



Corvair
Clones



50 years: Campbell's
Land Speed Record



collectible & classic

RETROAUTOS

November 2014 # 38



Rare Borgward Combi

1960 Falcon Prototypes.
It might've looked like this!



Restored Aussie
Retro Caravan



Styling the 1974
Mustang II



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



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A9X



Telstra Kombi



Lotus Cortina



1948 F100



1957 Cadillac

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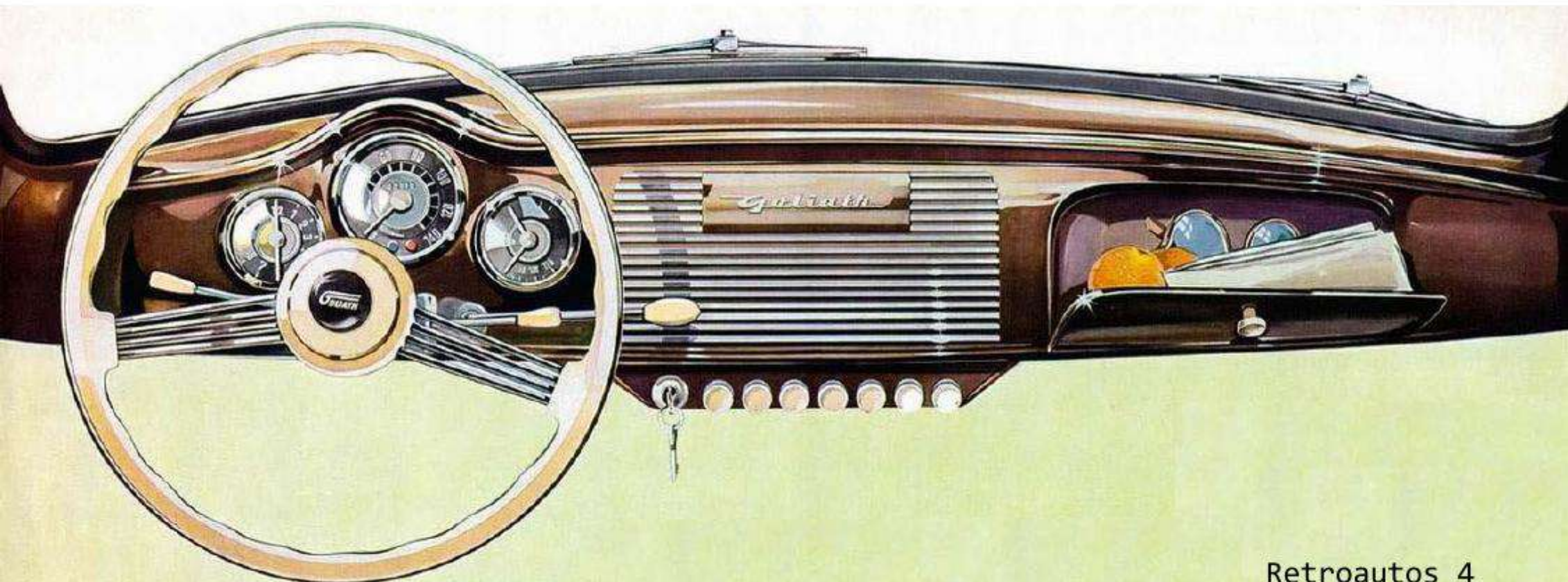
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Welcome to the November 2014 edition of Retroautos online.

Continuing our series of feature stories *Drawing Board to Driveway*, there are two in this issue. We have searched the secret vaults and found many wonderful images of styling proposals for the first Ford Falcon and the 1974 Ford Mustang II. We're glad some of the Falcon proposals were put in the bottom draw and forgotten until now. Other proposals ended up being used on British Fords. The Mustang II was a big sales success for Ford but has never been given much credence by collectors. Now celebrating its 40th anniversary year, those opinions about the pony car are starting to change.

Borgwards are rare in Australia, and our main feature story covers two of them both owned by Roger Day. Roger talks about the long and involved restoration process he undertook, which has resulted in two gleaming examples of the German brand still cruising our roads.

There is a fast growing classic caravan community. We spoke to Jim and Patricia

Robertson about their neat 1962 Sunshine caravan. It is a real little palace on wheels.

The styling of the Chevrolet Corvair was one of the most copied designs in automotive history. We show you just how many car designers used the Corvair for inspiration.

This month we start a new feature called Retro CarPark. To qualify for the CarPark, a retro classic must have number plates, be parked in clear view, and obviously be in frequent use. If you see such a classic take a photo of it and send it to us.

The photo above was taken at the GM Heritage Centre in Michigan. Next month we will bring you more images of the gems contained in this historic collection.

And finally, a word about our revised online format and layout. It is a growing success. Readership keeps increasing and a consistent 25% of readers are located outside of Australia. We hope you enjoy this issue.

Retro News



On the Radio

Retroautos has been fortunate to participate in three radio shows of recent.

First came a call from the guys at Triple Hs *Show US Your Motor* show to have a chat on their Saturday morning gig. It goes out across Sydney's north shore, and has a big following. You can hear it online www.triplehfm.com.au or at 100.1FM Saturdays 10:00am-12:00noon. Andrew Willoughby, Peter Thompson and Scott Flemming are the hosts.

These guys also are also the ringmasters for the Triple H Motorfest on 16th November at Pennant Hills Park, Pennant Hills. It is not to be missed.

During September we were a guest on Chris Goodsell's *Road Rambling* radio show chatting about the classic car scene in general. Chris's show goes out across the Rhema network. If you are unable to tune into one of their many stations you can hear it at www.roadramblings.com

On 2nd October, Dave Sutherland who hosts shows on the 2SM/2HD Super Network wanted to chat at length of air about the 40th Anniversary of the Holden Sandman, which was great fun.

Historic London to Brighton Rally

A total of 433 entries have been received by the Royal Automobile Club for this year's Bonhams London to Brighton Veteran Car Run. As tradition dictates it takes place, come rain or shine, on the first Sunday of November (2nd) with the first cars leaving at sunrise, this year at 6.56am.

For only the second time in more than half a century the veteran cars will start this year's annual 60-mile adventure by driving down The Mall.

The pioneering horseless carriages, all built before 1905, will leave Hyde Park as normal before passing under Wellington Arch and heading down Constitution Hill towards Buckingham Palace.

The oldest car on the event is a c.1888 Truchutet, a 4hp open tonneau.

The entry list includes some of pioneering motoring most famous names, such as Benz, Daimler, Vauxhall, Peugeot and Renault, while the entries includes steam-powered cars, electric cars, three-wheelers as well as petrol-powered four-wheelers.

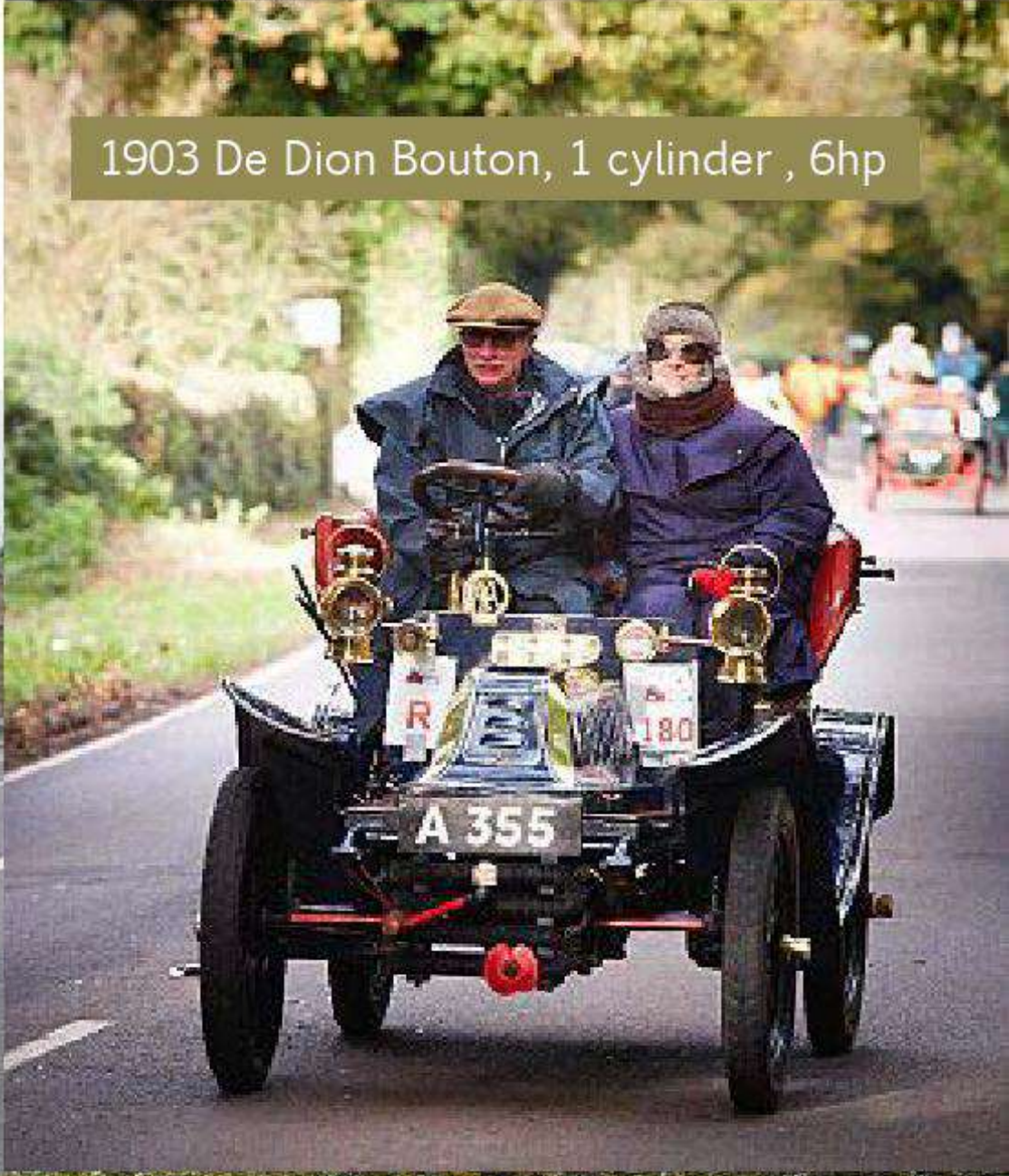
Regarded as the world's longest running motoring event, the Run celebrates the original 'capital-to-coast' Emancipation Run. This was held on 14 November 1896, and marked the Locomotives on the Highway Act, which raised the speed limit for 'light locomotives' from 4 to 14mph and abolished the need for these vehicles to be preceded by a man on foot waving a red flag.

The event attracts considerable sponsorship and celebrity support, including Ed China and Mike Brewer from the Wheeler Dealers TV show.

See more at www.veterancarrun.com.



The Wheeler Dealers



1903 De Dion Bouton, 1 cylinder, 6hp



1900 New Orleans

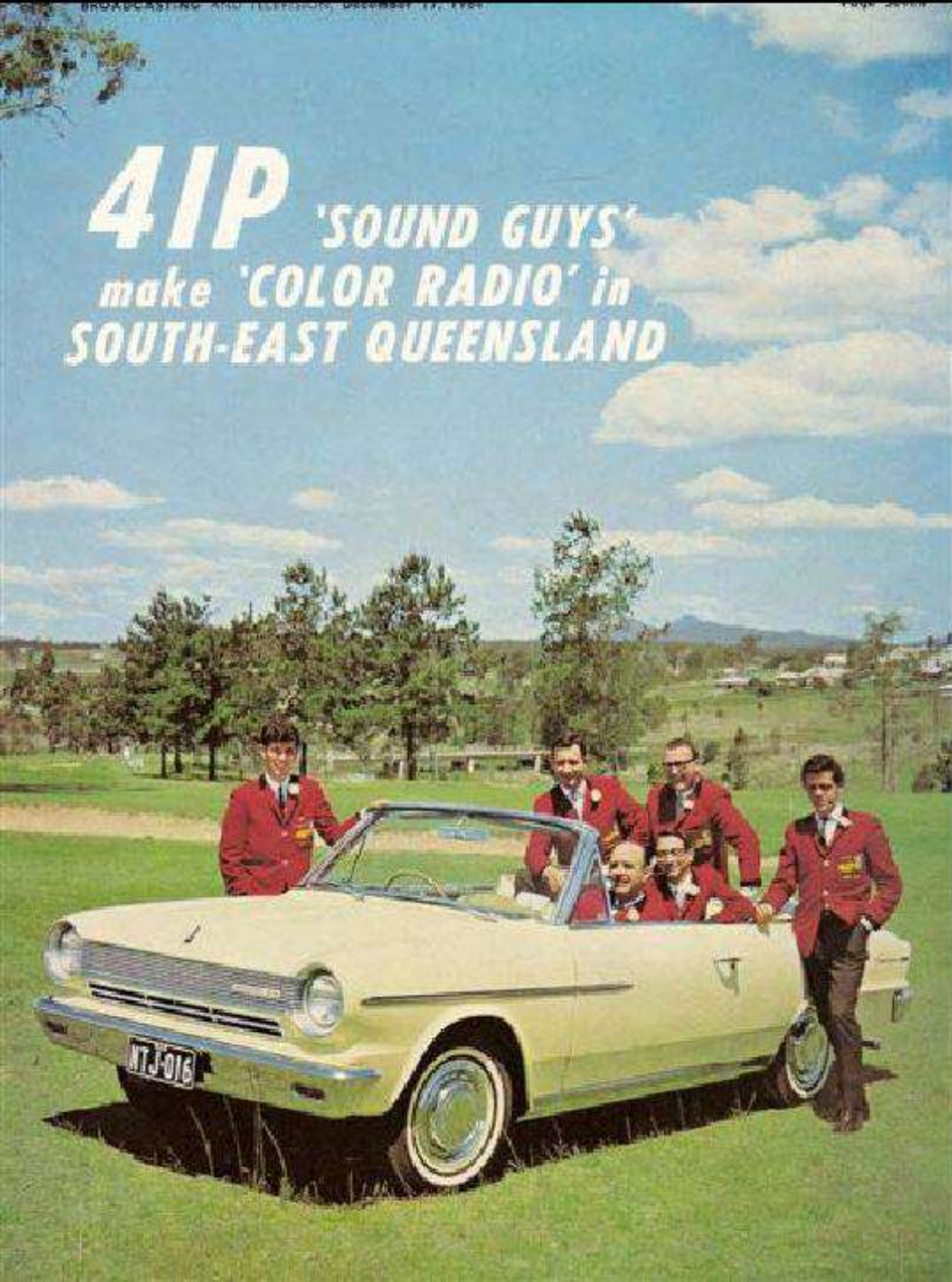


1903 Wolseley, 2 cylinders and just 10hp





Above: Ward Austin with his one-off sports car, from 1958. He owned it for a year.



Star Cars

All of the radio talk reminded us that in the first issue of Retroautos we profiled the classic cars of one of Sydney's biggest radio stars of the 1960s, the late Ward Austin. He once owned a one-off hand crafted sports car, built on a 1948 Singer Ten chassis. Profiled in the March 1958 edition of Modern Motor, we wonder if it still survives today?.

And what happen to this slick, right hand drive, 1964 Rambler American convertible in the 4IP advertisement, pictured on the left? Is it too still around?

Barn Burn

Old barns being used to store seventy classic cars in Colorado, USA, burnt down recently. The cars ,mostly 1950s and 1960s Cadillac's, were all destroyed or damaged. Estimated to be worth two million dollars, they were insured.

Citroen and MG Anniversaries

No matter what the year or the month, there is always an interesting automotive anniversary to celebrate at Retroautos.

Devotees of Citroen have been quietly sipping celebratory coffees in sidewalk cafes in honour of the revolutionary Citroen Traction Avant (French for front drive) which was released 70 years ago.

It was the first mass production front wheel drive sedan with a monocoque chassis and boasted torsion bar suspension. Production ceased in 1957.

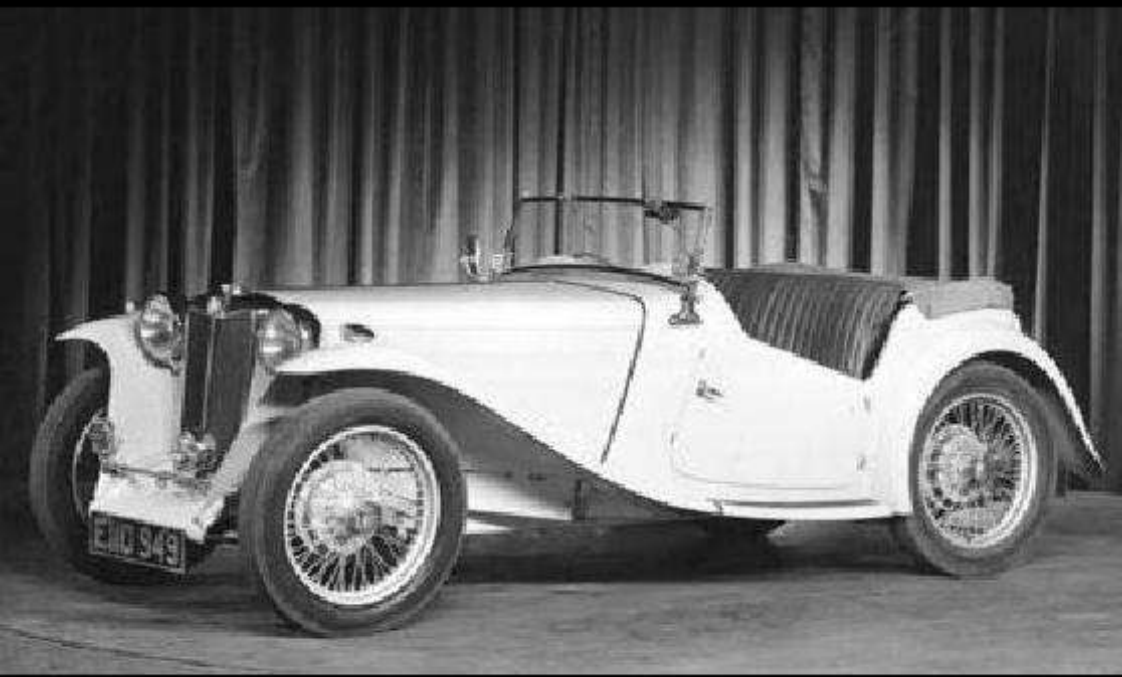
Meanwhile, the MG crowd are doffing their caps for the 90th anniversary of their favourite marque.

There is friendly disagreement whether MG (originally known as Morris Garages) actually started in 1923, 1924 or 1925. The MG octagon logo was seen in newspapers in late 1923 and was trademarked on 1st May 1924. MG properly began trading in 1925. So we will split the difference and pin it at 1924.

Apart from its low slung sports cars, back in the day MG produced a wonderful range of sports sedans. That all ground to a halt when the merger mania with Austin and then Leyland saw Morris and

Below: MG TC
Bottom: Citroen Traction Avant

Below: Badge engineering at its silliest. An Austin A55 with MG grille. Nice hat, though.



and Austin family cars, such as the Morris 1100, given the distinctive MG grille and sent out into the wide world. Some managers at British Leyland actually thought this was a good idea and the cars would sell. Wrong ! Those with more sense and an understanding of MG's heritage just shook their heads in wonder at such stupidity.

But bright days are back for MG. Now owned by SAIC, the brand again sells in the UK, Chile and China.



Not popular when new, these 1100s with MG grilles are very sought after now.



Retro Auctions

Big Money in London

In conjunction with the London to Brighton rally, Bonham's in the UK have a number of veteran cars on offer. The De Dion and Laparrelle have price guides of \$150,000. The Panhard's is \$1.3 million.

1902/03 Panhard



1904 De Dion Bouton



1901 Laparrelle



Shannons Sydney

Shannons are hammering some cars on 17th November in Sydney. Among the lots are a 1968 Chevrolet Camaro, a '75 SLR 500, a big old Dodge Phoenix from 1972 (the last American landyacht built in Australia), a '79 Chrysler Valiant, a RHD Thunderbird from 1973 and a 1972 MGB. Our favourite is the 1950 Austin Atlantic, pictured here.



Sam Pack Collection

Respected car collector and Texas Ford dealer, Sam Pack, will have RM Auctions, and Auctions America sell more than 130 of his prized motor cars during a single-vendor sale in Dallas, Texas., on 14th and 15th November.

Sam Pack's museum collection represents more than a dozen years of dedicated acquisition. It contains over 350 cars.

"I've had a love affair with cars since I was a teenager, it's in my DNA," says Pack. "Fortunately, for me, it's continued through my professional and business career. It's a passion shared and supported by my family - they get as much joy out of the cars as I do."

Pack built his collection by handpicking a diverse assortment of automotive rarities in a range of different categories. The collection is marked by incredible variety and features some of the finest, rarest and most desirable American automobiles ever produced.

From a terrific series of icons from the fifties and sixties, through to a remarkable collection of Detroit muscle, and an assortment of concepts, street rods, customs and modern collectibles, almost every decade and genre of automotive production is represented, with all vehicles professionally maintained.

All lots will be offered 'without reserve', selling to the highest bidder. We've picked six to show you here. See more at: www.rmauctions.com



Photo Credits: Teddy Pieper ©2014 Courtesy of RM Auctions

Pack Collection: 1936 Ford V8 Roadster.



Pack Collection: 1950 Ford "Woody" Wagon .



Pack Collection: 1954 Chevrolet Bel Air Sports Coupe.



Pack Collection: 1954 Ford Crestline Skyliner "Glass Top".



Pack Collection: 1937 Ford half ton "Coca Cola" truck.



Pack Collection: 1931 Ford half ton "Pepsi" truck.





Rare

Roger Day collects and restores Borgwards. The German built marque, which also produced the smaller Goliath, was sold here in the late 1950s and early 1960s and these days is quite rare.

“My interest in Borgwards started as a child playing in my father’s abandoned 1957 Borgward Goliath 1100 station wagon which was parked in our drive way”, Roger explains.

The Goliath was unregistered by 1971 and taken to the crusher in 1981 because of a new local law that required all unregistered cars to be removed or the owner would face heavy fines even though the car was parked on private property.

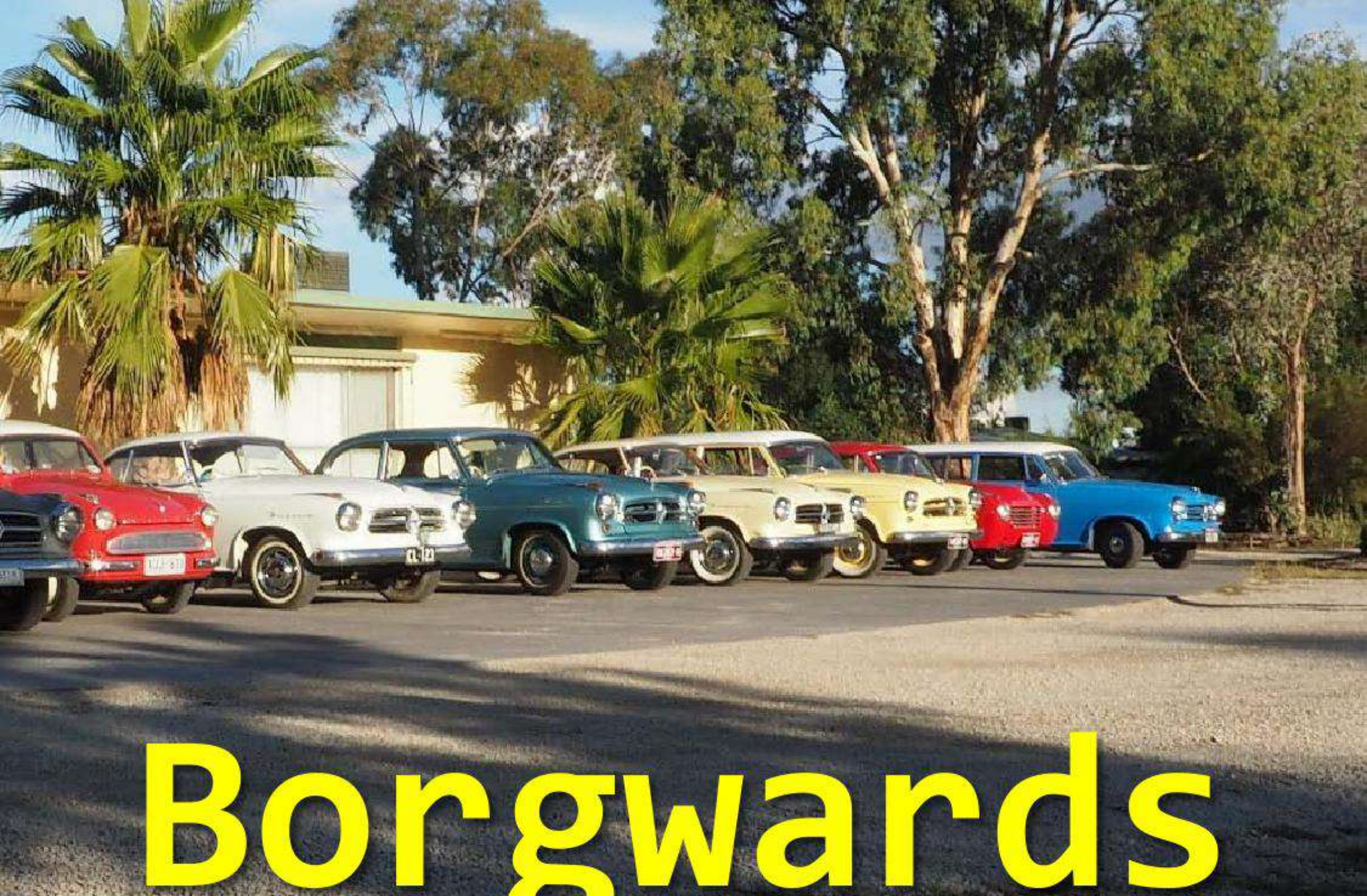
To give you a little background, Goliaths were all front wheel drive cars using a 4 cylinder 1100cc boxer motor. The early models were 2 stroke.

Roger acquired his first Borgward Isabella sedan in the mid 90’s after seeing an article of a coupe which was owned by Ray Harrison who was then the President of the Australian Borgward Car Club. He really wanted a coupe but it was out of his price range so he brought a two door sedan instead.

This car wasn’t complete and very rusty so he made the decision to wreck the car.

A couple of years later Ray mentioned two 1959 Sedans that were in Gippsland from a deceased estate. The cars had been sitting for over eight years since the owner had passed away and were in need of a total restoration.

Roger had to buy both cars because they were not being sold separately.



Borgwards

A first inspection revealed that both cars had potential and would make a good base for a restoration project if you looked past the surface rust with paint peeling from an early re-spray gone wrong and damage from the leaky roofs of the sheds in which they had been stored.

Both vehicles had been parked with the hand brakes on and as a result the rear brakes were seized on which presented some problems in moving them. An engine was out of one of the vehicles but the other car seemed compete.

After a little bit of mucking around and dropping in a new battery into the compete car it started!

With the brakes freed up (by removing the brake drums) this car was driven onto a trailer.

The complete car was the one Roger ended up restoring. It had last been registered in 1975.

He started the restoration in 1999, almost four years after buying the cars.

He ended up selling the other sedan.

The restoration was from the ground up and Roger ended up removing everything that he could unbolt from the main shell and started the slow process of stripping the old paint and rust and preparing the body for repainting.

The original colour of the car was a metallic grey but Roger decided to go with the colour the car had last been sprayed, being the bluey/green metallic.

Although Borgwards are rare in Australia there is a good supply of parts available.



Roger was fortunate to purchase a lot of parts from Ray Harrison at the time and without Ray's help with many parts he wouldn't have been able to complete the restoration.

At the time Ray was wrecking another sedan which had a rebuilt motor in it so after some negotiation he purchased the motor and some other bit and pieces. Roger says that there is also a good source of reproduction parts available from Germany including all rubber seals.



The biggest problem was trying to find a replacement windscreen in Australia. The screen in the car was the old toughened glass type and was well passed it's used by date. There was no way it would pass a roadworthy.

Roger soon discovered that there were no moulds left in Australia and a lot of confusion between the coupe windscreen and the sedan windscreen being the same which they are not.

In the end Roger had to have a new mould made. Peter from Moran's in QLD helped him with this. Roger sent him up an old screen and he made the mould. The new screen fitted perfectly.

Some front end parts were also available from Tony Noonan at Obsolete Parts in NSW.

The Isabella has full independent suspension, 4 wheel drums brakes , four cylinder 1500cc OHV engine producing an amazing 75 bhp. These cars will cruise at 70 mph without any problems at all. Roger has driven the car from Melbourne to Canberra's German Autofest and wouldn't have any hesitation on driving the car anywhere in any temperature .



The restoration process on the Coupe was a back to metal exercise for Roger. Most of it was done in his garage, and took over three years.



It took Roger just over three years to finish the restoration. He had the car fully registered in February 2002. Roger estimates the car has travelled about 114,000 miles .

Since completing the sedan Roger has restored an Isabella station wagon (Combi). The wagons are very rare in Australia and he believes there is only one other wagon in Australia which is still registered and on the road.

The fun began when Roger started stripping the wagon down to a shell. He says, "I was aware that the Combi did have some rust issues but I wasn't prepared for the amount of rust I found. This is when it hit me that I was in over my head. So I pushed the car to one side and for a year or so while I contemplated my next move."

"Being on a limited budget I decided to enrol in a couple of TAFE courses in panel beating and car upholstery. During the panel beating course I learnt how to weld and fabricate new sills and patch panels," he says.

In 2012 the restoration was finished and Roger drove the car to that year's Classic Car Day at Flemington in Melbourne.

He has also taken the car to interstate cars shows including to the Bay to Birdwood. It has become a standout feature at classic car shows in Victoria because of the quality of the restoration and rarity of the make.

Roger is now looking to restore an Isabella coupe. He also has a 1938 Pontiac in his garage, which we will be profiling in 2015.



The ivory and tan colour scheme of the Coupe interior gives it a luxury look.





Above: The Combi sports distinctive red and white upholstery.
Below: The unusual enclosed drive shaft of Borgwards is very evident here, along with the swing rear axles.

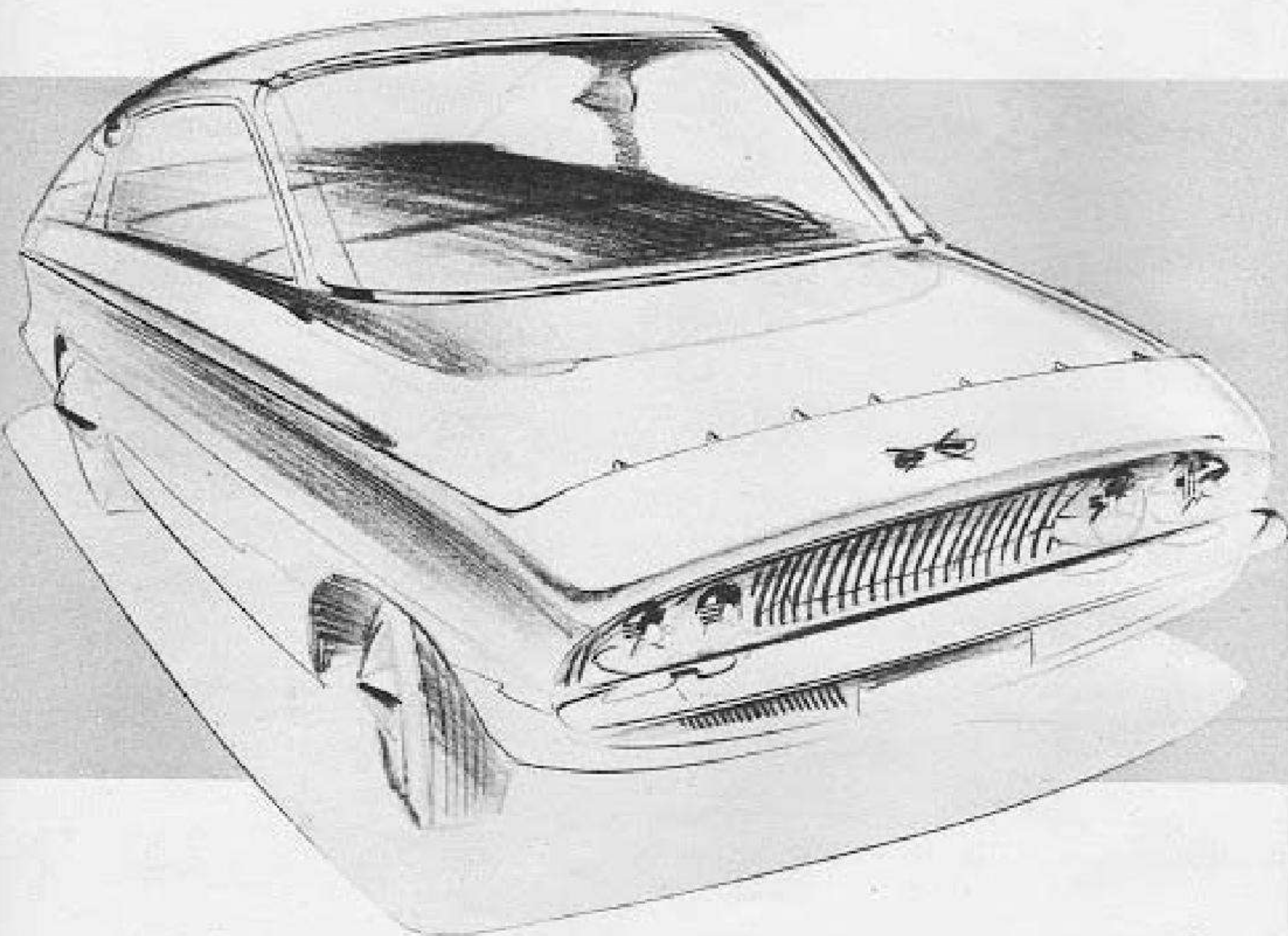




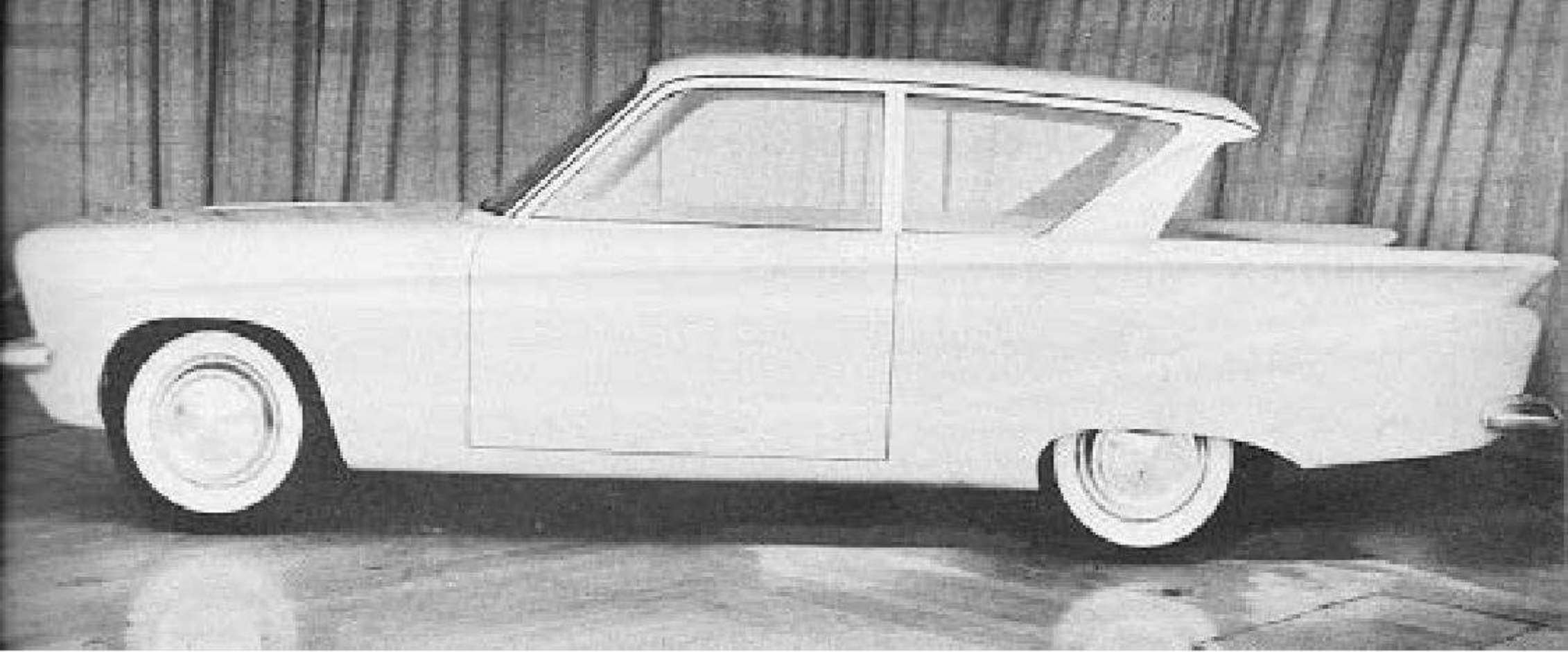
Ford Falcon

Styling the *First Falcon*

With the final Ford Falcon soon to head down the production line, we have searched the secret vaults to find the styling ideas of the first birds.



Continuing Series: Drawing Board to Driveway.



When it comes to styling cars, anything can happen between the drawing board and your driveway.

Ford's first Falcon could well have looked like a small Edsel or a bigger version of the 1959 Ford Anglia.

Work on shaping the Falcon began in Detroit late 1956. It was given the working code name "XK Thunderbird", which is why Australia's Falcon was called the XK.

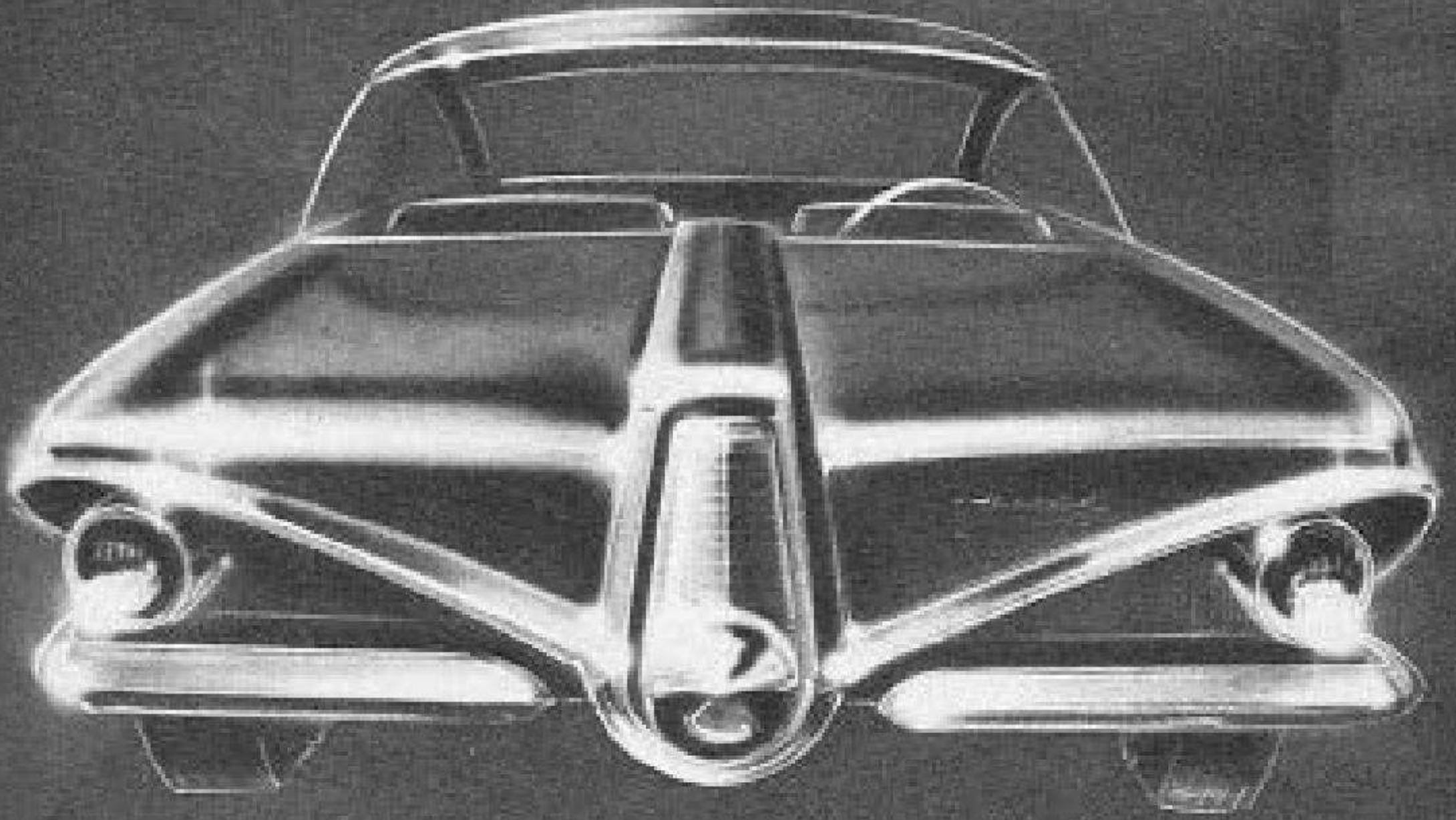
At that time, the Edsel was just about to be released and Ford executives were keen to leverage off its "ground breaking" shape.

Consequently, most of the first efforts to style the Falcon meant it looked very much like a mini-Edsel.

When public feedback about the Edsel being plain ugly began to filter up to senior Ford managers they quickly decided to push the mini-Edsel idea to one side and went off in another direction. Also changed was the car's code name, to L'Avion.

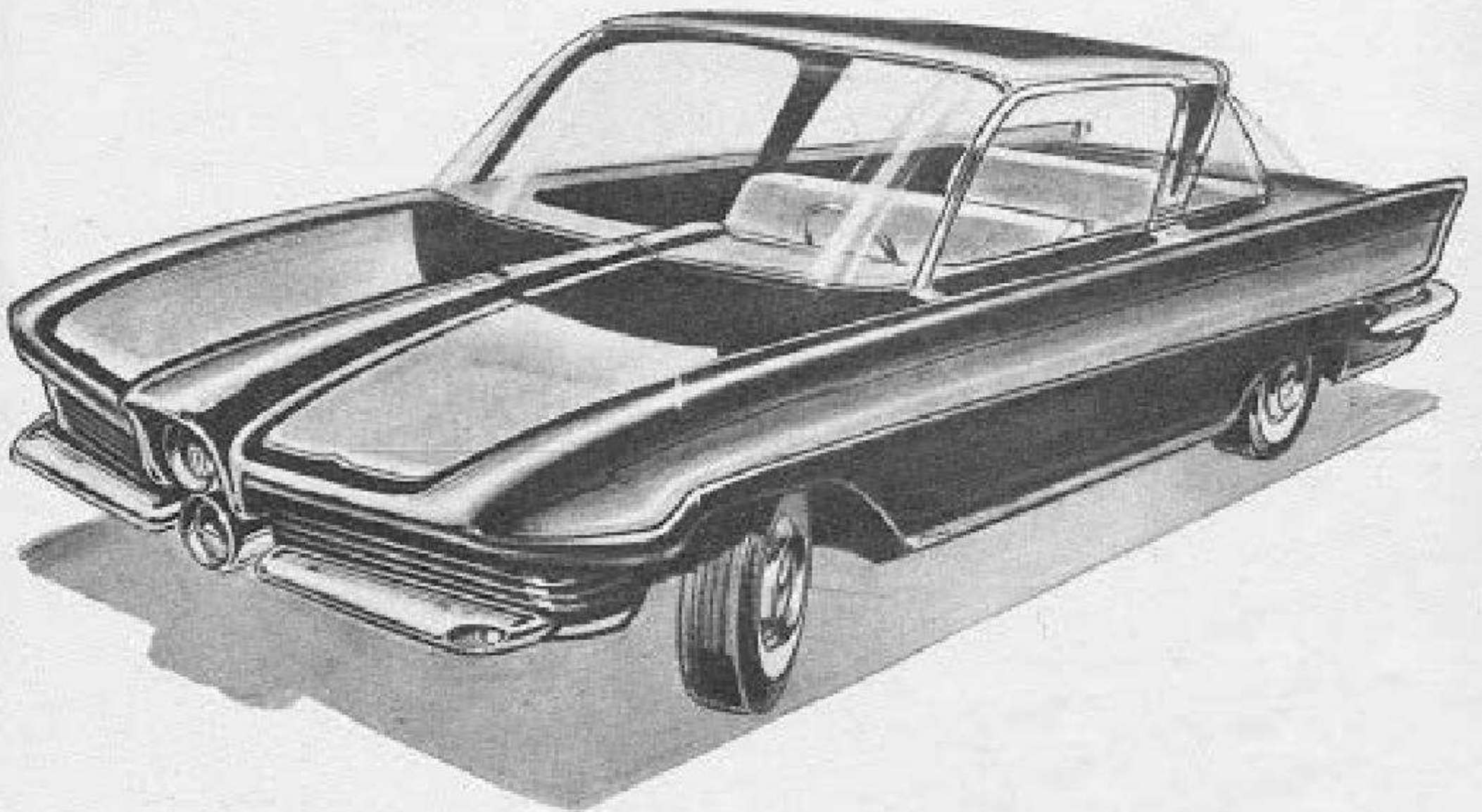
Top: L'Avion prototype looks very much like the British Ford Anglia and Classic.
Below: Another styling idea. Note sloping grille and the unusual junction of the rear pillar and back mudguards.





Top: Early ideas for the Falcon followed Edsel styling cues. Luckily, these ideas faded along with the Edsel.

Bottom: Unusual headlight arrangement combined with angular styling.

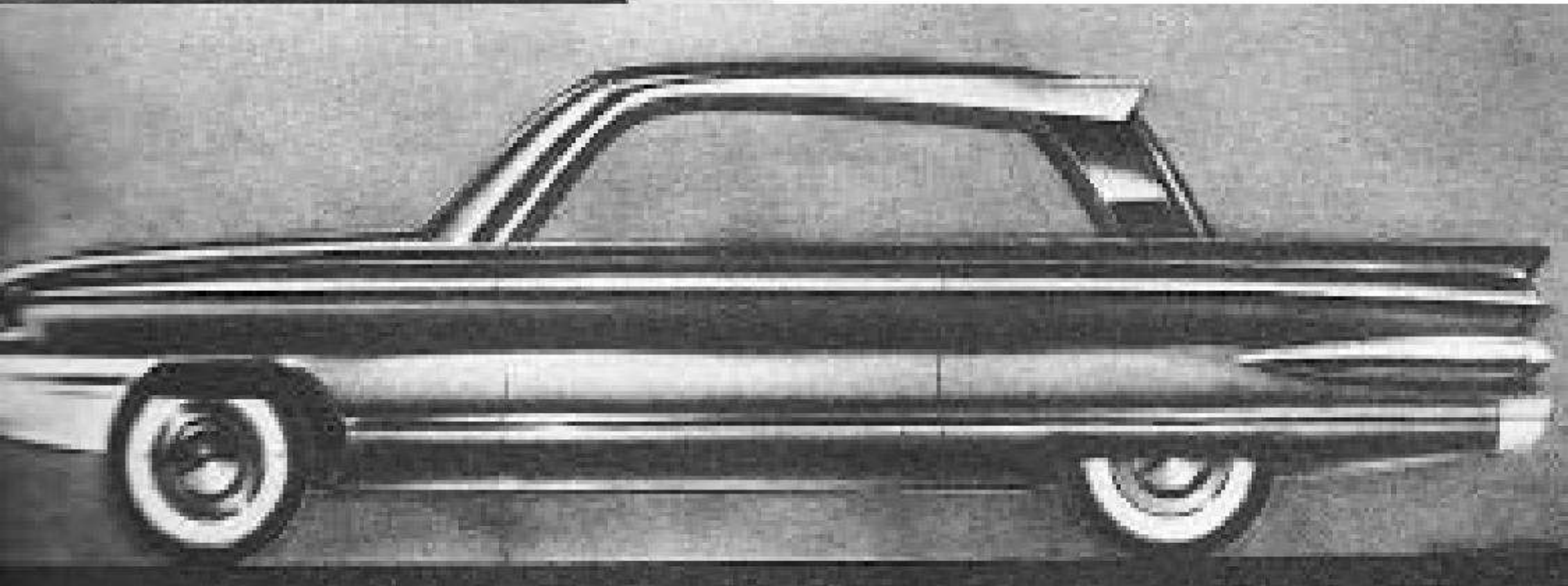


Ford's design supremo, George Walker, with the L'Avion fibreglass mock-up.

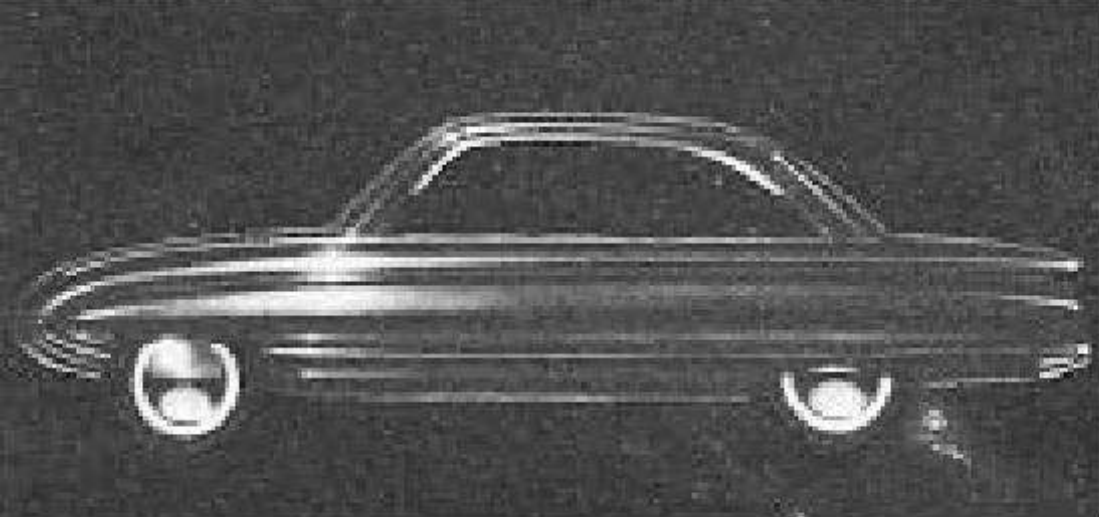
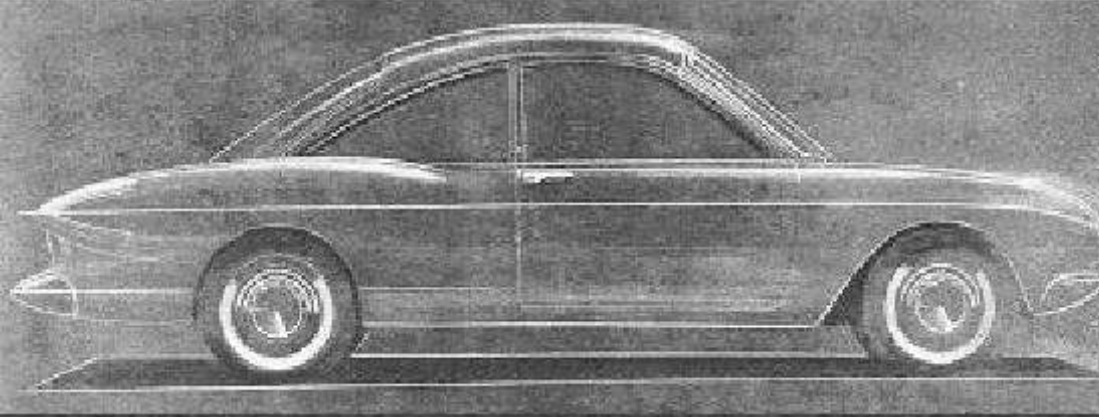
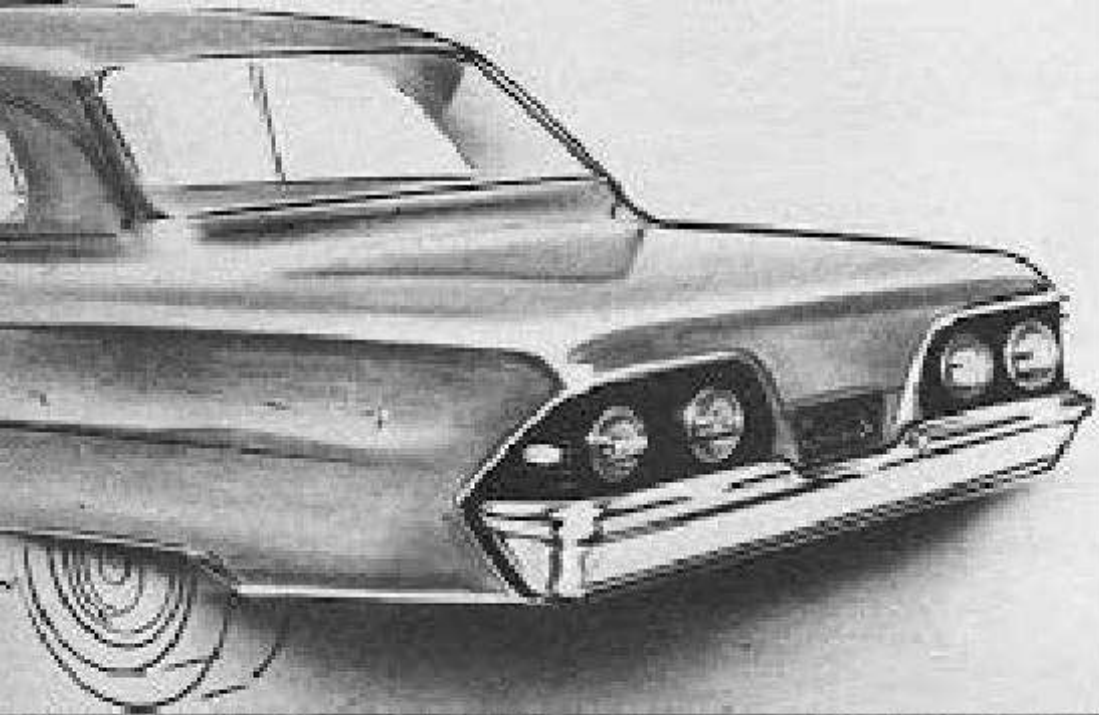


The L'Avion design direction was quite rectangular and featured a very distinctive reverse angled rear pillar. In all, 20 different variations of this shape were made into full size clay models, but none really hit the mark and work continued.

By mid 1958 the Falcon styling was gravitating towards what we now know, which is a scaled down version of the 1960 full sized Ford Galaxie. But even then the spectre of the Edsel did not go away.



Middle: the rear end of the L'Avion .
Bottom: Looking more like the final outcome, this idea has a Thunderbird roof line. We ran this image in last month's Retroautos and it generated quite a reaction. Retroautos 25



There was a last minute idea to launch an Edsel version of the Falcon.

Prototypes were made, but sane heads prevailed and it was turned into the Mercury Comet.

At the same time as the debate about the shape was going on, Henry Ford II, was looking over the fence at Chrysler, and was impressed with a name they were using on a Thunderbird-like concept car they called The Falcon.

Legend has it that Mr Ford phoned up Chrysler boss, Tex Colbert, and asked to use the Falcon name. Tex said yes, because Chrysler were not going ahead with their Thunderbird copy and were planning on using the name 'Valiant' for their smaller car.

So, what happened to the L'Avion design? It was sent over to the UK and re-appeared as the 1959 Ford Anglia and the 1961 Classic, almost line for line. Just think, the Classic (pictured left) could have been the Falcon, and ended up in Australia.

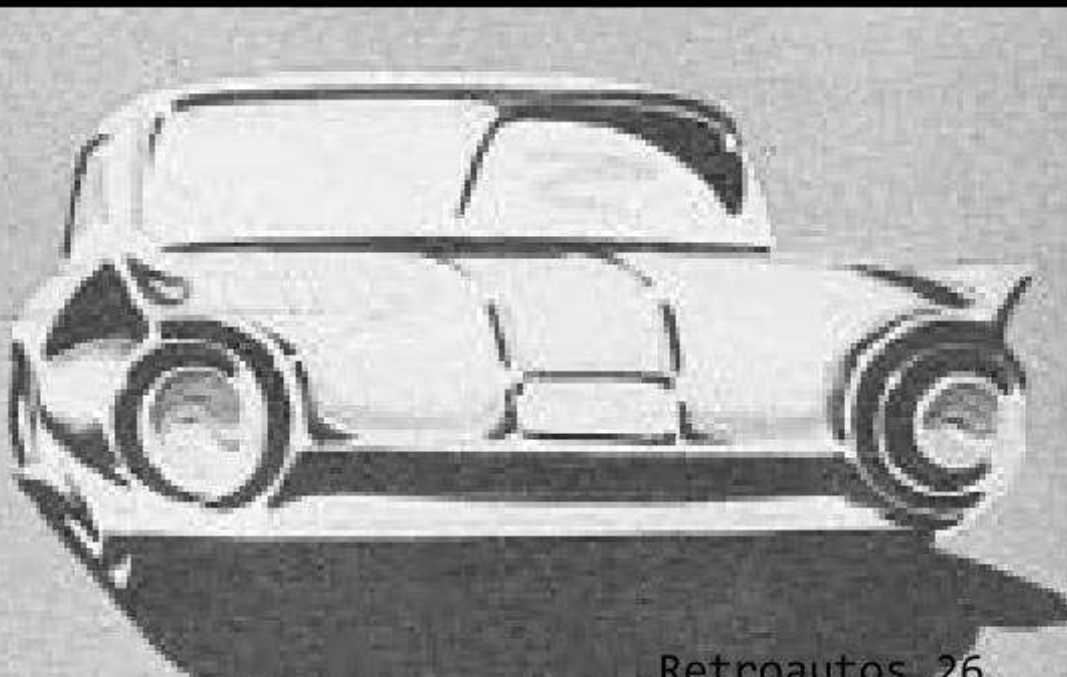
So much can happen between drawing board and driveway.

Above: Three Falcon renderings from 1957.



1961 UK Ford Classic

Bottom left and right: Rear end ideas. The one on the right resembles what would appear on the 1961 Thunderbird.





FORD

FALCON

AUSTRALIAN—
WITH A WORLD
OF DIFFERENCE

Above: The final shape of the Falcon was consistent with Ford's design language for its big cars.





Wreck to Palace



Caravans are an integral part of Australia's motoring history.

In the days before cheap air travel allowed us to vacation overseas, hitching a caravan to the back of the family car (usually a Holden, Falcon or Valiant) and heading out "beyond the black stump" was how many of us had an affordable holiday. And many still do.

So it is no surprise that classic vans from the 1950s and 1960s, with well remembered names like Chesney, Viscount, Franklin and Sunshine, are starting to attract serious interest from restorers and collectors.

They are much sought after, especially if you have a same-era classic as a tow car.



Toowoomba's Jim and Patricia Robertson have restored a 1962 Sunshine van that was once destined to become a child's cubby house.

"It was given to us in 2008 for free, on the condition that it was to be restored," Jim says.

Their van had led a hard life after its touring days were finished and it ended up being used as a food and drink stand at a local oval. It is a familiar story and many vans still end up in similar situations.

Others have become the main attraction at Caravan Demo Derbies and/or contributed to the landfill at the local tip.

"It was a mess when I got it," Jim says. "There was mould everywhere, the roof leaked and the plywood furniture was water affected. Luckily the chassis was solid and I could see the potential in it."

Being a cabinet maker by profession Jim has restored the van to as new condition and had it back on the road in 2010.

Patricia oversaw the interior fittings, upholstery and curtains.

"It is not a big van," Jim notes, "It is only three metres long and two metres wide and weighs only 600kgs. It sleeps two people."



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Sunshine Caravans

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Specialists in the Design & Building of Mobile Homes & Commercial Units

Jim uses the van for short holidays, usually towing it behind his 1969 Morris 1800.

For those not wanting to restore a van specialist manufacturers will gladly build you a retro van.

He is the in the process of restoring a 1964 EH Holden station wagon which will also be used to tow the van.

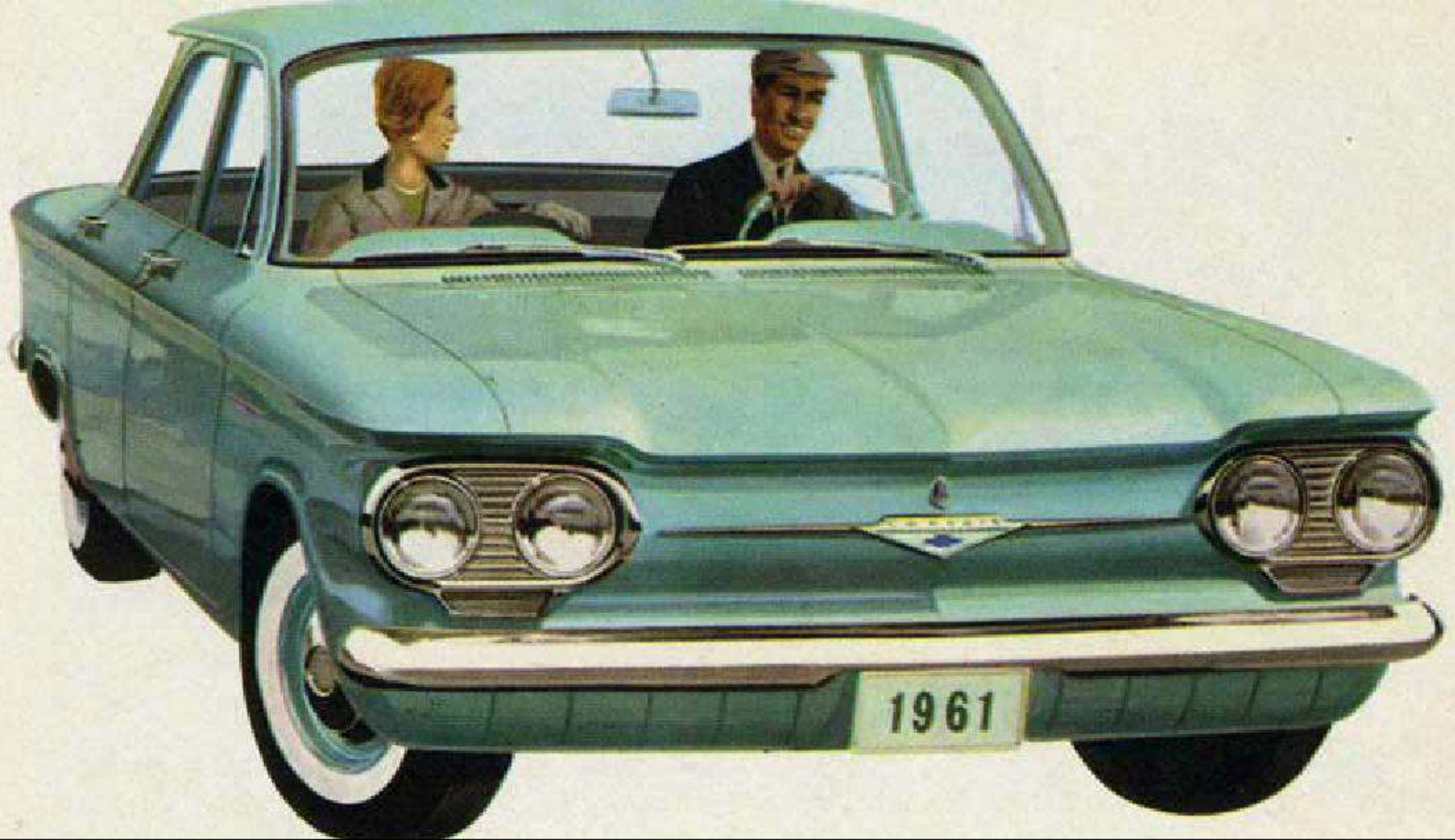
Sunshine Vans were built in the Brisbane suburb of Mt Gravatt from 1958 to 1964. The company made two, four and six berth vans.

A two berth van, like the Robertson's, retailed for 485 pounds back in the day. By comparison a basic Holden sold for 1,110 pounds.

Retro vans and their owners now support a thriving service industry, including magazines, period decals, interior furniture and fittings.



Jim and Patricia's van during restoration



Corvair Clones :



The BMW 3.0 CSi coupe shows off its Corvair inspired wraparound beltline.



Chevrolet's Most Copied Car



Hillman Imp: a Corvair copy in all respects, except size.



The Influence Endures

There is no doubt that the Chevrolet Corvair of 1960 has had an enduring influence on car design, consumer protection laws and may even have been a key aspect in the outcome of an American Presidential election.

Corvair Design Legacy

The Corvair ranks as one of the most copied General Motors designs ever.

The clean, crisp and original styling of the Corvair started a revolution, particularly in Europe.

Some cars were just simply copycat versions, smaller and narrower. Consider the NSU Prinz, the Hillman Imp, the Simca 1000, the Fiat 1300/1500 and the Panhard Dyna Coupe. These are all Corvair look-a-likes. No question about it.

Other designs were just heavily influenced, like the Type 34 Karmann Ghia and the Mazda 800.

Take a look at the BMWs of the 1960s and 1970s. That strong horizontal beltline running unbroken from front to rear is a transplant from the Corvair.

In short, the Corvair's strong, high beltline crease, its clean and inward curving

lower panels, airy upper body, "canter-levered" roofline, and drop-center front end and grille area all were taken by most European designers and put to their own use.

Who Styled the Corvair?

The Corvair shape originated in GM's advance styling studio in 1957, then managed by Ned Nickels. He took a number a styling ideas and melded them into one car.

The front end came directly from the 1959 Oldsmobile range (see image below). This design was later reused, in less dramatic fashion, on the 1964 Chevrolet front end.

The high level, wrap around beltline was an extension of an idea first seen on the 1955 Chevrolet Biscayne dream car.

The "flying wing", "canter-levered" or "flat top" roofline idea was originally developed by Bud Sugano in 1957 and applied to all of GM's 1959 four door hardtops. Nickels took it for the Corvair. Then it was also used on all GM four door sedans for 1961.



Corvair Consumer Legacy

What is generally forgotten these days is that the Corvair was a stand out success when it was released. Almost 300,000 were sold in its first year alone.

In November 1965, things started to change quickly when an unassuming Washington lawyer Ralph Nader, who'd been working for a Senate subcommittee, published his book *Unsafe at Any Speed*.

Only the first chapter was about the Corvair and the accidents and injuries it was claimed it have caused, but that was enough for it all to unravel for GM. By early 1966 the lawsuits had really started to roll into GM, and politicians had started to take notice.

During 1967 the political pressure was so great that the US Congress started to pass laws regulating automobile design and safety standards. And so the great consumer protection regulatory reforms began in the US, covering many industries and products.

That regulatory tsunami swept around the world. Quite simply, the Corvair changed consumer laws on a global scale. The burden of proof on accidental injuries caused by faulty products now fell on those who made those products.



Familiar faces everywhere. Top: Hillman Imp. Middle: Simca 1000. Bottom: Fiat 1300/1500. Bottom right: The original face of the Corvair.



Corvair Presidential Legacy

Meanwhile, Nader had become a global celebrity, his name synonymous with consumer protection.

In the year 2000, the 66 year old Nader decided to run for President of the USA against the then Democratic Vice President Al Gore and Republican nominee George W Bush. Nader chose to run in Florida. He received nearly 95,000 votes. Meanwhile, George W Bush won Florida by less than 2000 votes. It was Florida which kept Al Gore out of the White House.

Perhaps, if Nader had not been on the ballot it is possible that many of those 95,000 votes would have gone to Gore. And if it had not been for the Corvair and the famed it brought him, Nader might not have been on the ballot at all.

You might say, the Corvair legacy elected George W Bush. What car can claim that!?



All images: The Corvair DNA is evident here.





Above: The Panhard mimics every Corvair line, and does a great job, too.



Left: The little (3.43m long) NSU Prinz is a cartoon version of the Corvair. Its styling came about because an NSU Board member had become entranced by the Corvair shape while on a business trip to the USA. Essentially a German Hillman Imp, the miniature Prinz was phased out when VW took over the company in 1969 and saw it as a competitor to the Beetle.

Below: Mazda took the beltline and attached it to a conventional grille and roof. It looks like a four door BMW 2002, with the rain gutter extension and slight kink to the rear pillar.





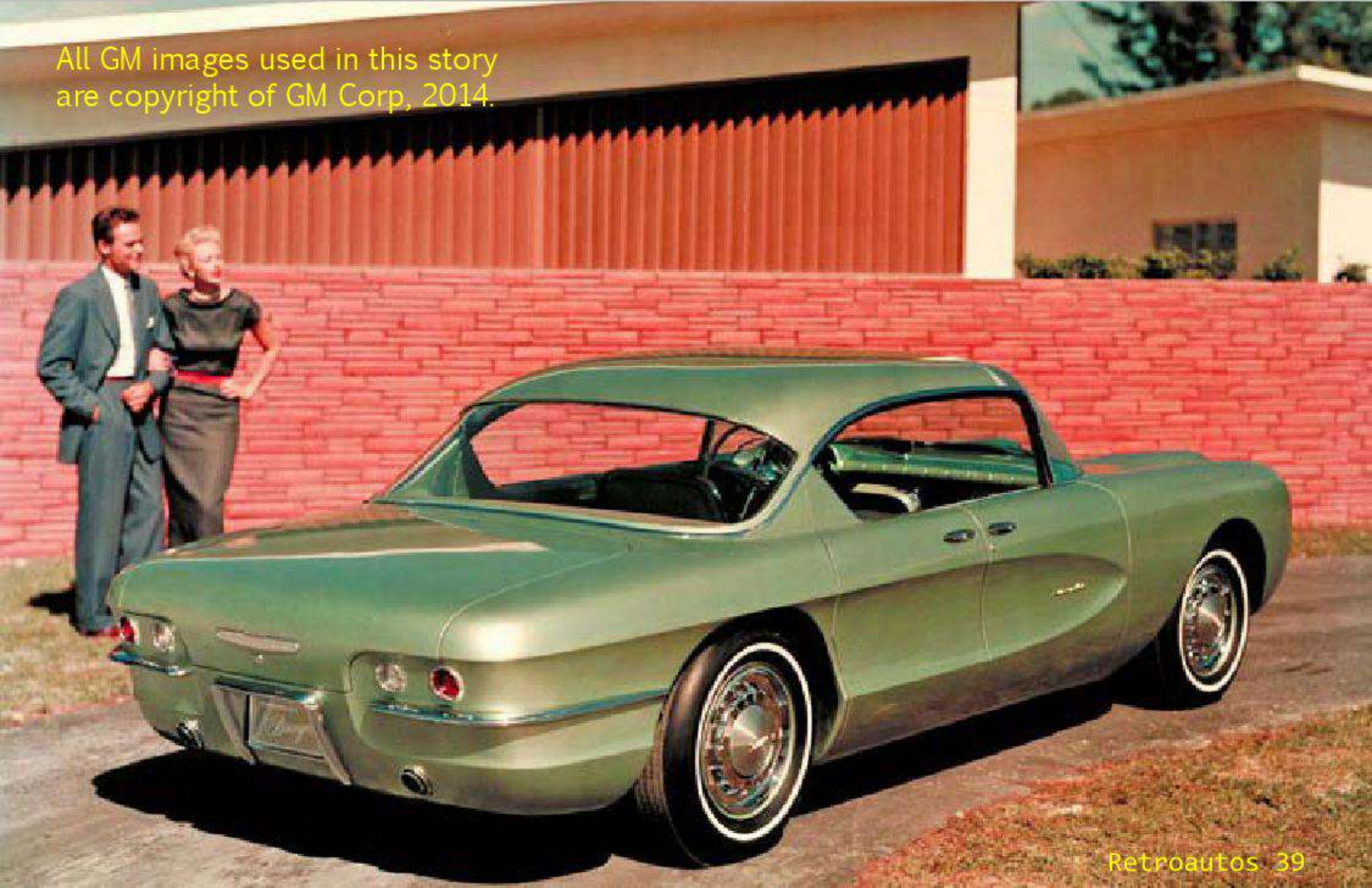
Above: The Type 34 VW Karmann Ghia. The rear end is a shameless copy of the Corvair (seen below), right down to the circular tail lights and raised centre line on the engine cover.





Top: The first Corvair prototype body being welded together at Fisher Body in Detroit.
Below: The 1955 Chevrolet Biscayne dream car, which provided styling inspiration for the Corvair. The Biscayne also influenced the front of the 1963 Buick Riviera.

All GM images used in this story are copyright of GM Corp, 2014.



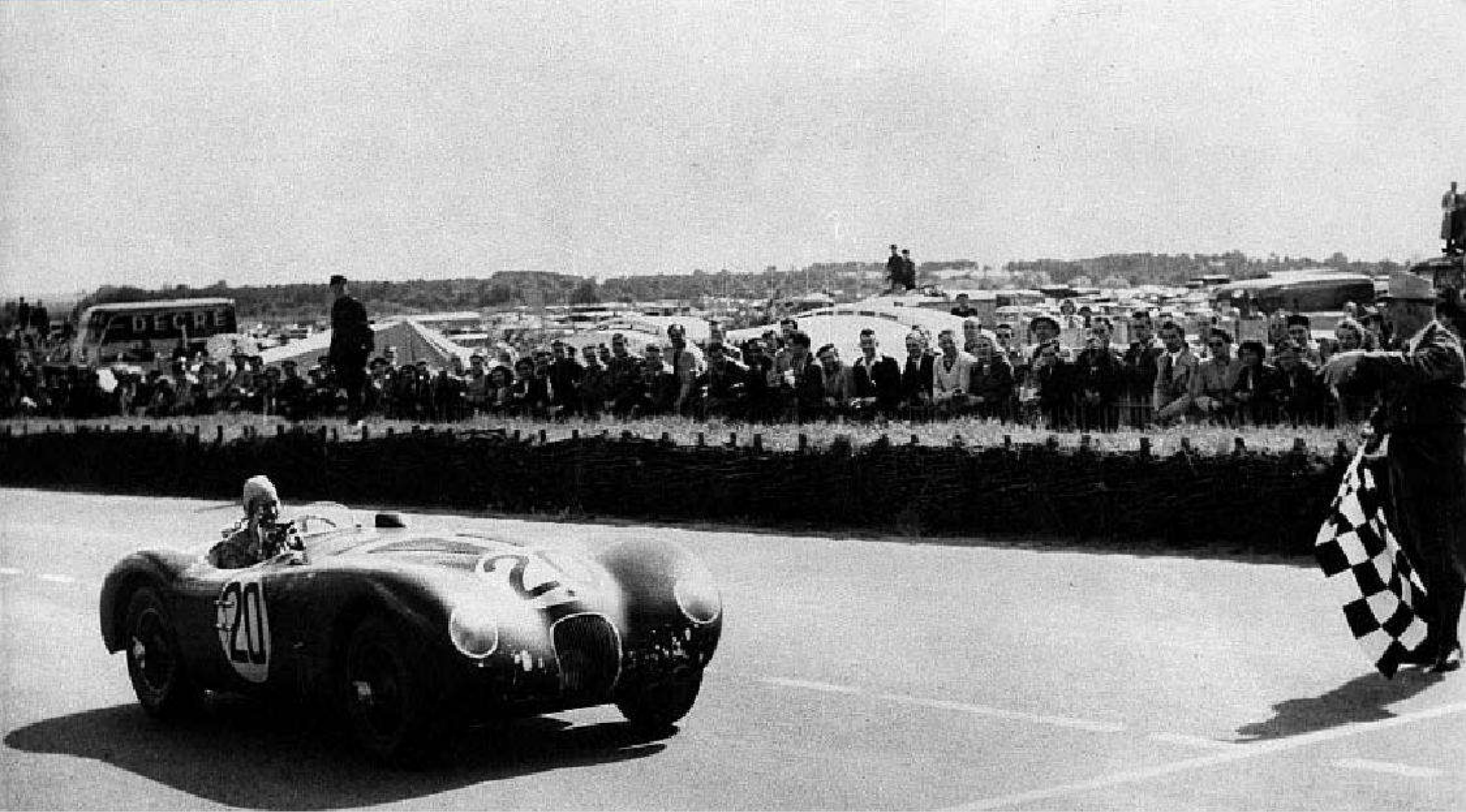
Retro Racing



December 1974. Newcastle's Ralph Ranger gets ready for a night's racing at the Newcastle Motordrome. The tow car is a 307 V8 with powerglide. The race car is a superlight HQ with a 350. Ralph scored many main event wins on the pavement at Liverpool and the dirt at the Motordrome in this car. Built by Tom Perry it set a trend towards lighter weight and was ahead of its time. The car was still wining in the late 1970s when it was being raced by former supermodified champion, Bill Warner, at Parramatta Speedway. By then the four door body had been removed and a Monaro two door shell wrapped around the roll cage and chassis. The car was later sold and disappeared. We wonder if it has survived or eventually went to the tip?



Martinsville, 1965. Ned Jarrett leads Tiny Lund

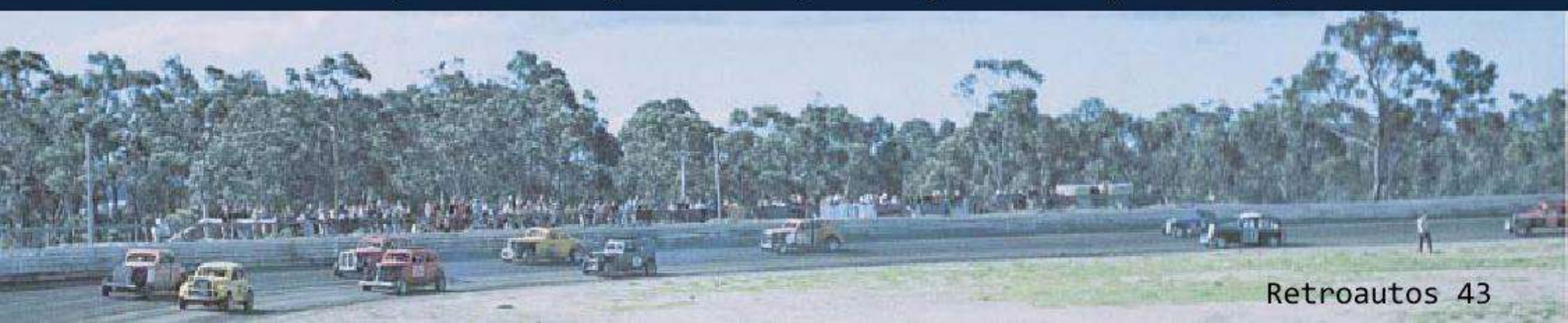


Above: Jaguar wins Le Mans in 1951. Below: Laguna Seca in California, 1963. Jim Clark relaxes with Parnelli Jones on the bonnet of a very new Buick Wildcat.





Main image: Tom Casson gets his big Customline really sideways at Morisset in 1969 .
Below: Hot Rods stretch out around the second and third turns of the big speedway. In its prime, Morisset was very popular with drivers and spectators. It stopped operating in 1972. The track is still visible today at the showgrounds site, although the safety fence is gone.



1974 Mustang II: Styled Small.Big Sales.

40th Anniversary



Continuing Series: Drawing Board to Driveway.

During the decade after the Ford Mustang's release, it grew from being a lithe, sporty coupe into a biggish boulevard cruiser.

Sales slowed as the car increased in size and by 1970 Ford product planners, and even the newly appointed Ford boss, Lee Iacocca, knew they had to rectify the situation.

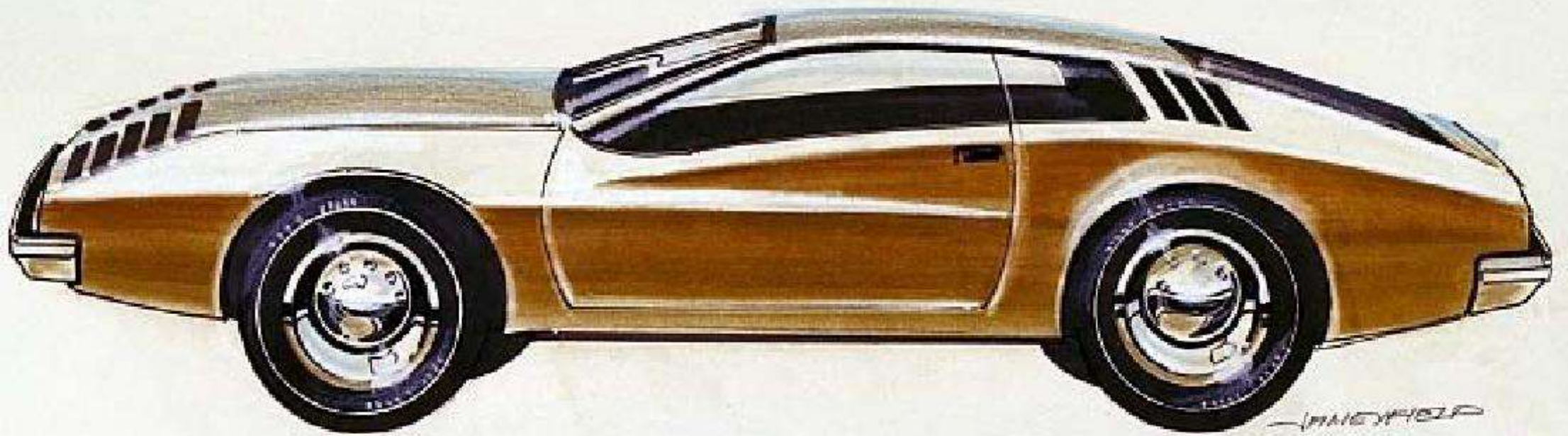
They could not do it right away because the 1971-73 models were well down the production pipeline, but they could look to 1974. And they did.

After developing a couple of prototypes which were similar in size and design to the 1971-73 cars, they decided to go back to basics for inspiration, and sizing. Indeed, they went back to 1964. And so the Mustang II was created.

Taking a steer from how the original Mustang was based on Falcon underpinnings, Ford engineers used the new, smaller Pinto frame as the base for the new pony car. This immediately ensured that the 1974 Mustang II would be a small car.



These renderings were among the first to show what a smaller Mustang II might look like. The art work above is by Howard "Buck" Moot.



It was a smart decision. The Mustang II was downsized to even smaller proportions than the original and had a four cylinder engine as standard. It was released onto the market just as it was starting to feel the impact of the OPEC oil embargo.

Small, fuel efficient cars were in high demand and Ford sold a mammoth 386,000 Mustang IIs in the first year.

The model range won the 1974 Motor Trend Car of the Year Award, further establishing it as the "car to have."

Its natural competitors were no longer the bigger, and slower selling, Camaro and Firebird. Rather, the Mustang II went up against the Chevrolet Vega and Monza, and their GM siblings, and the Toyota Celica. In simple terms the Mustang II kept Ford profitable the Mustang brand name alive.

It is quite possible that without the Mustang II's success over the next four years (one million sold), Ford might have terminated the brand name in 1978.

The Mustang II is not seen often in Australia and in the USA it does not have the same street credibility of the bigger 1973 model. Because it had rack and pinion steering attached to a frame strong enough to support a V8, the frontend has been sought by hot rodders looking for more modern suspension geometry. Thousands of cars were sacrificed to this cause.

Opinions are now changing. The car celebrates its 40th anniversary this year, and for many Americans who bought one back in the day, it was their first new car. And we all know that can be a powerful motive in deciding what classic car to buy, especially if it is your first classic.



In late 1970 Ford was still thinking that the 1974 Mustang would have similar proportions to the outgoing 1973 model. Those covered rear wheels must have been some stylists "pet" idea.





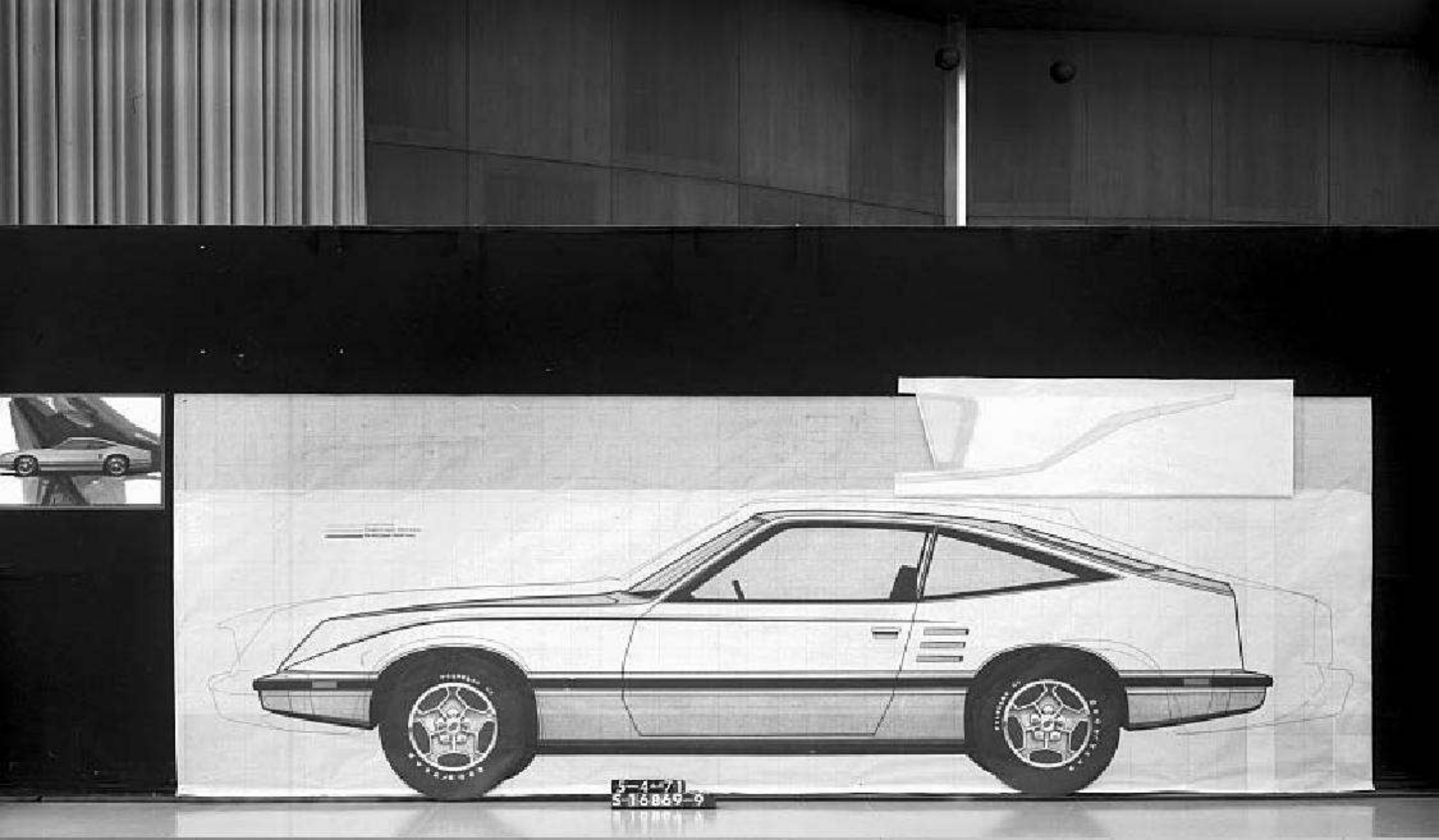
By August and September 1971 the design teams have developed multiple clay models for display in the studio. The inset image shows yet another variation. Ford boss Lee Iacocca set up an in-house styling competition, just as he'd done with the first Mustang.



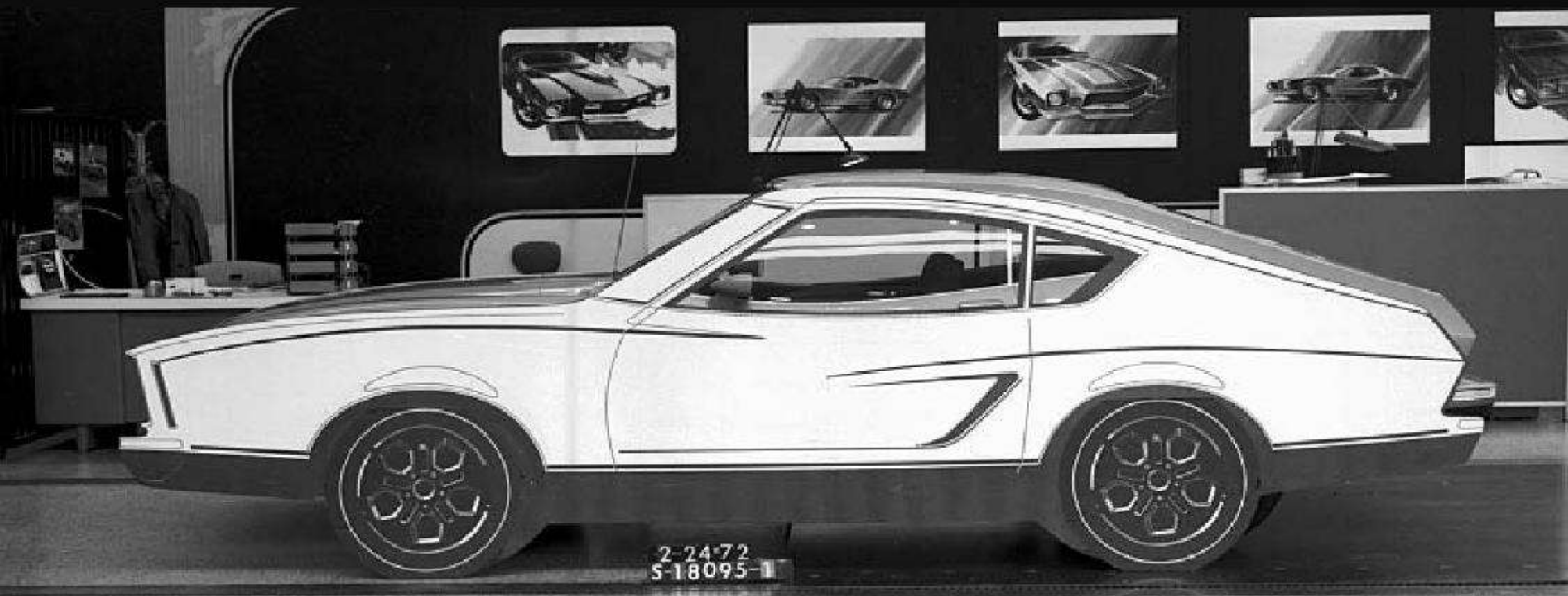


Above: Ford owned Italian styling house Ghia, and asked them to submit a proposal. It took them only 50 days to deliver a running prototype. Ghia's ability to take an idea and convert it into a working prototype in such a short time period shocked those in Detroit, and quickened the pace of local styling development. The Ghia car does not have a "pony" emblem up front. Below: Another August/September 1971 styling competition proposal. Interesting "shark mouth" type grille combined with a fast back roof line reflecting the original 1965 fastback.





Above: This line drawing from May 1971 is set against a faint outline of the 1971 Mustang to highlight the dimensional differences. The drawing below, dated February 1972, is clearly recognisable as a 1974 Mustang. There is another drawing behind it, which has Ford Torino features, but on the shorter Mustang wheelbase. Check out the renderings on the back walls.





More proposals from late 1971. The frontend design is starting to emerge on the car pictured below, and the general “wave” theme of the side styling is also evident. The notch-back coupe came about because of consumer research. Originally, the car was to be a fast back only.





Above: This is a two sided clay model, with slightly different roof lines.
Below: The finished product, a Mach 1.





The notch back design which was selected to go forward to production was styled by Richard Nesbitt, then in his late 20s and only a recent hire to Ford. He contributed to a large range of Ford vehicles. He left Ford in 1980. In 1985 he authored the book *50 Years of American Automobile Design : 1930-1980*. He owns a very successful design consultancy in Texas.





Reflected glory: Lee Iacocca and the 1974 Mustang II, with a little help from the 1964 version.



FORD MUSTANG II. "MOTOR TREND" CAR OF THE YEAR.

"AN OUTSTANDING CONCEPT
OF AFFORDABLE LUXURY AND PRESTIGE
IN A SMALL PACKAGE." Editors, "Motor Trend" Magazine



OPTIONAL EQUIPMENT ON CARS ABOVE: BLUE 2-DOOR HARDTOP; VINYL ROOF, VINYL BODY SIDE MOLDING AND WHITE SIDEWALL TIRES; SILVER MACH II; WHITE SIDEWALL TIRES; WHITE GRILL; NO OPTIONS: TAN GLOW-2-TAN GLOWPAINT, BUMPER GUARDS, DUAL COLOR KEYED MIRRORS AND RAISED WHITE LETTER STEER-BELTED RADIAL TIRES.

Outstanding economy. The all new Mustang II is designed to meet today's need for gas economy. You get a choice of two economical engines: a standard 4 or optional V-6. Mustang II also offers all the economies of a new smaller size and lighter weight: a full 400 pounds lighter than last year's Mustang. But you don't win the "Motor Trend" Car of the Year award for economy alone. Not even this year. **Outstanding luxury and comfort.** Never before have we put such luxury and comfort, elegance and quality into one small package. We built Mustang II to be a little jewel of a car.



Base sticker price for 2-Door Hardtop including dealer prep, destination charges, title and taxes. Car shown is equipped with optional vinyl roof (\$87), vinyl insert body-side molding (\$50), and white sidewall tires (\$30).

With a truly impressive list of standard features. Even an economical four-speed transmission is standard. Of course, there are options to choose from. **Outstanding value.** "Motor Trend" called Mustang II "affordable." Considering the level of luxury, the amount of standard features and equipment, we think you'll find Mustang II's price surprisingly low. Especially for the Car of the Year... the only all new car designed to meet the needs of 1974.



**THE RIGHT CAR
AT THE RIGHT TIME.**

FORD MUSTANG II

FORD DIVISION





Above: Just what Ford wanted. A new Mustang in your driveway.
Below: A targa-top concept car, Sportiva II, went around the auto show circuit in late 1973 to announce the Mustang II launch.



One Shining Moment



For one brief, bright shining moment in June and July 1964 Australia was the centre of world attention, for two reasons.

The first is that on 12th June the Beatles were in Adelaide, and the largest crowd in the world ever to greet the Fab Four turned out to cheer and scream their adoration.

The second was that fifty years ago this July just past, Donald Campbell finally broke the world land speed record (LSR) on the salt flats way out in the middle of the Australia desert, which you and I know as Lake Eyre.

Since the mid-1950s Campbell had been trying to beat the existing record of 634km/h, set by John Cobb in 1947, and before that by his swash-buckling father Sir Malcolm Campbell.

Donald had crashed at Bonneville in 1960 in his then new car, the Bluebird. Most others would have given it away at that point, but Campbell was a driven guy.

The car was rebuilt and in 1962 he decided to come to Lake Eyre, to continue his quest. Years of drought had made the lake's salt surface as hard as pavement. But when Campbell arrived so did the rains. The weather washed away any hope he could get a clear run at the record.

And so he returned in early 1964 to give it another go, with an entourage of nearly 500 people. And the rains came again.

The track never dried out enough to everyone's satisfaction but Campbell pushed ahead anyway.



Above: rains played havoc with the speed runs. Below: Iconic image of Campbell's Bluebird.





Campbell stands on a wooden fruit crate and leans into the cockpit.

On 17th July, 1964, he drove right outside of the envelope along a shortened and damp track posting a new LSR of 403.10mph (648.73km/h). It was an heroic effort, and dangerous.

Water Speed Record in WA

Then to top it all off, he went to Lake Dumbleyung in Western Australia, strapped himself into his huge jet-propelled hydroplane and sped to a new world water speed record of 442 km/h on 31st December, 1964.

He became the first person to hold both land and water speed record at the same time in the same year.

Campbell died on January 4th, 1967 when his hydroplane crashed on Lake Coniston in the UK while he was attempting to raise the speed record.

The wreck was found in 2000. In mid 2001 Campbell's body was also recovered. He was buried in Coniston cemetery the day after 9/11.



Bluebird at the Beaulieu National Motoring Museum in the UK.



Rust In Peace

Please send your Rust In Peace photos to david@retroautos.com.au.



Hudson River, New York City, 1960.



Borgward Hansa, Australia.



Thanks to Roger Day of the Borgward Club for these images

Retro CarPark

Classic cars we have seen on the street, still being used. If you spot a classic at the kerb, send the photos to david@retroautos.com.au.



Sydney, NSW.



Hotel parking lot, Lincoln Boulevard, Los Angeles, CA.



Toowoomba, QLD.



Sydney, NSW.

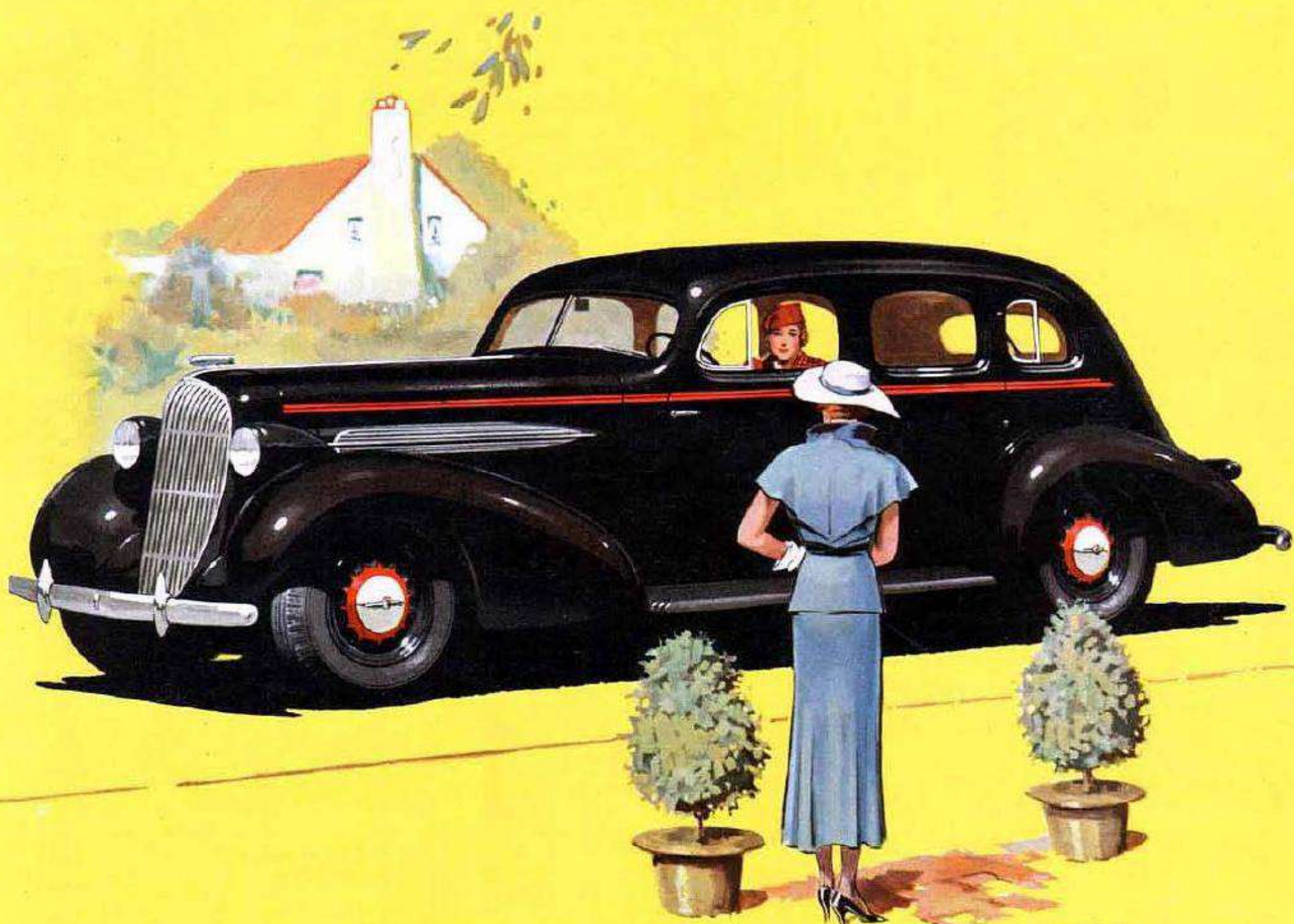
Retro Ads

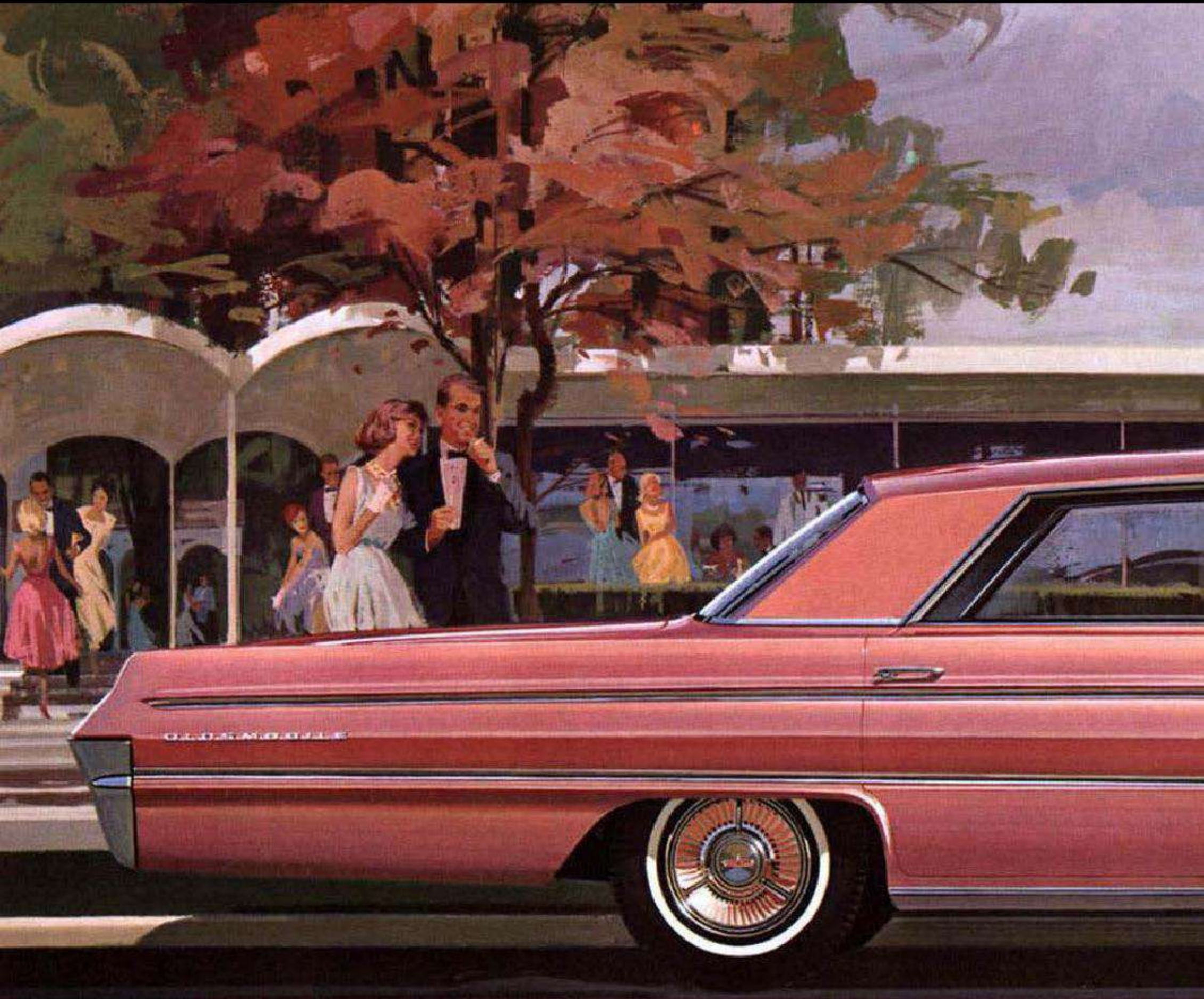
Celebrating Automotive Advertising Art

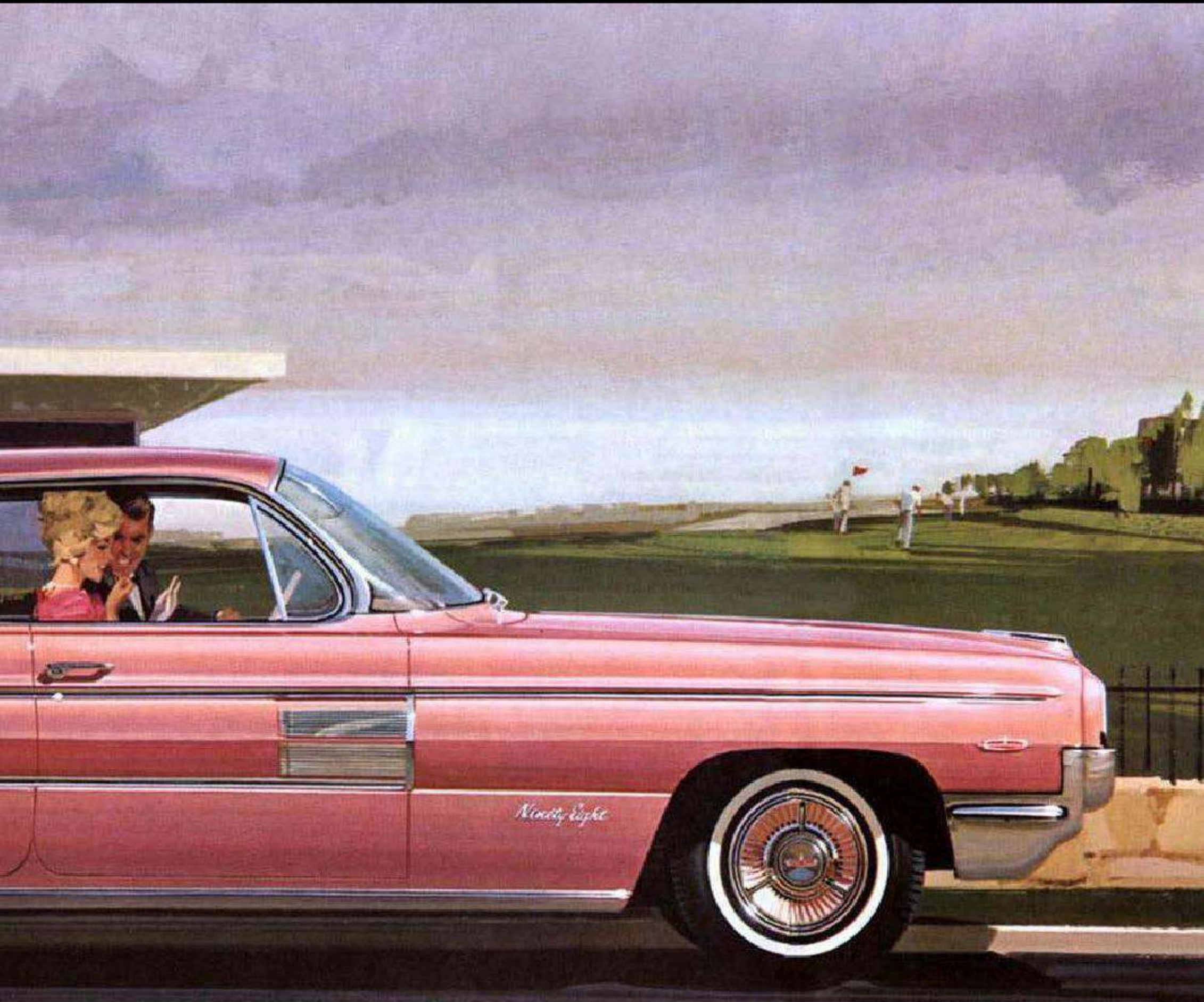


OLDSMOBILE

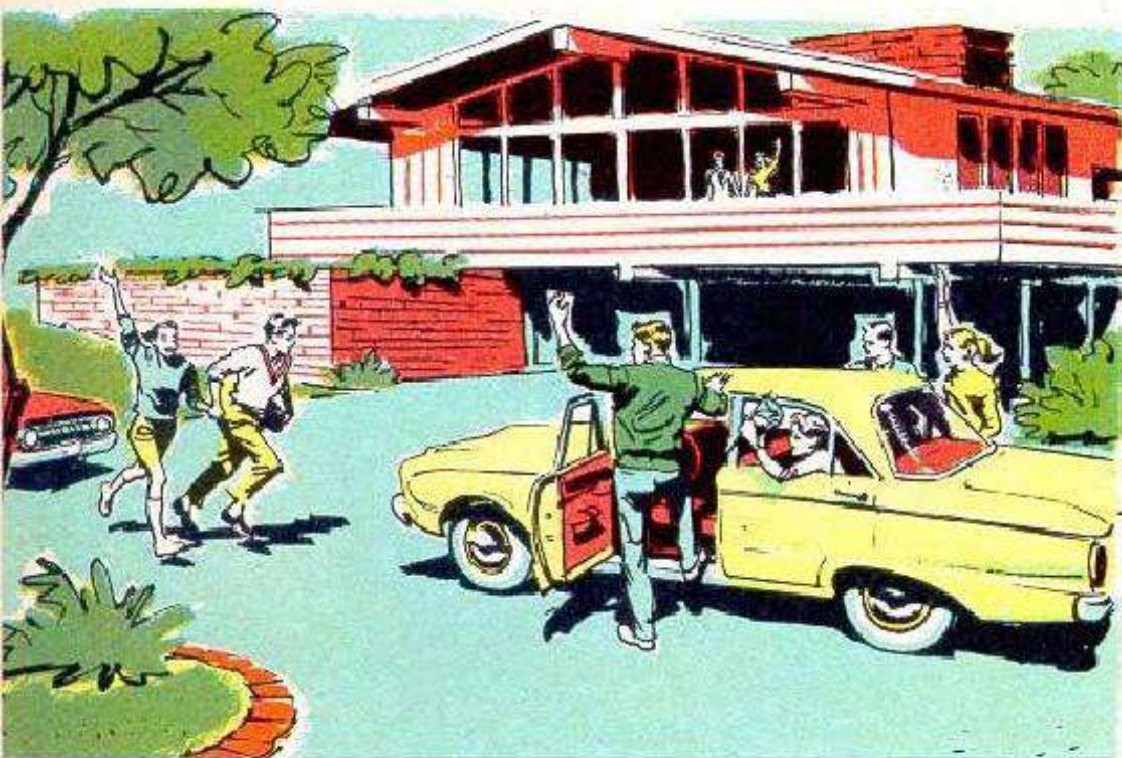
SIX AND EIGHT







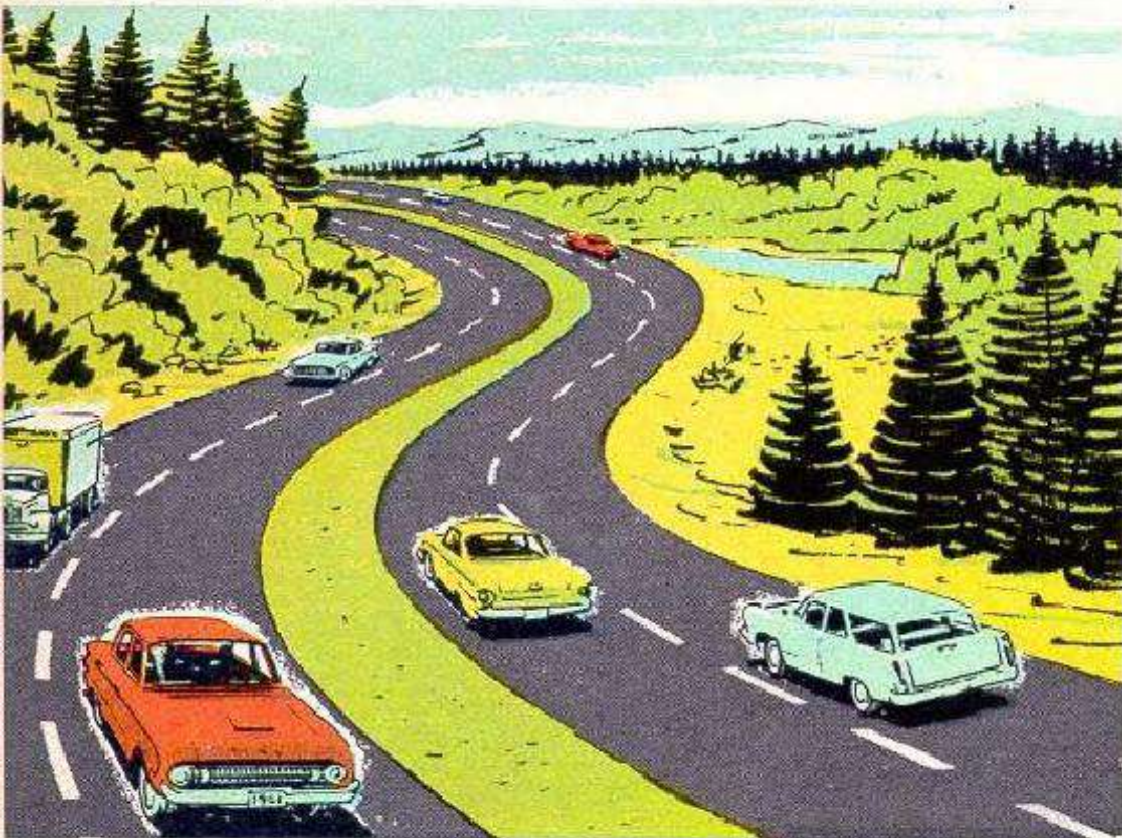
The Ford Falcon: a car as versatile



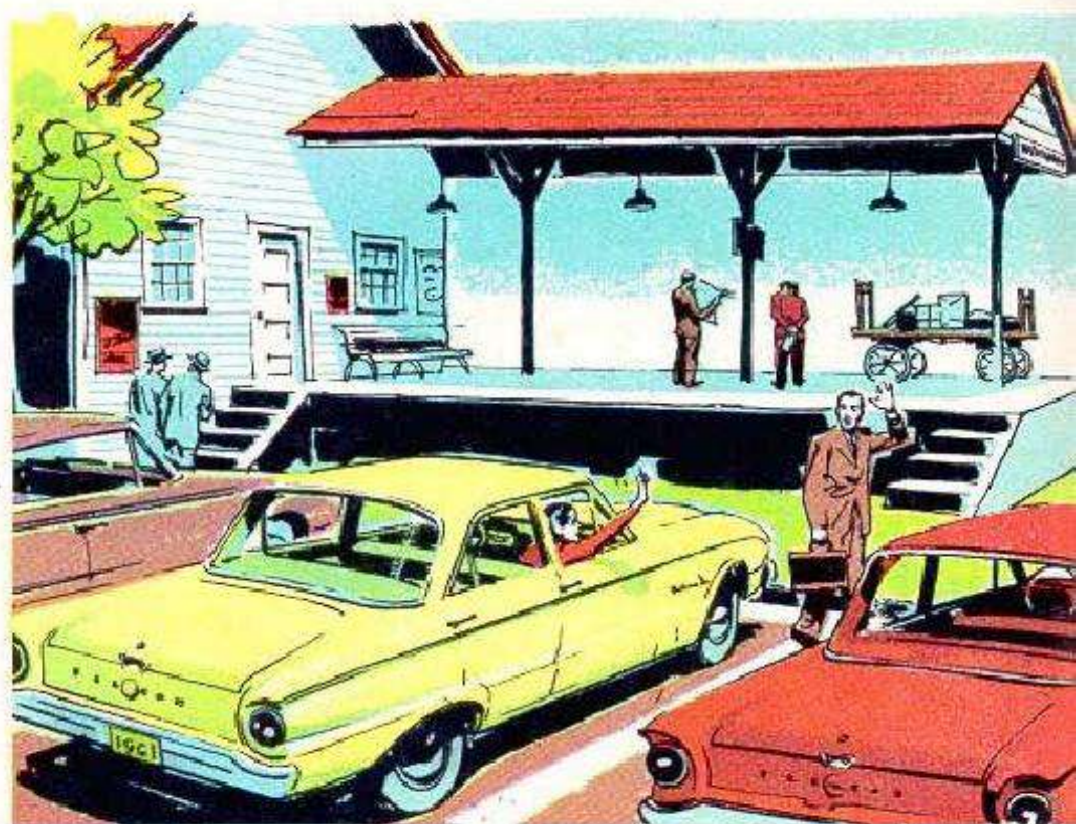
Six-passenger comfort: Not just a "second" car, Falcon seats six adults comfortably, fulfills all transportation needs of families owning but one car



Around-town-convenience: Falcon is unmatched for easy, effortless maneuverability in traffic and for parking ease where space is at a premium

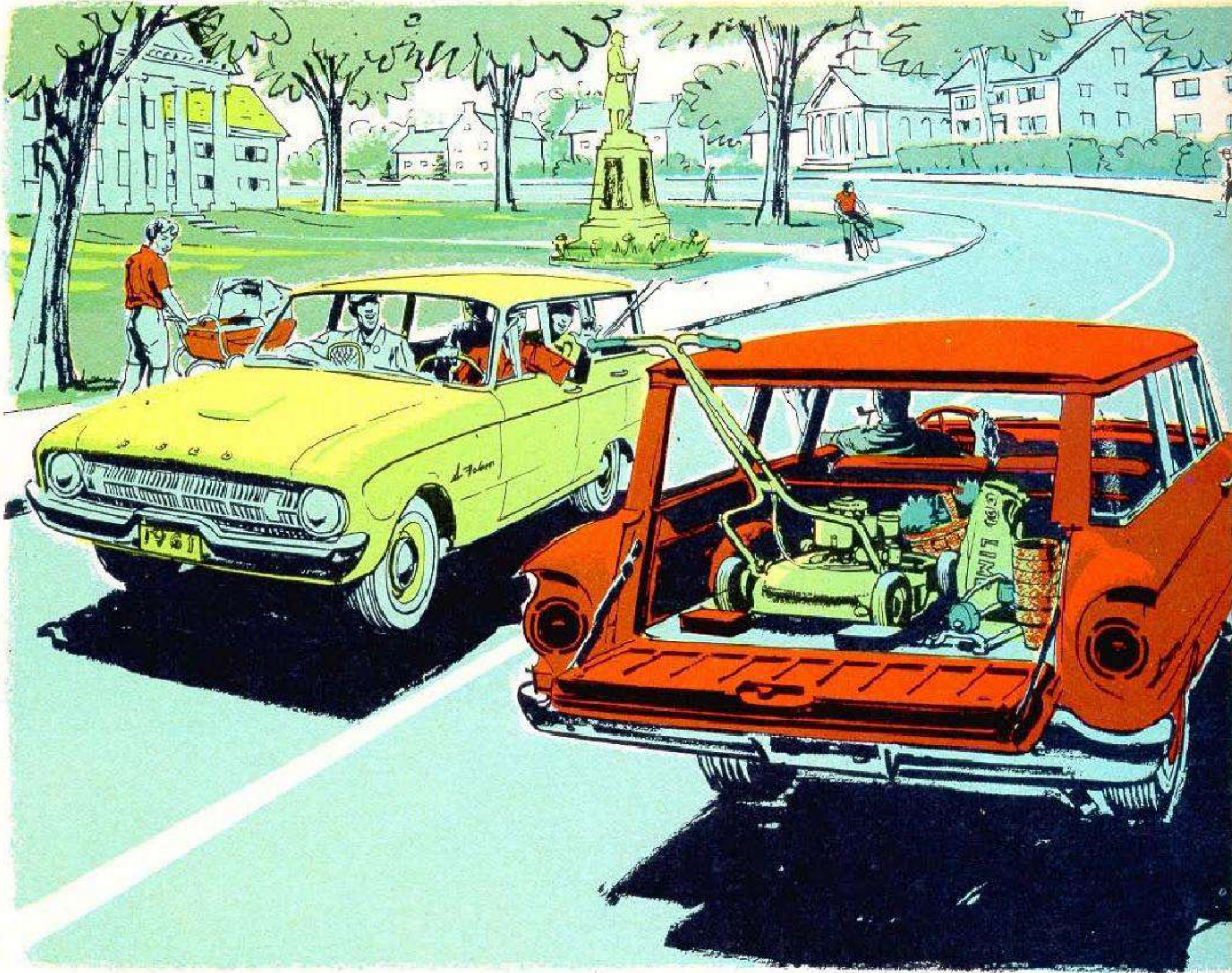


Roadability: Sure-footed at highway and turnpike speeds, combines big-car stability and compact car handling ease for relaxing long-distance driving



Economy: Outstanding gas savings in stop-and-go commuter travel as well as in highway driving makes Falcon first choice of all budget-conscious drivers

as its owner's needs



Station wagon versatility: Falcon wagons combine all-around utility built into all Ford wagons with special operating and maintenance economies found

only in Falcon sedans. The only way you can recognize wagons as economy cars is by their price tags. They are truly America's best wagon values



**THE UNIVERSAL CAR
BROADENS ITS FIELD**

PERHAPS you have wondered a little why the 1937 Ford V-8 offers a choice of two engine sizes. The answer is simply that it brings the advantages of V-8 ownership within the reach of many more people.

The new 60-horsepower V-8 engine, optional in several body types, makes possible a lower priced car with lower operating costs. It gives good performance—with gasoline mileage so high that it creates an entirely new standard of economy in modern motor car operation.

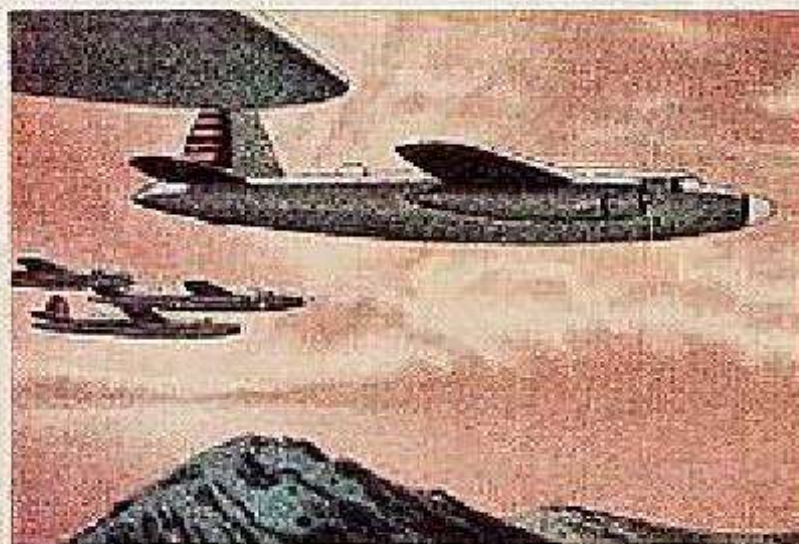
Ford V-8
FOR 1937

The improved 85-horsepower V-8 engine provides all the smooth speed and pick-up for which Ford cars are famous—with unusually low gasoline consumption.

Two engine sizes. One big car. Brilliantly modern in appearance. With all-steel body . . . Easy-Action Safety Brakes . . . and other important improvements in safety, comfort, quiet. Built of fine materials, to high precision standards, by well-paid workmen . . . and deservedly called "The Quality Car in the Low-price Field."

Mercury Has More Power Per Pound

You'll Thrill To The Style, Economy and Surging Power Of This New And Different Airplane-Engineered Car!



1. Mercury Is Airplane-Engineered—Like the new Army planes it is streamlined from nose to outward line, free from excess weight, and has more power per pound than most other cars. You instantly notice the difference in flashing pick-up—greater responsiveness at all speeds!



2. A Truly Beautiful Car—Mercury's front grille—longer, smarter, more distinctive—its smart colors, distinctive upholstery and luxurious fittings—all beauty and grace that will give you pride for a long, long time.



3. Plenty Of Room—There's no slow bumping—no low bouncing—no creaking of bars, in today's \$4 Mercury. You slide back on deep, wide seats—stretch out and relax in perfect comfort!



4. Built To Serve U. S.—Reconnaissance cars... airplane engines... amphibious bombers and tanks... constitute only a part of the Ford Motor Company's tremendous contribution to national defense.



TO SEE IT and drive it, you'd never guess the price. Mercury is a stand-out economy car. But Mercury is airplane-engineered... streamlined from the inside out... of highest-quality materials for long life and "car" performance at low cost. You get the smooth "drive" of a 100-horsepower V-type 8-cylinder engine and an all-new kind of gentle "sky-ride" made possible by longer, slow-motion springs and improved shock absorbers. Mercury combines a lower center of gravity with wider wheels for better traction on curves and wet roads. Step up for 1942... drive a car you'll be proud of to the very end.

Mercury



C O N S U L



Ford's Out Front with "The Car of the Year!"



Ford Custom Fordor Sedan

White Silver Tone, as illustrated, without chrome trim

Yes, it's *the car of the year*—with the look of the year! Just hold this page at arm's length. Now, take a good look! It's a real "dream-car" silhouette! It's the one and only NEW car in its field! The Ford Forty-Niner is a complete break with the past. It's new from bumper—to bumper—from roof to road. It combines dozens of the new features you've been looking for.

Take a look inside, too. It's a living room on wheels! . . . Sit in the deep, wide seats—feel their day-dream comfort! . . . See the new "Flight Panel" dash—you'll be pleased that such beauty can be so practical! . . . Sit behind the wheel of this Fordor, or one of the sparkling beauties on the next page—it's *odds-on* that you'll say, "Here's the Ford in my future!"

There's a ^{New} **Ford** in your future

Tudor FALCON WAGON \$2,225*

For Wagon Living on a low budget. Has cargo space that will amaze you—a full 76.2 cubic feet. Families with children will like the safety of two doors. Color shown is Belmont Blue.



FALCON WAGONS

America's lowest-priced 6-passenger station wagons

Developed from the Ford Falcon and perfected by America's station wagon specialists, the Falcon Wagons are bound to be winners. Every Falcon advantage was built into the Falcon Wagons: Front-mounted Falcon Six engine with up to 30-miles-per-gallon economy, generous room for six passengers, single-unit body construction, and all the other fine details that make the Ford Falcon such a popular bargain . . . including the low Falcon price range. Add to

this the refinements and know-how that have made Ford the industry's leading station wagon maker for over 30 years, and it's easy to see why Falcon Wagons are such standouts. Consider loadspace: It's over 7 ft. with tailgate up, almost 9 ft. with tailgate down and a full 57.4" wide. That's space with a Capital "S"! And when you compare price, you'll find Falcon Wagons are priced lower than any other 6-passenger wagons in America!



Fordor FALCON WAGON \$2,287*

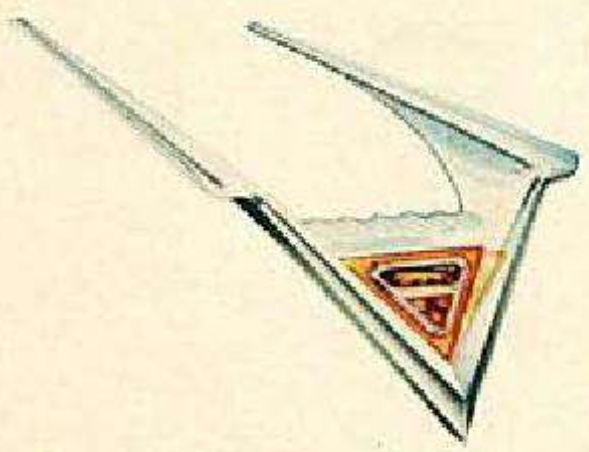
Two extra doors make it easier to step in and out of rear. Cargo space behind front seat is more accessible. Worth more at trade-in time, too. Color shown is Montecarlo Red.

*The manufacturer's suggested retail prices shown next to each car illustrated in this folder are for cars with six-cylinder engines. Federal excise tax and suggested dealer preparation and conditioning charges are included in prices shown. Transportation charges, gasoline, antifreeze, license and title fees, state and local taxes, and optional and equipment such as white sidewall tires are not included. All prices and specifications are those in effect when this publication was approved.



Where a fine car matters Monarch belongs

Proud performer
you'll drive with pride... **Monarch**



The man who drives a 1956 Monarch can be expected to feel a very special sense of pride when he settles behind the wheel and takes command of this proud performer.

And why shouldn't he? In choosing a Monarch he's shown himself to be the kind of motorist who particularly values the distinctive in fine-car design—for Monarch's long, low lines have a character that is quite unmistakable.

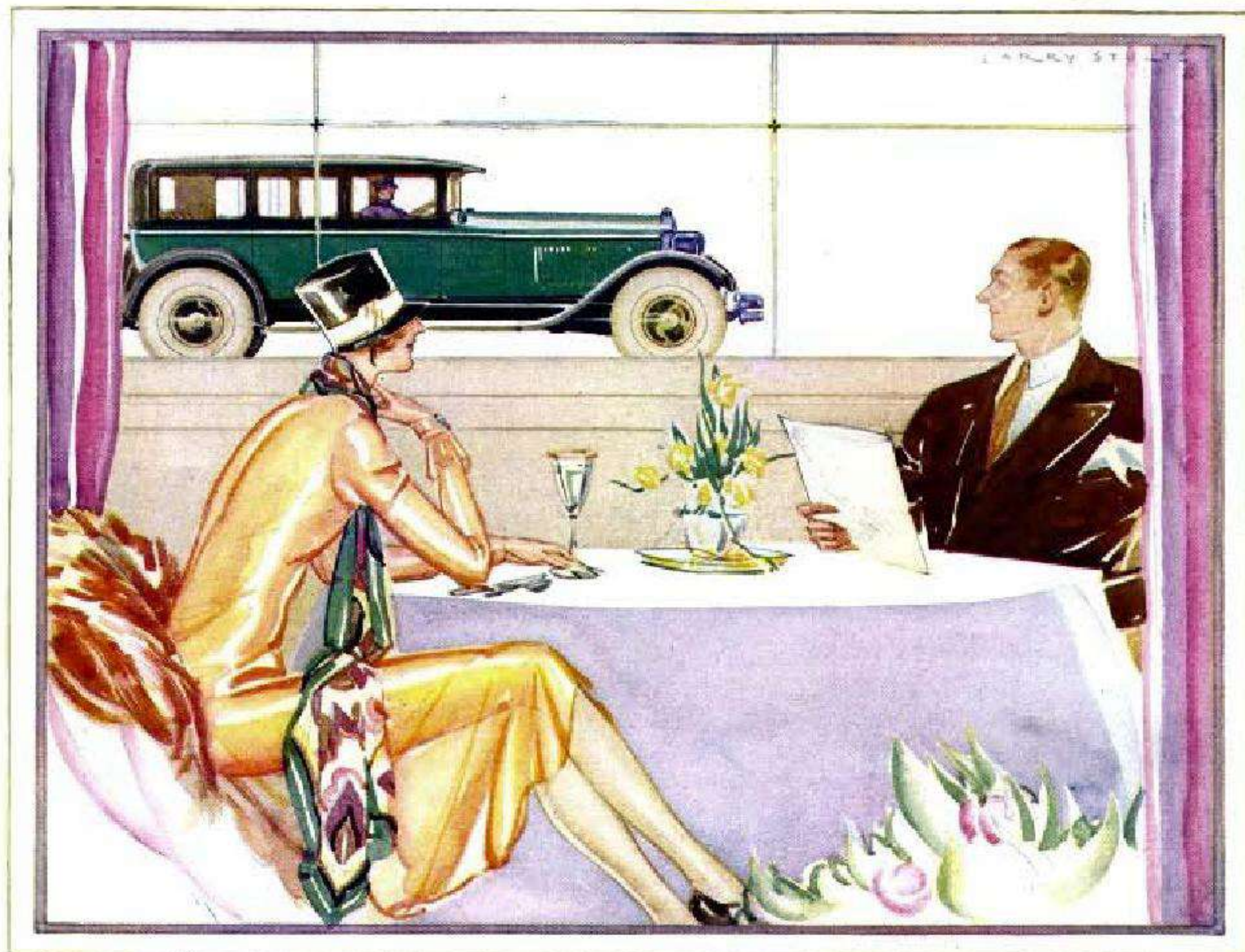
In performance too, Monarch just naturally assumes the lead, with a new kind of V-8 power that expresses its individuality in magnificent responsiveness and smoothness. We hope you will visit your Ford-Monarch Dealer soon and know the pride that's pardonably yours—when you drive a Monarch.

Distinctively yours

YOUR FORD-MONARCH DEALER INVITES YOU TO *Ride like a King in a Monarch*



HUPMOBILE



ONLY ONE CAR - AND THAT A COSTLY ITALIAN STRAIGHT EIGHT - CAN COMPARE WITH THE HUPMOBILE EIGHT, ACCORDING TO THE OPINION OF ENGINEERING AUTHORITIES WHOSE BUSINESS IT IS TO KNOW ALL ABOUT ALL CARS

BEAUTY, COLOR OPTIONS, LUXURY, IN NINE ENCLOSED AND OPEN BODIES, \$1945 TO \$2595 F.O.B. DETROIT, PLUS REVENUE TAX

D I S T I N G U I S H E D
 T H E
 G U I S H E D

“Never before such beauty and quality for so little money”

John N. Willys

President, The Willys-Overland Company



\$585

4-Door Sedan



\$535

The Coupe



COACH

\$535

F. O. B. Factory

Only Whippet Has All These Features

Full Force-feed Lubrication—Silent Timing Chain—Gas Tank at Rear—Big 4-wheel Brakes—Balloon Tires and Snubbers—Adjustable Steering Post—Single Plate Clutch—Banjo-type Rear Axle with removable Shaft—Longer Connecting Rods—Interchangeable Chadwick-type Main Bearings—Modern Hotchkiss Drive—Tryon Shackles—Long Semi-elliptic springs with all leaves of chrome vanadium steel.

THE perfected Whippet has proved the 1928 sensation in the light car field. Offering more motor car beauty and quality than was ever sold for so little money, its success has outdistanced the most optimistic predictions. Hundreds of thousands who have driven the Whippet are aware of its remarkable speed, flexibility, hill-climbing ability, safety, comfort and unusual economy. (Now added features of design, new items of equipment, greater beauty of line and color, plus radically reduced prices, raise the standard of light car value to a new high point. (Prices f. o. b. factory and specifications subject to change without notice.



\$525

The Roadster



\$545

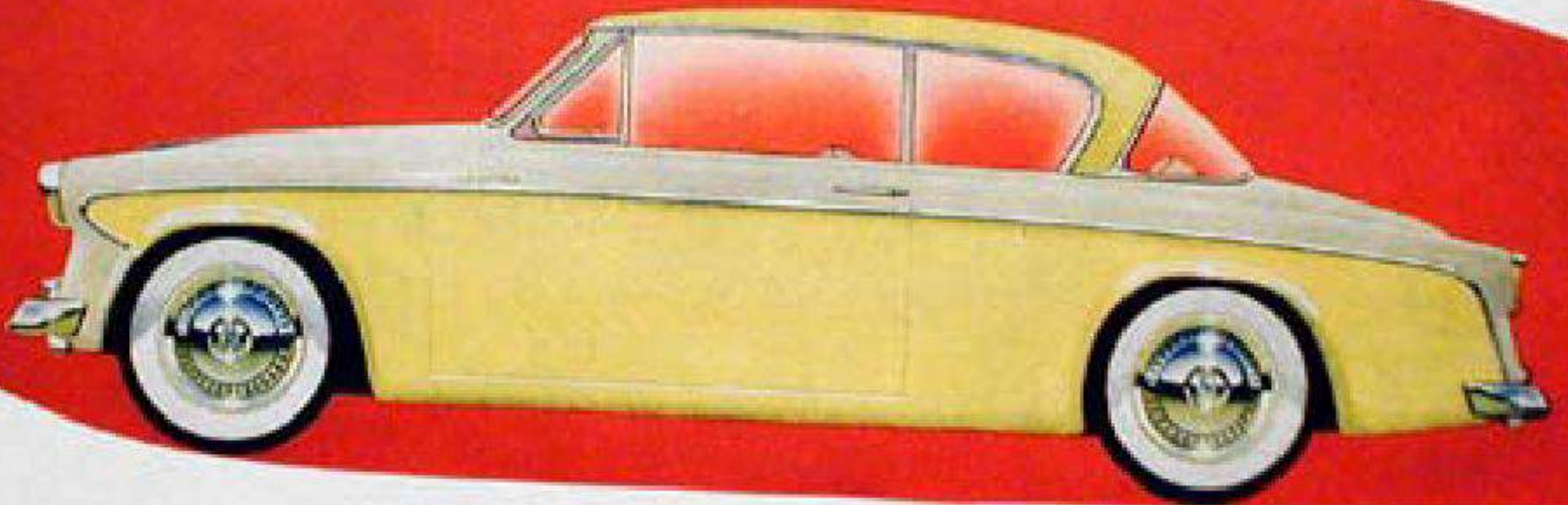
The Cabriolet Coupe



\$455

The Perfected Whippet

R A P I E R



The Exhilarating New

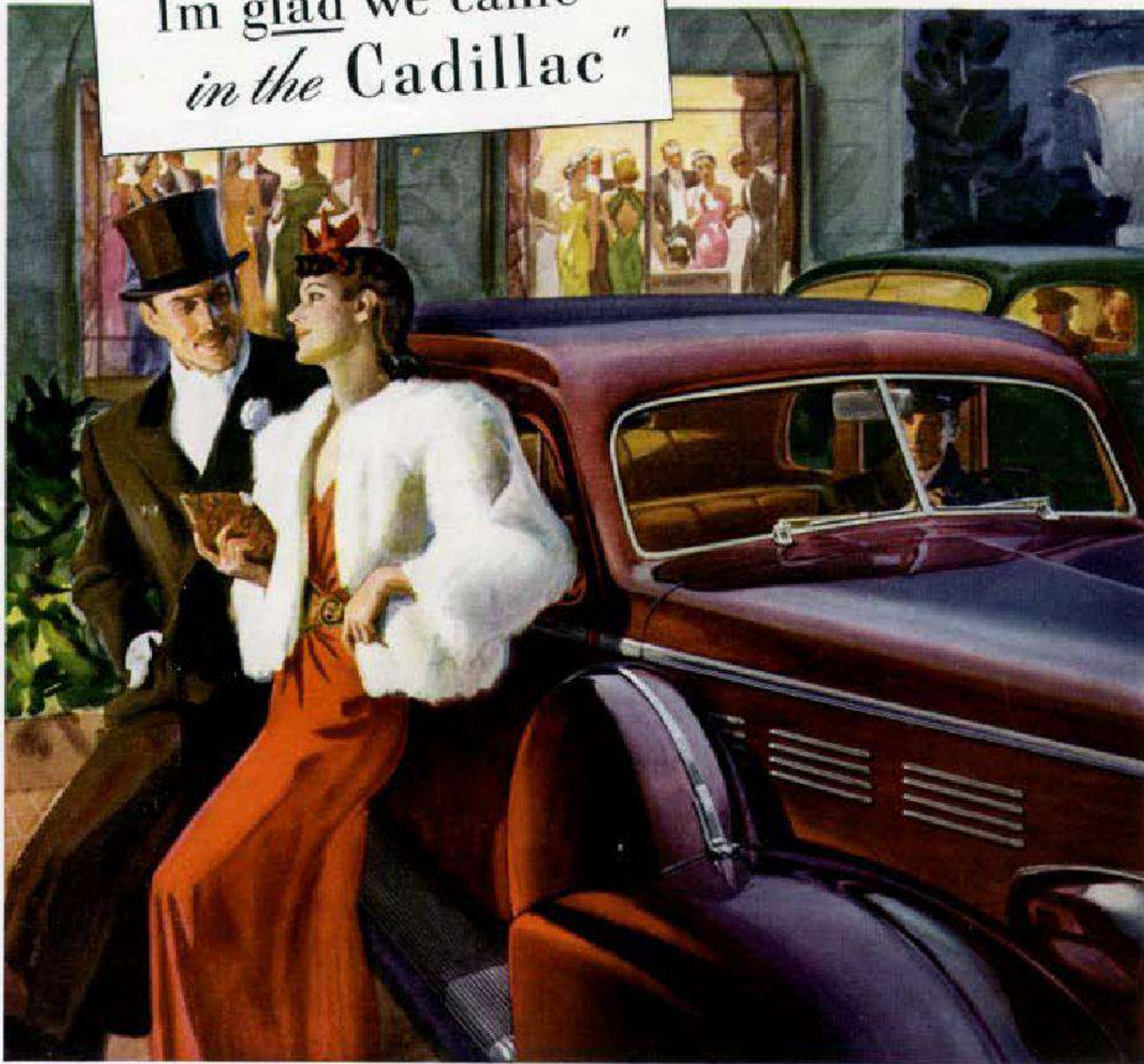
SUNBEAM RAPIER



New 1½-litre

SUNBEAM RAPIER

"I'm glad we came
in the Cadillac"



There is far more than mere coincidence in the fact that those who have "arrived" socially, so often arrive at social gatherings in... a Cadillac-Fleetwood!

To people of innate good taste, there is simply no substitute for Cadillac-Fleetwood. For these people know that no other car can bestow quite the same degree of enduring distinction as does a car built by

Cadillac, and appointed and embellished by Fleetwood.

The new Cadillac-Fleetwoods are a fitting climax to Cadillac's 36 years of building *only* fine cars. Their gracious beauty, spacious luxury, uncramped comfort, and their quiet, brilliant performance... make them, by far, the most magnificent V-8's in Cadillac history.

Why not drive one of these superb creations... soon?

Twelve individual body styles to express any preference are available on the new Cadillac-Fleetwood chassis.

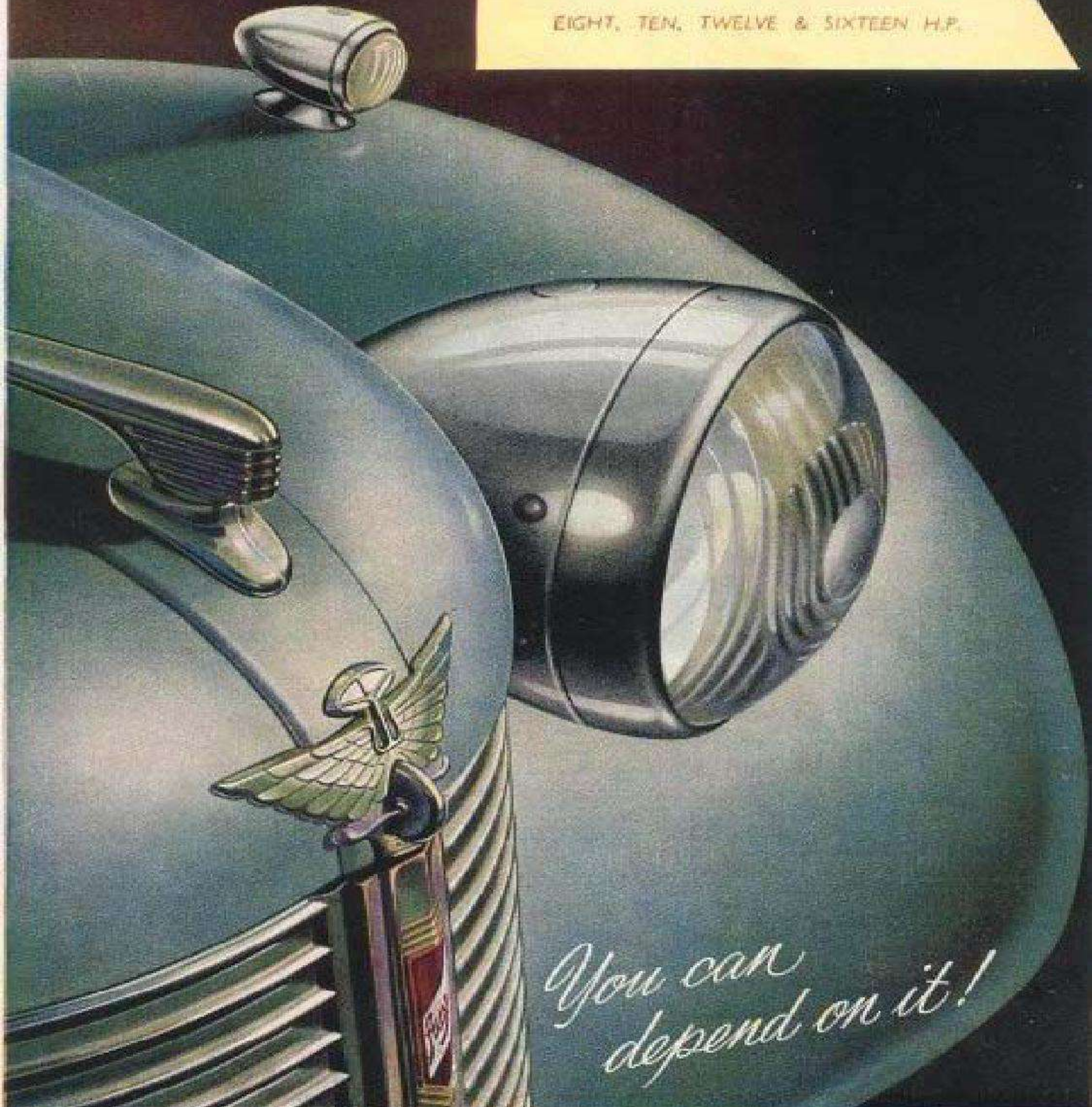
Cadillac-Fleetwood

A GENERAL MOTORS VALUE

The Austin

**HOLDS IT'S OWN
ON ANY ROAD**

EIGHT, TEN, TWELVE & SIXTEEN H.P.



*You can
depend on it!*

THE AUSTIN MOTOR CO. LTD. LONGBRIDGE BIRMINGHAM



Gives you the **POWER**
TO TAKE IT EASY

It's the '57 Century—the dream car to drive!

YOU WANT both hustle and muscle in the car you drive—right?

Then the '57 Buick CENTURY is your car for sure.

This most completely changed Buick in history gives you twinkle-toe nimbleness—plus the brilliant performance of a great new V8 engine.

This engine has a wonderful reserve that lets you handle all normal situations effortlessly as a sprinter taking a stroll.

You—and the car and the engine—take it sweet and

Exclusive with Buick—SAFETY-BUZZER®—

the "built-in conscience" that buzzes when you reach the miles-per-hour you want to stay under, keeps silent when you drop below that pace.

easy, climb tall hills in a breeze, practically laze along on the level.

And you do it all smooth as sunrise—with response quick as light—thanks to today's *instant* new Dynaflo.*

Want to learn why this glamorous '57 Buick is called the dream car to drive?

See your Buick dealer first thing tomorrow.

BUICK Division of GENERAL MOTORS

*New Advanced Variable Pitch Dynaflo is the only Dynaflo Buick builds today. It is standard on Roadmaster, Super and Century—optional at modest extra cost on the Special. Safety-Buzzers standard on Roadmaster, optional at extra cost on other Series.

SEE THE WORLD'S HEAVYWEIGHT TITLE FIGHT,
Monday, July 29—NBC-TV Network. Check your local
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When better automobiles are built Buick will build them





BORGWARD

Isabella



The 300 SL Roadster

A rare combination: outstanding road performance plus luxury

The new 300 SL Roadster bears a very close design kinship to the highly successful 300 SLR competition sports car and the 2.5 liter W 196 Mercedes-Benz Grand Prix car. The addition of compensating springs on the 300 SL's single joint rear swing axle results in handling and cornering characteristics of a very high order. Proper use of power and steering will take the 300 SL Roadster through difficult corners at high competition speeds. The space frame is redesigned to accommodate conventional doors, and flexibility of the 250 hp fuel injection engine is such that

smooth acceleration from 16 mph in top gear to maximum speed is easily achieved. Actual overall performance of the 300 SL Roadster is what you would expect: *Outstanding!*

However, what you would not ordinarily expect in a car of such high performance are the luxurious seats and appointments you find in the 300 SL Roadster. Roll-up windows and a snug, truly all-weather top that goes up in seconds, extremely comfortable leather bucket seats and a redesigned instrument nacelle for instant reading are some of the features.

Mercedes-Benz motor cars are distributed exclusively in the U. S. by the Studebaker-Packard Corporation and are sold and serviced by Studebaker-Packard dealers.



Studebaker-Packard

CORPORATION

The road stability of the Mercedes-Benz "300" is known throughout the world. Four telescopic shock absorbers and independent supplementary torsion bars, activated by an electrical switch in front of the driver, absorb every unevenness of the road. Turbo brakes, self-adjusting brake shoes, and a vacuum booster brake aid assure in every situation utmost safety.

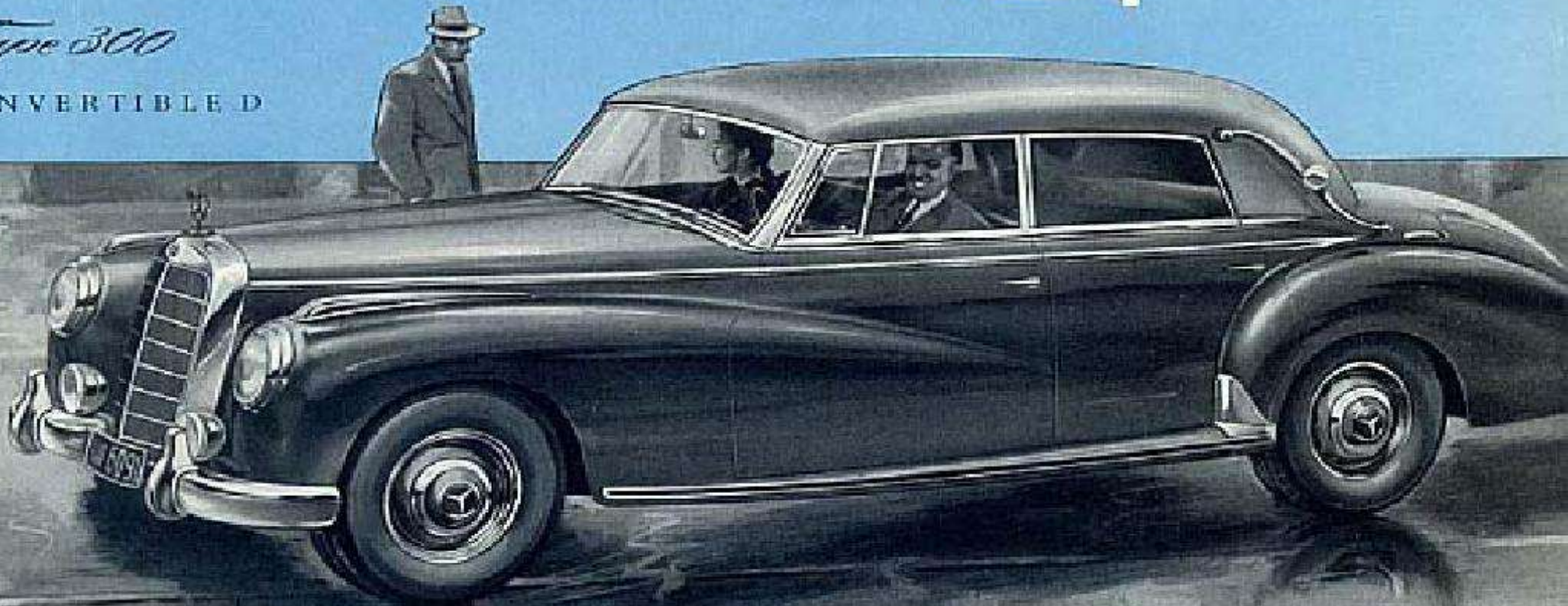


Comfortable

is the folding center arm rest forming an integral part of the rear seat. Counterbalancing springs greatly facilitate the opening and closing of the convertible's beautiful, smooth-fitting folding top.

Type 300

CONVERTIBLE D



From stem to stern the Mercedes-Benz "300 S" represents the best of the very best. The perfectly balanced 163 HP short-stroke engine with its three down-draught carburetors attains a maximum speed of 110 miles per hour. Road-holding- and cornering stability are brought to perfection and especially quick responding turbo brakes bridle at any time the power of this high-spirited, smooth-running engine. The individual front wheel suspension developed out of experiences gained in the racing car construction, and the swing axle with individually suspended wheels in the rear absorb every unevenness of the road. The interior appointment of the Mercedes-Benz "300" appeals by its very good taste and luxurious comfort.

Type 300 S

Coupé

A car which by its sporting appearance obtains a special note of exclusive elegance.





BORGWARD

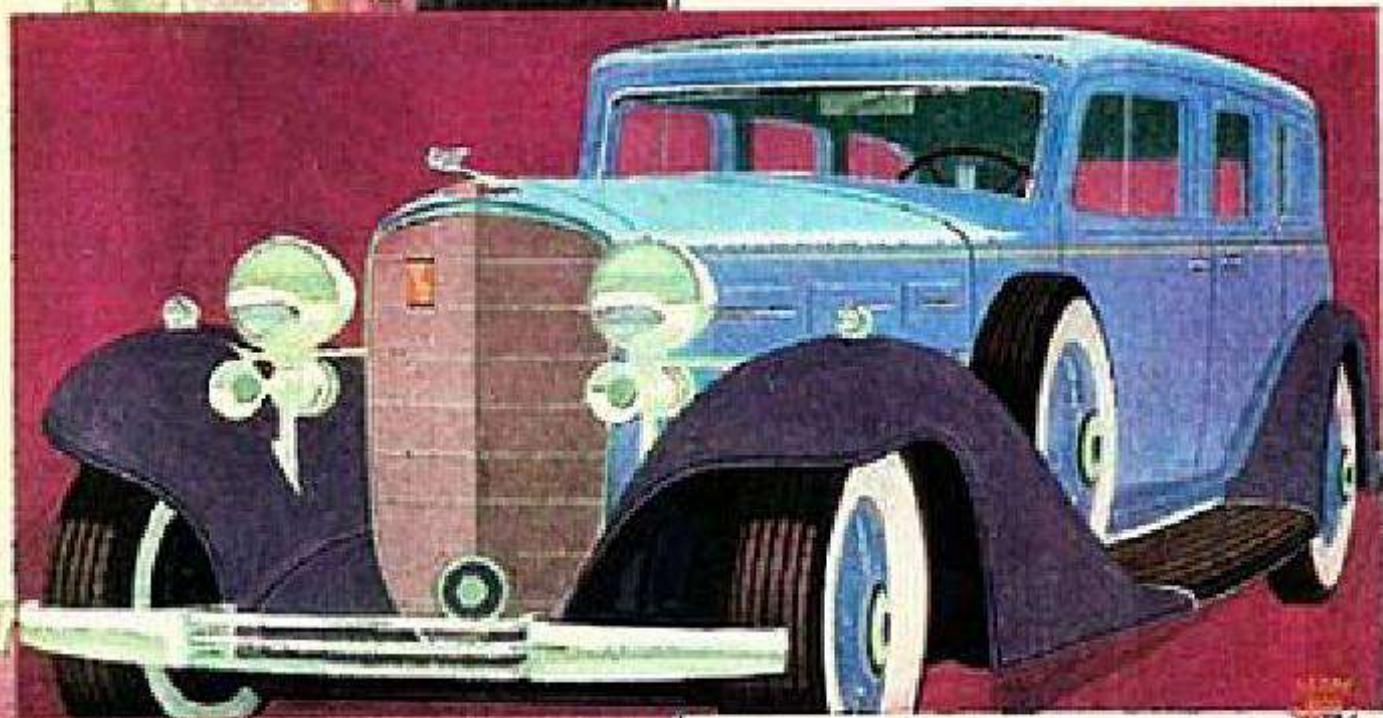
Isabella
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*M*ANY years ago, it was made a policy of the Cadillac Motor Car Company to build to an ideal, rather than to a price or to a market. This, of course, automatically removed from Cadillac designers and engineers the restrictions which price limitations impose, and left them free to work their wills in whichever direction progress seemed to beckon. Thus, quality became their watchword, and improvement their goal—and they began at once that long series of advancements which has caused Cadillac to outstrip its every competitor in the race for public favor. Now and again, it has seemed that Cadillac has reached its goal in its quest for the ideal medium of transportation; but just as often, advancement has later been made, and a yet finer car has taken form. And so today, when Cadillac advises its clientele that it has again achieved remarkable improvements in its cars—such, for instance, as the new Fisher No-Draft Ventilation, individually controlled—some may doubtless marvel, but none will doubt. For it has become a Cadillac tradition to better that which seems within itself well-nigh a perfect thing. To substantiate this tradition, there are now available a new V-8, V-12 and V-16—the last being limited to 400 cars for 1933.

CADILLAC MOTOR CAR COMPANY, Division of General Motors



CADILLAC







New GMCs

BETTER LOOKING!
BETTER RIDING!
BETTER BUILT!



Illustration shows Model FC 150 with de luxe equipment at extra cost

Here's the newest thing in motor trucks . . . new GMCs in the light and medium duty range. They're Better Looking because of striking new rugged radiator design . . . because of smoothly blended streamlined styling of hood, fenders and cab. They're Better Riding because new safety-steel cabs have more leg room, head room and elbow room . . . because new seats are adjustable and have nearly double the number of individually wrapped springs . . . because windshields are weather-sealed and give much greater visibility . . . because of the latest scientific soundproofing, insulation, ventilation and provision for fresh air heating. They're Better Built because of GMC's sturdy, all-truck design . . . because engines are the same basic design as that of the GMC "Army Workhorse" . . . because of a long list of improved, war-proved features. See the new GMC . . . more than ever the truck of value.

THE TRUCK OF VALUE



GASOLINE • DIESEL

GMC TRUCK & COACH DIVISION • GENERAL MOTORS CORPORATION



THE "FLIGHT LINE"

Elegant and sleek, the "Flight Line" design is an artful blending of fender, hood, and top contours into a perfectly balanced visual effect while the wrap-around grill accentuates the tapering hood. Even standing still, the Aronde 1300 seems ready to leap ahead!



DODGE BROTHERS MOTOR CAR

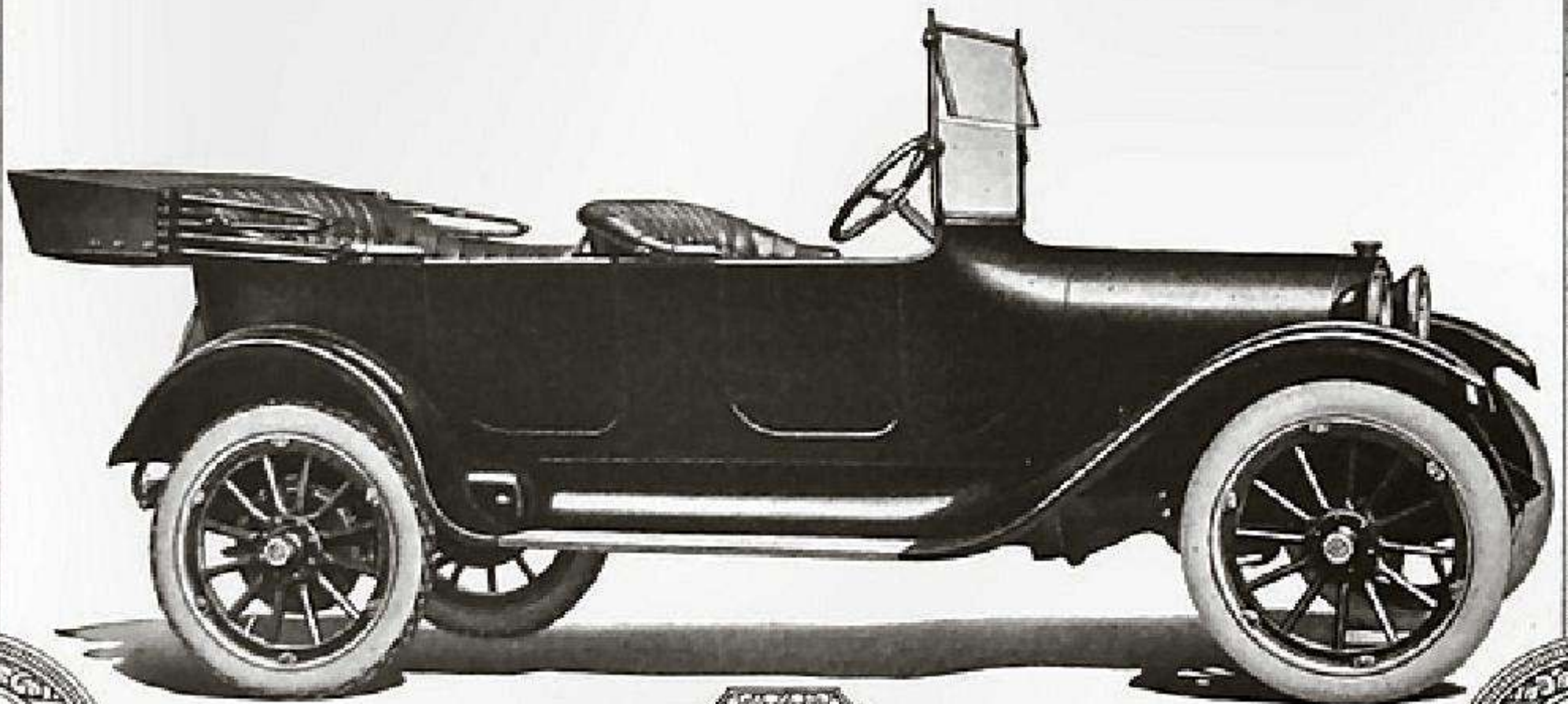
People expect simple honest statements from Dodge Brothers dealers

The facts about the car and the men who build it are impressive enough to need no embellishment.

The gasoline consumption is unusually low
The tire mileage is unusually high

Touring Car or Roadster, \$835. In Canada, \$1185
Sedan or Coupe, \$1265. In Canada, \$1800
All prices f. o. b. Detroit

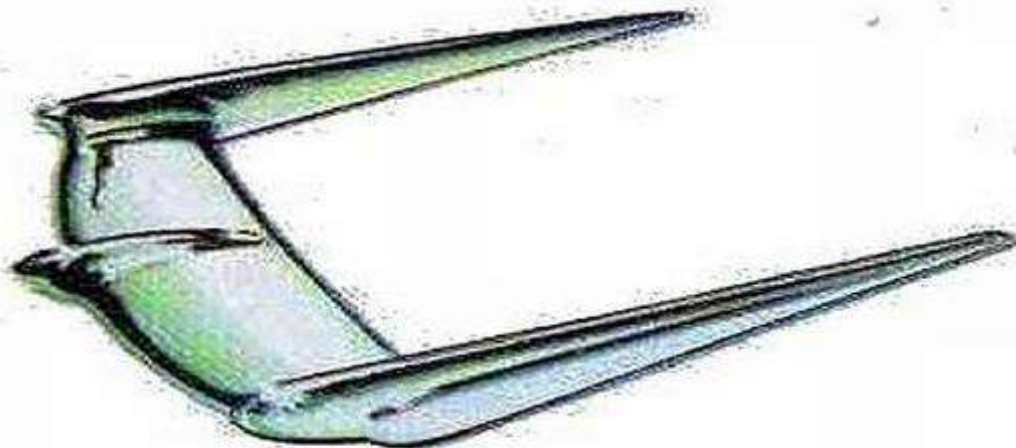
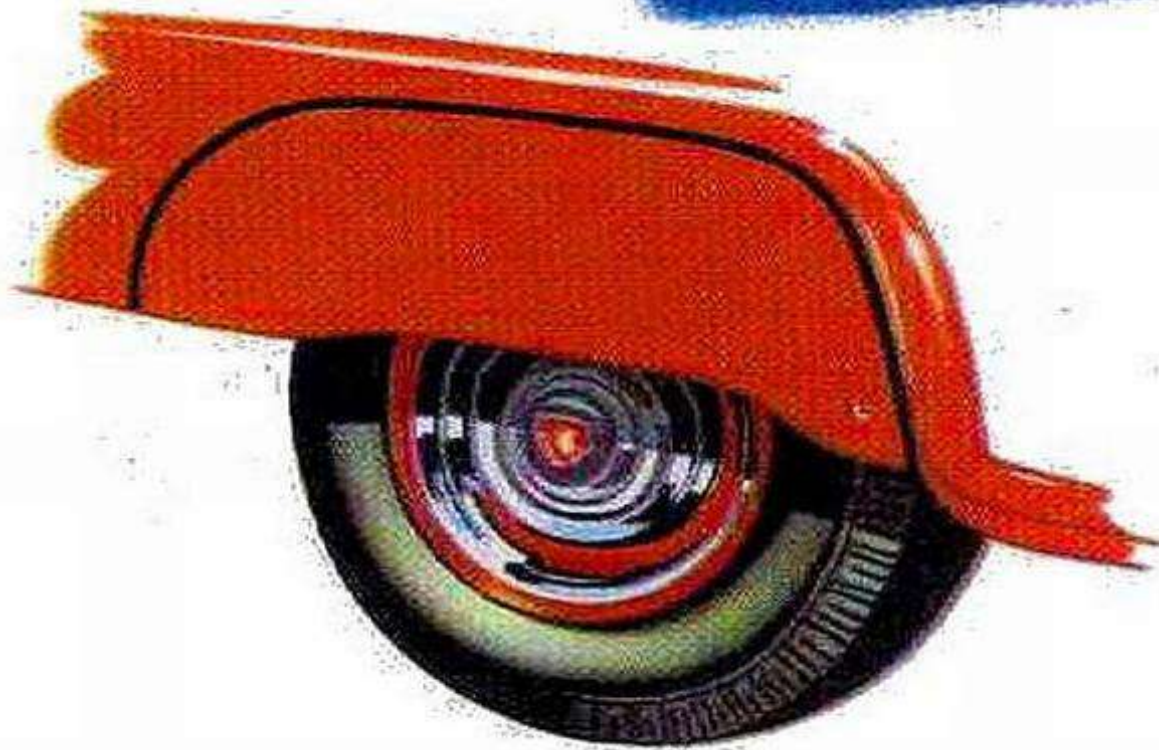
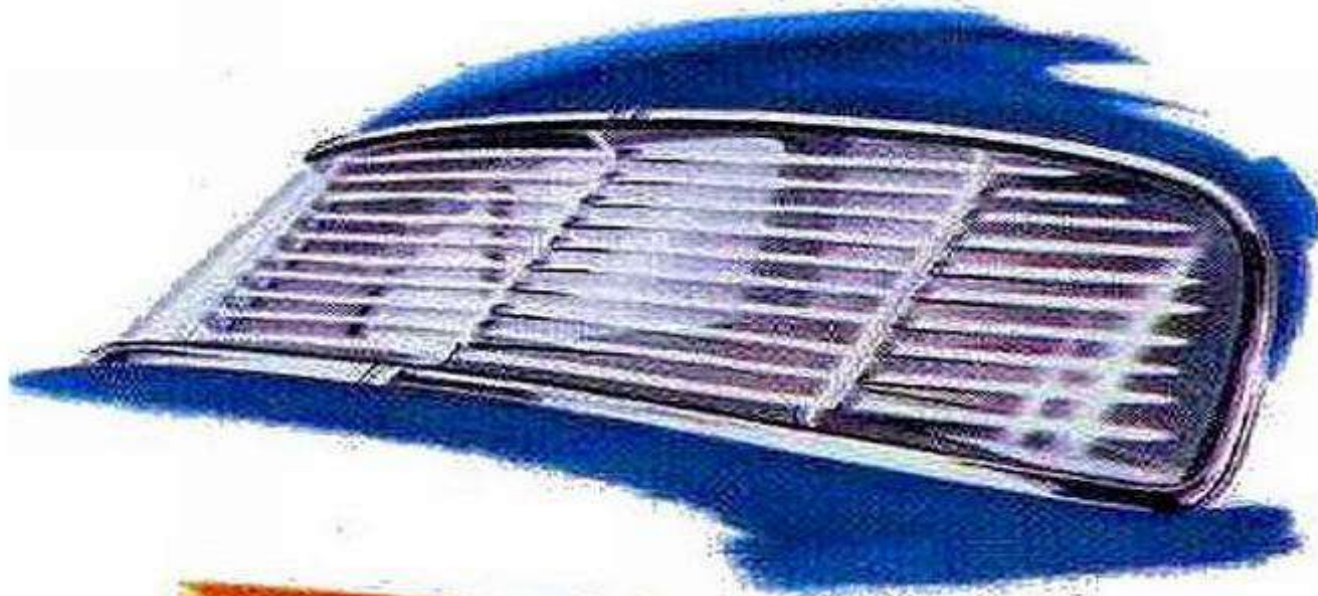
DODGE BROTHERS, DETROIT





HOLIDAY SEDAN





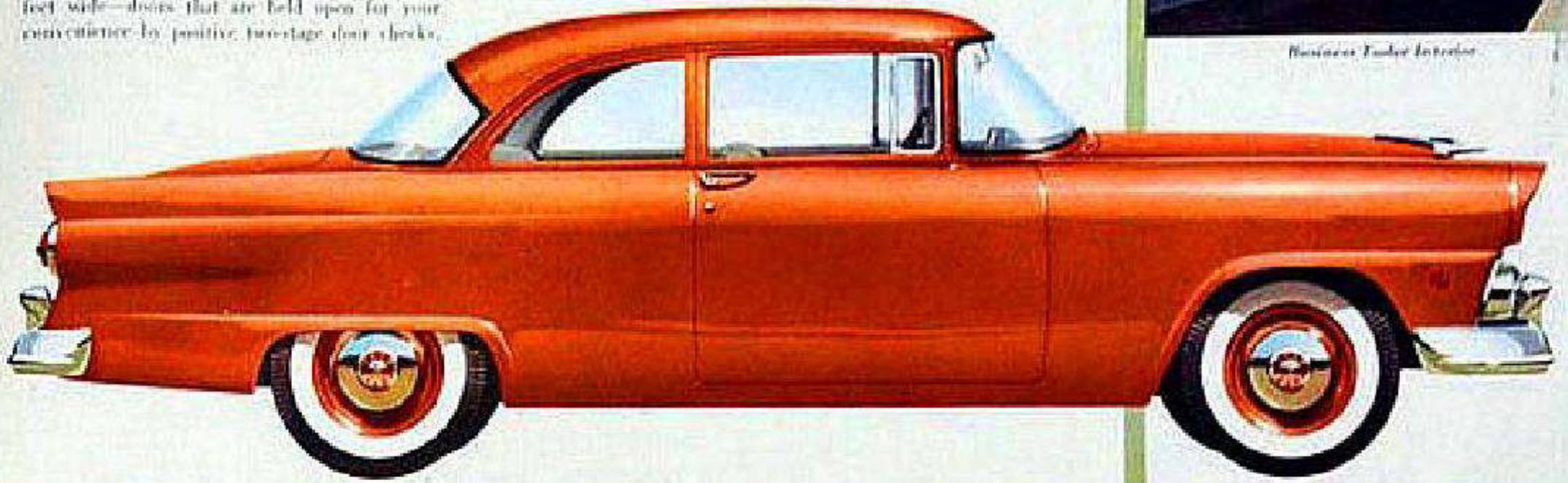
Mainline Tudor Sedan

Here's a two-door beauty to be proud of... with comfort you might expect only in cars costing hundreds more. Both Ford's Mainline Tudor and Business Sedan have doors that are nearly four feet wide—doors that are held open for your convenience by positive two-stage door checks.

Business Tudor Mainline Tudor is also available in this special version, with the back seat removed to provide up to 60 cu. ft. of useful carrying space... the ideal model for the commercial man.



Business Tudor Interior

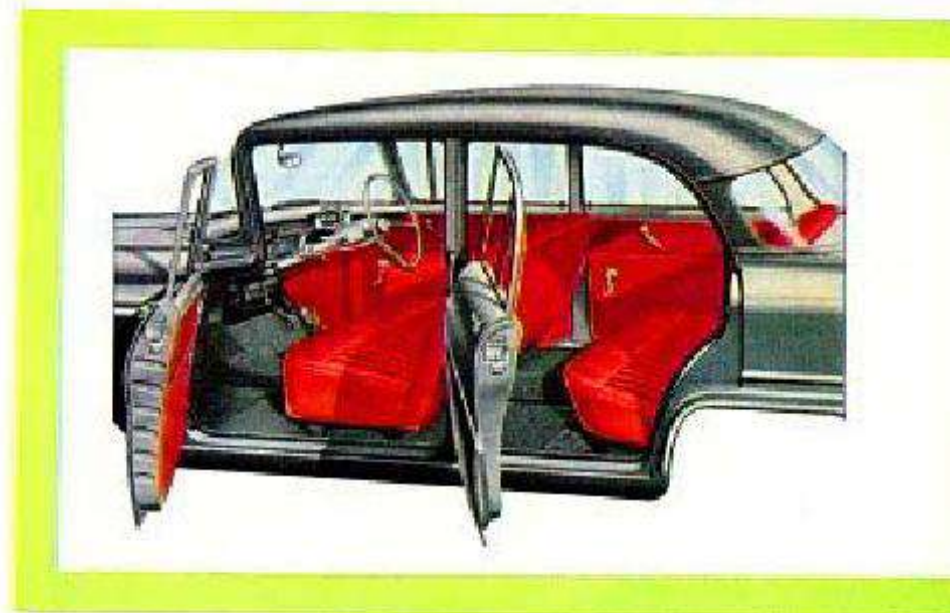


Tudor and Fordor Interiors



Mainline Tudor and Fordor offer roomy comfort for six big six-footers. That means lots of hip, shoulder, leg and head room. Durable, easy-to-clean Vinyluxide and fabric upholstery blends beautifully with the exterior colour of your choice.

(Fordor Interior illustrated)



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'Via the Scenic Route'

9th NOV 2014

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- 8.00am** Meet at Yatala Drive-in for Registration
100 Stapylton-Jacobs Well Rd, STAPYLTON Qld
(Breakfast BBQ & Coffee available all morning)
- 9.00am** Depart to cruise the cane fields of Jacobs Well
- 10.00am** Arrive at Heritage Park - "Show & Shine"
193 Rifle Range Rd, PIMPAMA Qld (exit 49 off M1)
- 12.00pm** Trophy Presentation & Raffle Draws
- 12.30pm** Engine Blow Up Competition

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4th Annual ALBATROSS

Show N Shine

30 NOV 14

10AM till 3PM

\$15 Pre Registration Entry / \$20 On the Day Gate Entry

Spectator - Gold Coin Donations

Alcohol free event, featuring
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All funds raised will be donated to

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For further information and entry forms go to:

www.navy.gov.au/event/albatross-show-n-shine-2014

albatrossshownshine_info@yahoo.com.au

Enquiries: Stuart Walters 0410 577 296 Glenn Smith 0411 405 192

Retraautos 95



2014 MOPAR NATIONALS

HEATHCOTE PARK RACEWAY
DECEMBER 6TH



COMPETITORS:

Gates Open: 8.30am
 Scrutineering: 9am - 11am
 Drag Racing & Skids: 11am - 5pm

SPECTATORS:

People under 14: Free
 Spectator Entry: \$20 (HPR Entry)
 Show & Shine: \$30 (Inc. Driver)

Drag / Skid Entry: \$80 (\$90 @ GATE - One Entrant fee for both Drag or Skid)

DRAG SHOW SHINE SWAP & SKID FEST

TROPHIES & PRIZES ON THE DAY



EARLY ENTRY: www.heathcoteraceway.com.au
 MORE INFO. VISIT: www.facebook.com/moparnationals
 or CONTACT TIM 0408 177 069



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9AM - 5PM

CAR
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FAMILY
FUN DAY

SEE CLASSIC,
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DRINKS, FREE SHOW BAGS

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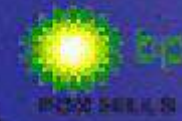
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CHILDREN UNDER 14 FREE

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2014 DATSUN DAY

Sunday 2nd November
The Prospect Hotel - 3 Great Western Hwy
Show, Shine & Swap meet
All Datsuns & Pre 90's Nissans
Monster raffle, Food & Trade stalls



2014

DATSUN DAY

PRE ENTRY - \$15 / car spot. Incl traders register via:

www.datsunday.com

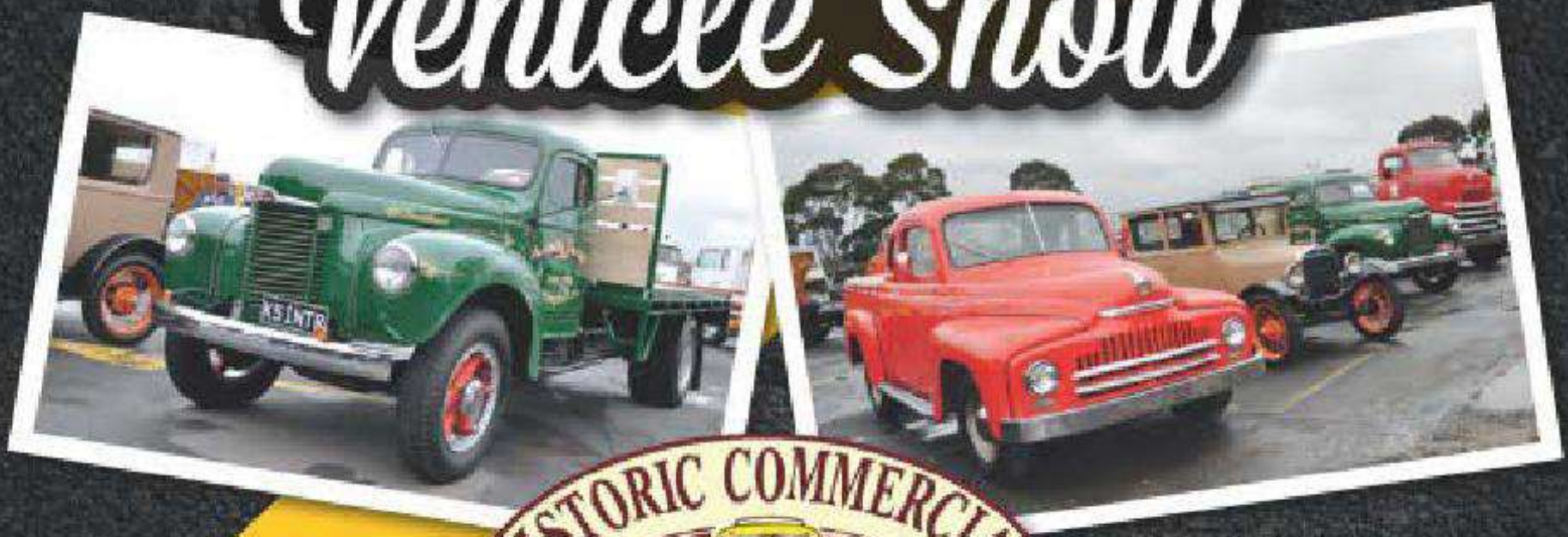
\$20 @ the gate if spots avail.

Supported by: Down Under Datsuns, Sydney Datsun Club INC. & Rastzain Car Co. INC.

NEW VENUE

33rd Annual Display

HISTORIC COMMERCIAL Vehicle Show



Sunday 9th November 2014

Yarra Glen Racecourse

Admission \$10.00 • Kids under 14 FREE

Gates open to Public 9:00am



Enquiries:
Russ 0409 073 523
Ken 9727 1060

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Welcome



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SILVERWATER PARK

PRE ENTER (before 3rd Aug) \$10.00 after 3rd Aug and ON THE DAY \$20.00

JUMPING CASTLE - FOOD DRINK AVAILABLE

Entrant Contact: Michelle 0478 599 729

Enquiries: Mitchell 0447 420 498

JOHN KNIGHT PARK

Sunday 9th November 2014

Starts from 8am **ENTRY IS FREE**

Council of ACT Motor Clubs Inc.

www.actmotorclubs.org.au



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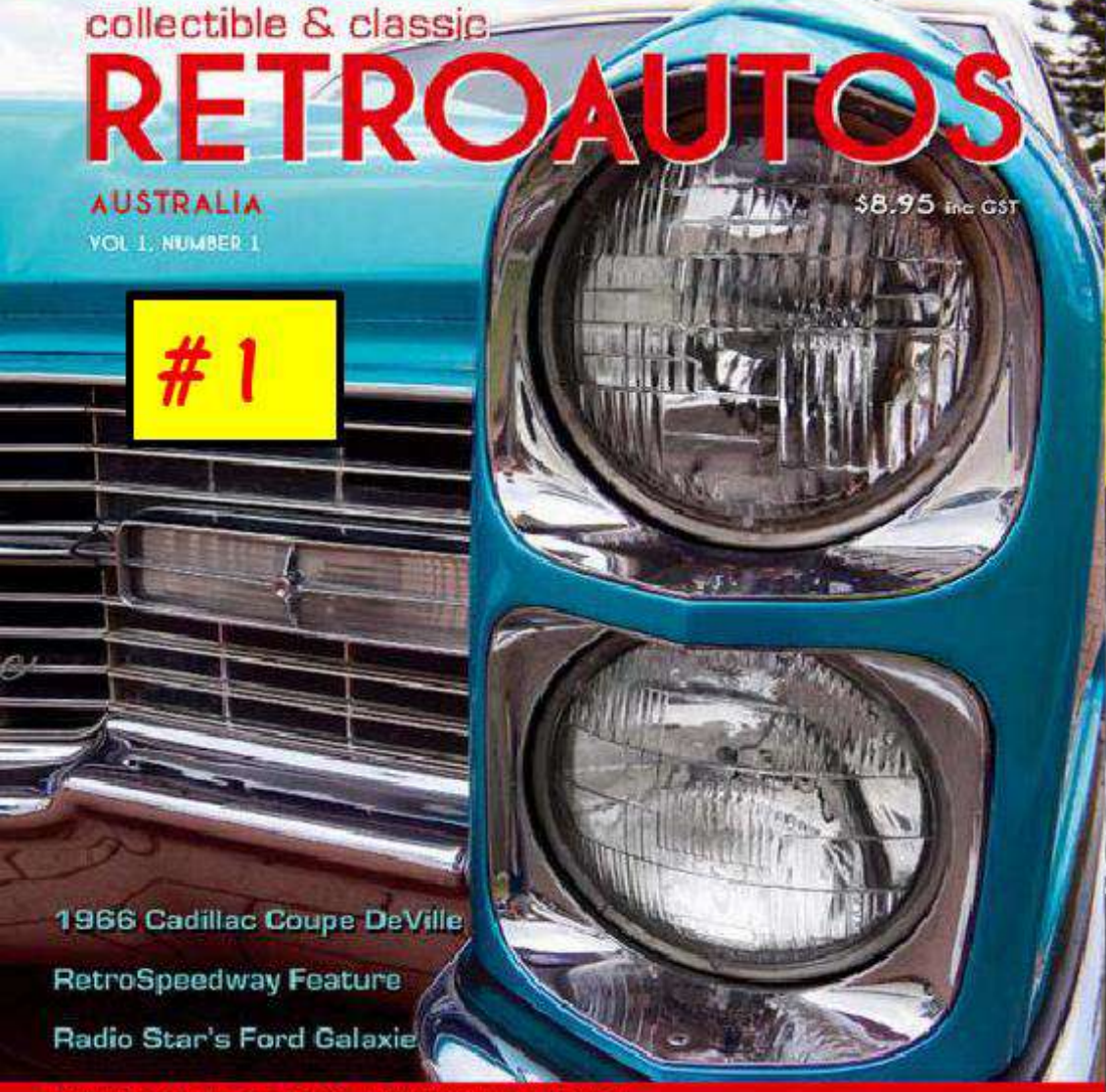


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