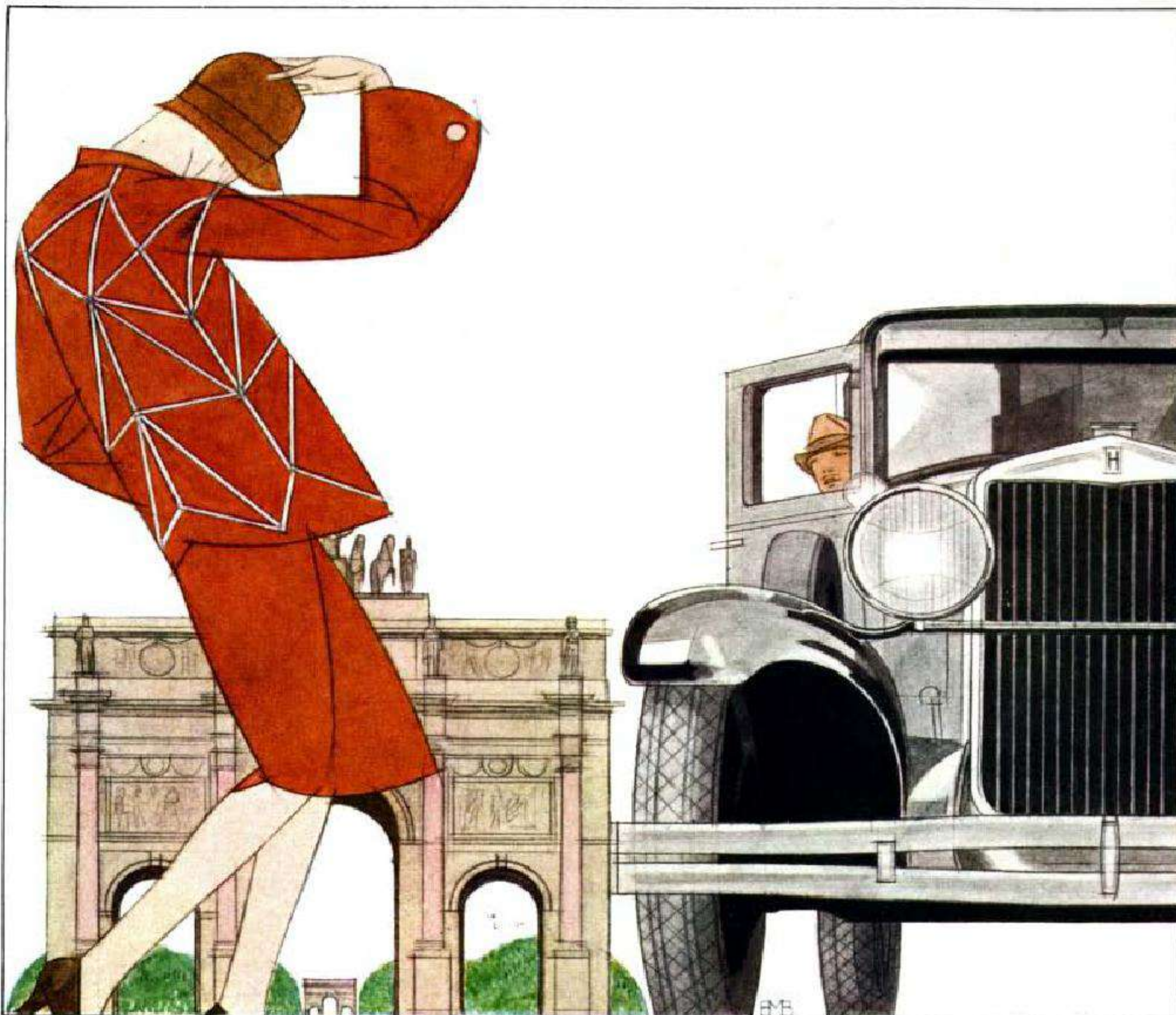
SMOOTHEST CAR AFLOAT



It's true... it's New... it's

DODGE

for fifty-two



TAILLEUR BY LANVIN

E. E. COS

THE CAR THAT WON A POPULAR LANDSLIDE!

Twenty years ago, a group of engineers decided to build a different kind of motor car. It was to be easy-driving, easy-riding, trouble-proof and wear-proof. Its name was to be HUPMOBILE.

For twenty years this car has prospered; always abreast of the field in engineering practice.

And then, a few years ago, the makers of HUPMOBILE put into practice an idea that has proved the most important single factor in HUPMOBILE'S amazing success. They made it smart.

They created the new HUPMOBILE Century cars. *Always the most efficient car, they made HUPMOBILE the smartest car.*

You can put this down in your book of certainties. When a long established business suddenly surges ahead 60% in sales, luck and accidents play no parts. For, in America, such a reward is paid only to a new and better job.

HUPMOBILE'S new program of expansion has reduced all prices. See your dealer.

THE NEW HUPMOBILE CENTURY SIX & EIGHT

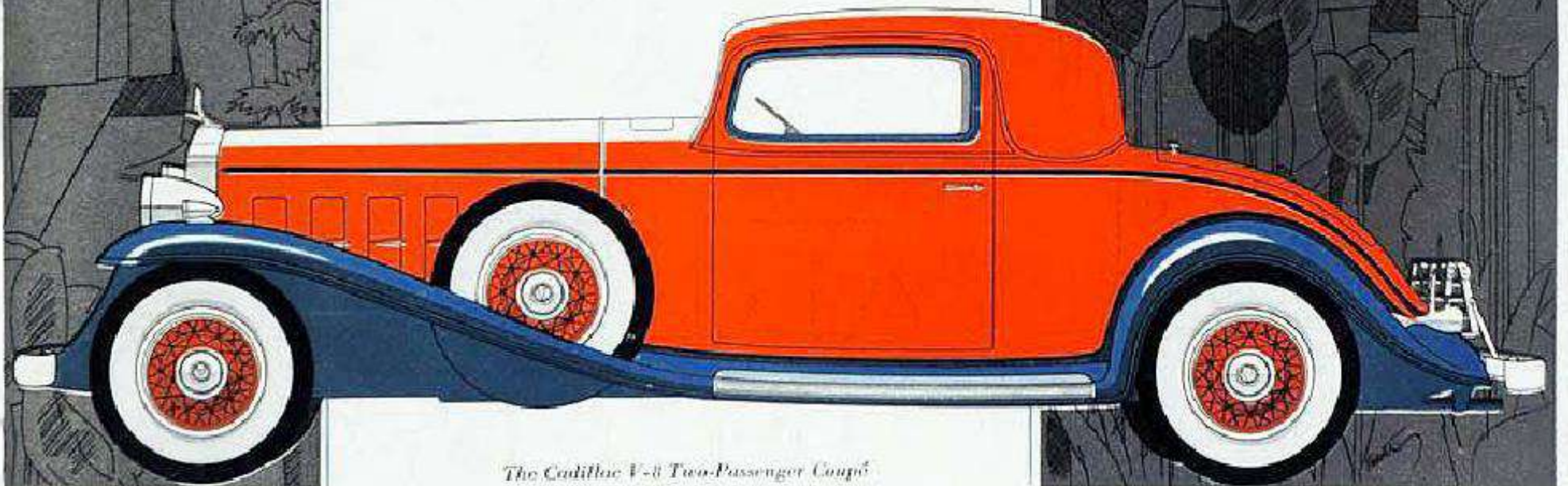
Hearst's International-Cosmopolitan for July 1929



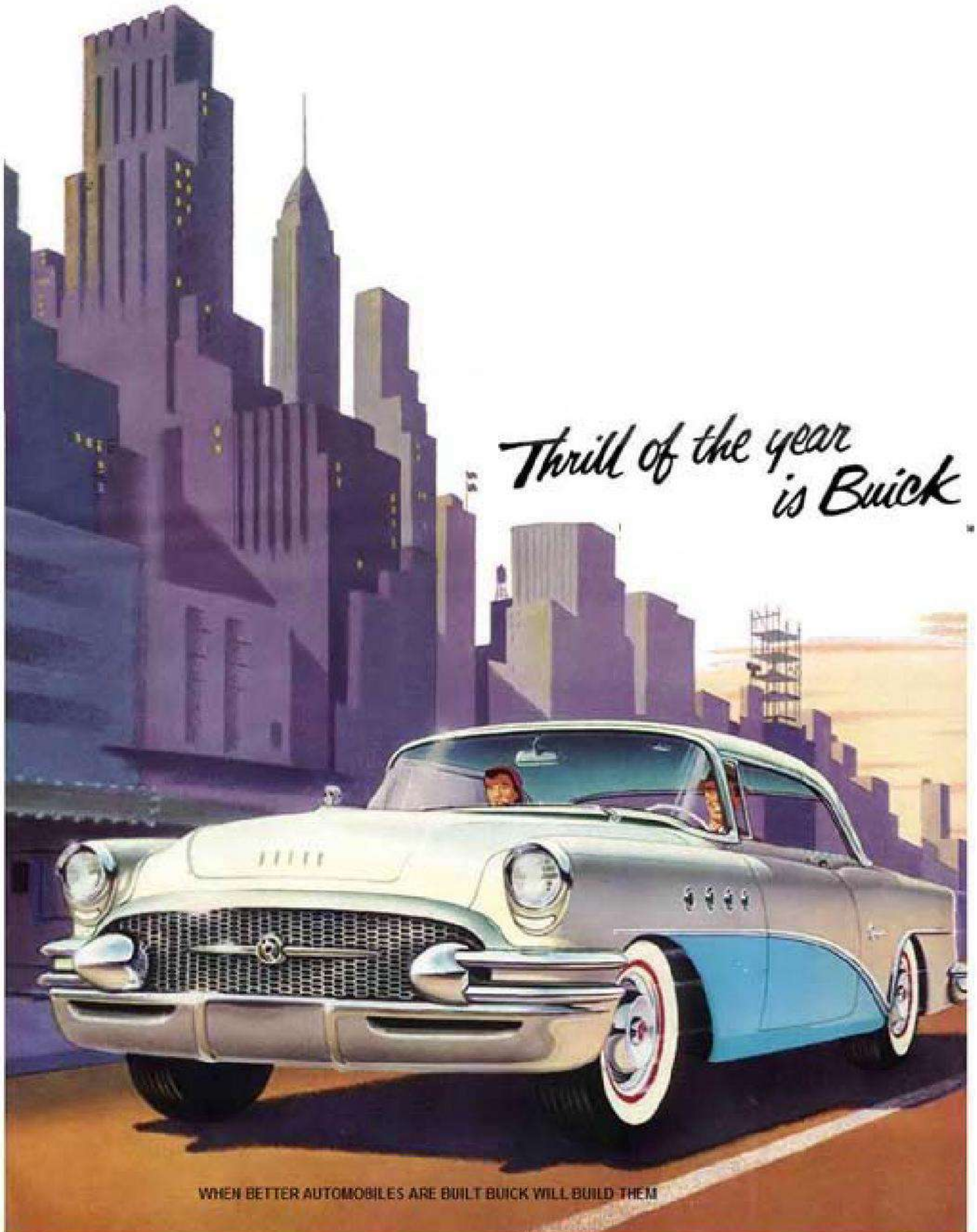
*A man is known
by his automobile*

Of all those material possessions which bespeak a man's place among his fellow men—none is more instantly recognized than his automobile. Wherever he goes and whatever he does, his car has come to be accepted as a symbol of his tastes, his standing and his business success. Because of this, there has grown up about Cadillac and LaSalle a degree of respect which is unusual in America's business life. Men who have given the problem serious thought will have no other automobile; for here is the "Standard of the World"—the car which has stood, for thirty years, as the emblem of all that is fine. They know, when they drive a Cadillac or LaSalle, that they have the masterpiece itself—and that it is given the recognition which a masterpiece always inspires. LaSalle prices range from \$2395, Cadillac from \$2795, f. o. b. Detroit.

CADILLAC



The Cadillac V-8 Two-Passenger Coupe



*Thrill of the year
is Buick*

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

DODGE

POLARA SERIES • 440 SERIES • 330 SERIES



THE DEPENDABLES BUILT BY DODGE



YOUR DODGE DEALER ALSO SELLS THE COMPACT DODGE DART AND BIG DODGE 880. ASK HIM FOR CATALOGS COVERING THESE CARS.

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DODGE DIVISION  CHRYSLER
MOTOR COMPANY

19th annual

Historic LEYBURN SPRINTS

Around The Houses



NATIONAL
BREAST CANCER FOUNDATION
FUNDING RESEARCH FOR PREVENTION AND CURE



SHARE THE PASSION



Photo by Trapnell Creations :Jamie Chant pitches his 1971 Ford XY GT Falcon into a turn

Leyland Sprints New Record

The Historic Leyburn Sprints has a new outright champion after New South Wales driver Dean Amos broke the track record at the 19th annual time trials at the 24th August event.

Amos, from Lismore, raced his 1997 Gould-Judd V8 open-wheeler around the one-kilometre street course in 44.404 seconds, slashing a stunning half a second off the mark set last year by Warwick Hutchinson.

Almost 200 historic, classic and performance cars took to the track, ignoring light rain that made the surface slippery for much of Saturday.

Several cars found the hay-bale safety barriers, but there were no injuries or major damage.

There were plenty of other attractions for spectators beside the chase for outright and class honours.

More than 100 cars entered the Show 'n' Shine, won outright by a 1960 Chrysler Windsor 300.

The inaugural Retro Caravan Show Off drew 22 entrants, big interest from spectators and an organisers' promise for an even bigger show in 2015.



Photos by Trapnell Creations



Photo: Trapnell Creations
Retroautos 90



Photo by Trapnell Creations : 1975 Ford Escort in the hands of Tyson Cowie

Photo by Trapnell Creations : 1935 Ford V8 Special driven by Pete Trapnell



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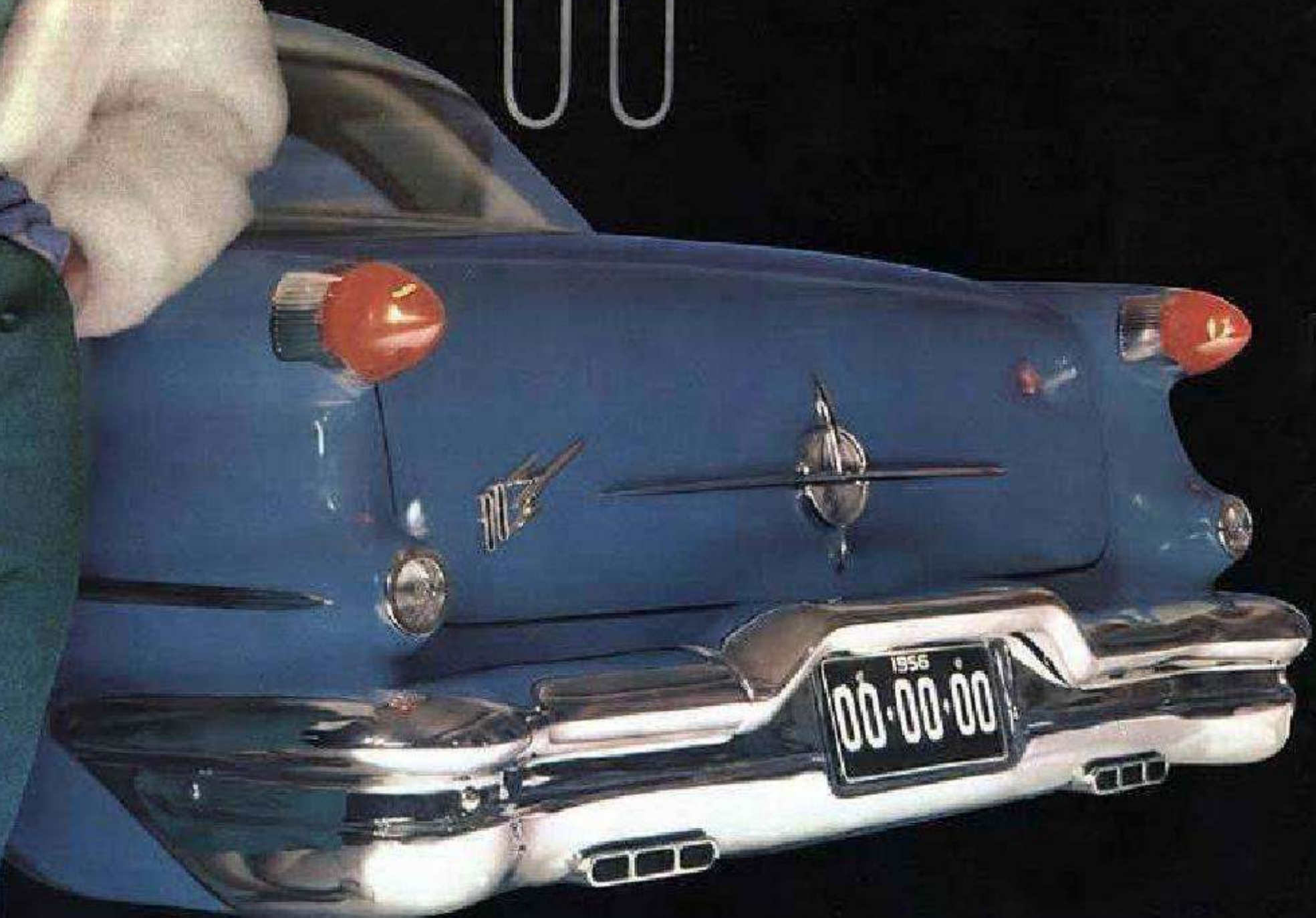
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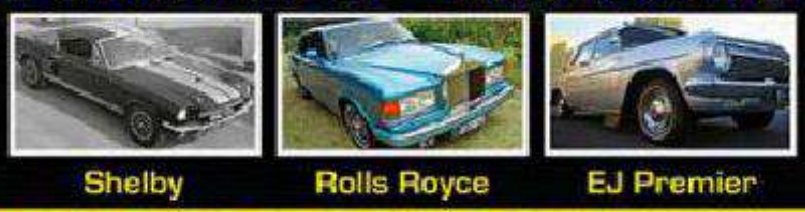
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 for payment information.



CHEVROLET, DE DION, VAUXHALL, BRISTOL, AUSTIN HEALEY, BUICK, DATSUN, DIAMOND T & MORE!



Falcon GT-XR & XA



Shelby Rolls Royce EJ Premier



A9X



Telstra Kombi Lotus Cortina 1948 F100 1957 Cadillac

PONTIAC GTO, AUSTIN, RIP, ROLLS ROYCE, TECHNICAL: DRUMS TO DISCS, DEPT OF YOUTH

VALIANT, RUST IN PEACE, MERCEDES, VAUXHALL, F100 TRUCKS, LOTUS AND GT CORTINA, FORD CORSAIR AND MUCH, MUCH MORE!