

collectible & classic

January 2015 #40

RETROAUTOS

1960 US Grand Prix Colour Pix! Moss, Brabham, Surtees, McLaren

Klassic Kombi



GM Heritage
Part 2

1918 Packard Truck
Restored War Horse

1955 Lincoln Futura
Dream Car/Movie Star/Batmobile

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



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A9X



Telstra Kombi



Lotus Cortina



1948 F100



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The 1967 Chevrolet Astro, seen at the GM Heritage Centre. It is just one metre high and has a flat six engine from the Corvair.

Welcome to the January 2015 edition of Retroautos online, packed full of 140 pages of summer holiday reading.

Stephen and Wendy McColl talk about their 1962 VW Kombi. It is one of three they own and operate as a business.

We continue our wander through the cars at the GM Heritage Centre, in part two of our photo feature of this unique research facility.

The Lincoln Futura of 1955 may have started out as a dream car, became a film star and is now one of the most famous TV cars of all time, the original Batmobile. But in the early 1960s it was almost destroyed by Ford. We take a look at the Futura, the origins of its styling and its conversion into a movie car and then the iconic, black, gadget laden Batmobile.


As we said in the December 2014 issue of Retroautos, we have been asked by readers who have only recently found us, to re-publish stories from previous issues. The first of these is about Tony Alessi's 1965 Valiant GT, a four door Valiant he customised to look like a Plymouth Barracuda. Look for it on page 106.

Reflecting our growing international readership, John Lockard of York Springs, in Pennsylvania tells us about the 1918 Packard Army truck he and many others restored, and its participation in the Memorial Day Parade down the National Mall in Washington DC, in May 2014.

RetroRacing features rare colour images of the 1960 US Grand Prix, plus some classic NASCAR photos from Riverside Raceway.

We hope you enjoy it all.

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Retro News



Big Year For Anniversaries

2015 will be a mega year for classic car anniversaries. Here's just some that we will celebrate.

Sixty years ago Citroen released their DS Goddess, and set a standard many others took decades to meet. A critical success, but not so much a sales success, the quirky car has a devoted following who will no doubt celebrate the milestone.



At the other end of the spectrum, it is 50 years ago when Chevrolet added the Caprice option to their Impala, and gave their customers all the luxury of a Cadillac at an every day low price, and helped push Impala sales to a staggering one million in 1965.

Meanwhile, in August 1964 Carroll Shelby got hold of a new 1965 Mustang fastback and went to work on it. The result was the iconic 350 GT.

The Mustangs went into Shelby's workshop looking like the normal fastback pictured on page 9, (note the Cobras in the background) and went out the other end as the GT.



Shelby's workshop was located at 1042 Princeton Drive, Marina del Rey in Los Angeles. Some references say it was in the next suburb, Venice Beach, which was somewhat true, as Marina del Rey was not yet fully developed back then.

In the 1960s Shelby's place was one of the few buildings in the area. Now the location is all hotels, office blocks, car parks and apartment buildings.



Then and Now: The top image is of the first R code 350GT. Middle image is what the street looks like today. The bottom image shows Shelby and some of his team with the layout for the Daytona



Top: Steve McQueen and Carroll Shelby chatting at 1042 Princeton. Above: The Shelby workshop as it is today.(All images supplied by Google maps and The Henry Ford Museum)



One of the styling proposals for the HD. Note kick up on rear door and squared blades on the front mudguards.

XP, HD and AP6 all Hit 50

Fans of the XP Falcon, AP6 Valiant and HD Holden will all be marking the 50th year of their release. And you could not have had three different looking automobiles, and all designed in the USA.

The Falcon was a composite of the 1964 XM with a 1962 Mercury Comet front end. The Valiant was a face lifted AP5, albeit with a V8 if you wanted it (image on next page).

The HD Holden was the freshest of the lot, with industry leading curved side glass. The styling proposal, pictured above, is dated May 1962, and the controversial front mudguards have a more pronounced and squarer shape than what went into production.

Hopefully Ford, Holden and Chrysler in Australia will at least acknowledge the anniversary, if only as a thank you to all the staff who worked to build these cars and bring them to market.

Renault R16 also hits 50



Another French icon to receive the 50 candles treatment will be the Renault 16.

This great car established the five door hatch revolution. At the time motoring journalists had a tough job describing the car, as the word "hatchback" was not in general use. The wheel base was unequal side to side, as a result of the torsion bar suspension. The left side is 7cm longer than the right.

We think these are one of the most underrated classics. You can bet that Renault will remember the anniversary.



Above: 1962 Mercury Comet's front end was grafted onto the XM Falcon and it became the 1965 XP.



Australia's first locally produced V8, the AP6 Valiant.

Another 50th : Mercedes w108/109

Work on the w108 and w109 began in 1961. They were released at the Frankfurt Motor Show in 1965 with the classifications 250S, 250SE, 300SE and 300SEL (the w109 with 115mm more wheelbase and air suspension).





Above: The “fintail” Mercedes and its w108 successor are compared.
Below: A rare sight indeed. A Mercedes w108 with a caravan.





Above: Reinforcing the stereotype, a German businessman steps out of a jet into his Mercedes.

Below: Here's Daddy before the T-Bird cruises through the hamburger stand. Because, sang the Beach Boys, his little daughter "forgot about the library, like she told her old man, now".

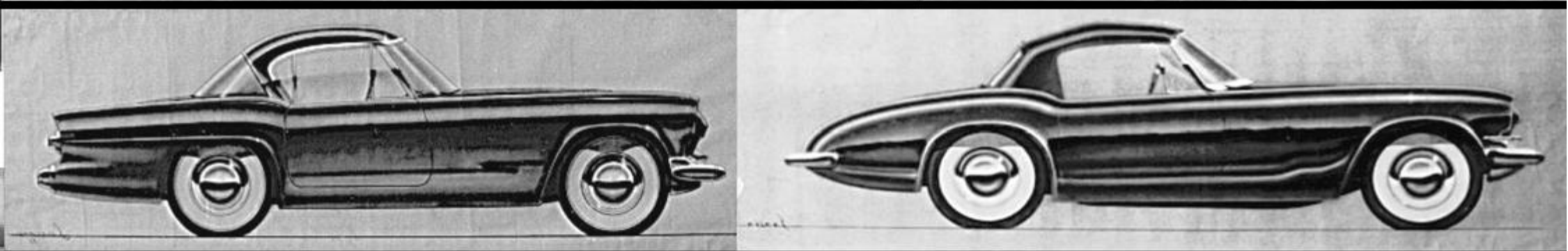


Fun, Fun, Fun :T-Bird 60th Anniversary

What do the 1948 Cadillac (which brought fins to car styling) the 1948 FX Holden and the 1955 Ford Thunderbird all have in common? All were styled by the same guy, Franklin Q. Hershey.

The idea of the T-Bird had been kicking around Ford for a few years when word came through the grapevine about Chevrolet's Corvette. Ford planners could not see a big market for a pure sports car, but their research told them of a more lucrative market segment which wanted a luxury "personal" car that made an emphatic statement about personal success. And so the T-Bird was developed.





Early renderings and almost finalised styling proposals of the Thunderbird. The seating position was a direct copy of the Jaguar XK120, an example of which Frank Hershey bought as a start point for the Thunderbird design. Hershey and his team employed customiser techniques to section, channel and drop a full size Ford convertible body onto the shorter T-Bird chassis.



Definition of Confusion

Confused by all those definitions of what is a classic car? Yeah, us too. Between the peak motoring clubs, local and international, advertisers and insurers, all have a slightly different definitions.

Here's the latest twist. NRMA Insurance has dropped the qualifying age to 15 years, (from 20 years) saying: "We have made a change to our definition of classic vehicle. Vehicles that are 15 years of age or more are recognised by us as a collectable vehicle".

Anyway, after some research by going to various websites (as someone new to classic car community might do) here's what we found that seem to be the accepted definitions, despite some overlaps, based on year of build.

Antique: built prior to 31/12/1904.

Veteran: 1/1/05 to 31/12/18

Vintage: 1/1/19 to 31/12/30

Post Vintage: 1/1/31 to 31/12/49

Classic: 1/1/50 to 31/12/69

Historic: built in the 1950s, 60s and 70s.

Modern: 1970 onwards.

Then again, some clubs say it can not be a classic until its 30 years old, or 25 years old, or 20 years old.....take your pick!



By some definitions this 1996 Falcon could be considered a classic. Let's all rush out and buy one and put it in storage.

National Motoring Museum

The *Sunburnt Country* exhibition has been showing at the National Motor Museum in Birdwood for a year. It honours Australia's iconic vehicles, legendary people, motoring innovation and adventurous journeys. From the novelty of a horseless carriage in 1899 to the 1948 release of 'Australia's Own Car' – the Holden, *Sunburnt Country* celebrates Australia's unique love affair with all things motoring. Among the exhibits is a hand built 1899 Shearer Steam Carriage - an experiment to build a horseless carriage fuelled by mallee stumps to be driven under its own power.

There's a 1924 Australian Six, a car assembled and badged in Australia with parts selected from the USA to suit Australian conditions.

A 1934 Ford Coupe Utility also features, as does a 1948 Holden.

A 1936 Leyland Badger (pictured) enabled legendary South Australian Mailman of the Outback, Tom Kruse, to deliver much needed mail, supplies and even the occasional passenger on a fortnightly 500km trek along the Birdsville Track.



If you are in South Australia over the holidays, make sure you see this interesting exhibition.

Retro Auctions

Be it Scottsdale in Arizona or Florida, the big auction houses are hoping for big spenders to open their wallets in January 2015.

Thousands of cars are on sale, and we thought you'd like to see a little more of what's on offer.

One thing remains common at all these auctions. To go and watch these cars being hammered costs you an entrance fee. Some charge upwards of \$US200. Classic car auctions are now a spectator sport in the USA. We wonder how long before that idea takes hold in Australia?



A 1968 Toyota Corona hardtop (above) in Scottsdale, January 2015, on the Bonhams list, as well as a 1966 Ferrari 275GTB, an ex-Le Mans racer (below).



Dave Rupp's auction company offers an eclectic selection at Fort Lauderdale, Florida, in January.



1953 Packard Caribbean convertible.



1948 Packard convertible.



1938 American Bantam.



1972 Checker cab, with working meter.



At Gooding, Scottsdale, you can bid on this 1959 Fiat 1200 TV (above) and get yourself a shrunken look-a-like of a 1954 Cadillac Eldorado. There's no reserve and the price guide is around \$US100,000. Below is a 1960 Alfa Romeo Giulietta SZ. Price guide is \$US800,000.





Three convertibles from Goodings at Scottsdale. Above is a 1938 American Bateau. It has no reserve and \$US55,000 expectations.

The middle image is a 1960 Fiat Jolly. Goodings estimate \$US100,000 for this little fringed fun runner with wicker seats.

Below is a no reserve 1948 Jaguar Mark IV drophead coupe. If you have a lazy \$US180,000 sitting in the bank, it could be yours.









“Suddenly, It’s 1960” shouted the Chrysler advertisement in 1957. And you can see why ! RM Auctions will have this 1957 Chrysler Saratoga. Image courtesy of Joel Reiner and RM Auctions, www.rmauctions.com.au





In 1961 BMC made its one millionth Morris Minor. 350 were painted pink and had special badging, to celebrate, and 30 were left hand drive. RM have this example at Scottsdale. Image: Rolin Adams and RM Auctions.





1954 Kaiser Darin. Made by Kaiser Frazer to cash in on the expanding sports/luxury market in the USA. The doors slid forward into the front mudguards. One of only 635 made.
Image: RM Auctions.





At RM in Scottsdale: An exquisite 1961 Ghia L6.6 Coupe, one of 26 built. This one was on the market recently with \$A460,000 expectations. Image Ronnie Renaldi and RM Auctions.





“Two-Lane Blacktop” ‘55 Chevrolet: No Reserve!

At Barrett Jackson in Scottsdale, they have the documented, authentic, original 1955 Chevy movie car driven by singer James Taylor and Beach Boy Dennis Wilson in the iconic 1971 movie “Two-Lane Blacktop”.

This ‘55 is one of the three built by Richard Ruth for Universal Studios (two identical straight axle ‘55s and one stunt car) for “Two-Lane Blacktop.” This particular ‘55 was used to film scenes inside the car and brackets for some of the camera and recording gear used during filming are still visible on the car today.

Only used in “Two-Lane Blacktop”, it was sold to a studio mechanic shortly after filming was completed. The car passed through several owners before it was located in Canada in 2000.





The '55 was authenticated by Richard Ruth before it was brought back to the U.S. by "Two-Lane Blacktop" historian Walt Bailey for a combination restoration and preservation project with the help of Ruth. Replacing only what was necessary while preserving as many original components as possible, the car was returned to its weathered, primer gray 1971 on-screen appearance.

The car features the correct Ruth-built straight axle with coilovers, a tunnel-rammed 454, M-22 Muncie Rock Crusher 4-speed, '60s Olds posi-traction rear, a no-nonsense gasser-style black interior and still wears its custom built fibreglass front end,

fibreglass doors with sliding windows and fibre glass boot lid.

The "Two-Lane Blacktop" '55 has been featured in national car magazines, numerous national car shows and was displayed at the Smithsonian Institution to inaugurate an exhibit on Route 66. In 2009, James Taylor was reunited with the car where it was featured at a concert, after which Taylor introduced and screened "Two-Lane Blacktop" for the audience.

The "Two-Lane Blacktop" 1955 Chevy is street legal and comes with extensive documentation and restoration photos.



Barrett Jackson will offer this 1948 Talbot Lago T26 Grand Sport, one of three, at Scottsdale.





At Scottsdale, for Barrett Jackson, a 1908 Ford Model T Touring.







KLASSIC KOMBI

Stephen and Wendy McColl have done what few others have been able to achieve, and that's convert their passion for classic cars into a thriving business.



They own three VW Kombis from 1960, 1962 and 1971. The '60 is currently being restored.

The other two are in immaculate condition after undergoing ground up restorations and are the basis for a unique and popular fleet of wedding cars.

Living on Sydney's northern beaches, and being right into surfing, it is no surprise that Stephen's first car was a Volkswagen. "That was in 1976" he says, "and I've owned ten since then."

Stephen and Wendy bought the 1962 Kombi in 2007. It had been hiding in a garage since 1975. "We took it back to bare metal and then began the extensive search for all the parts", Stephen says.

That search took them three years, but it was worth it.

The Kombi is painted in an eye popping combination of red and chestnut brown and attracts attention wherever it is driven.

We went on a lunchtime saunter through some beach side suburbs. Drivers of other cars would slow down so their passengers could take photos. People in the cafes stopped drinking their coffees and watched us cruise by.

It is no surprise to learn that this Kombi won Best in Class and the Peoples' Choice awards at VW Nationals in last year. And maybe the best award of all is that Australian surfing legend Midget Farrelly has autographed the sun visor.





The 1971 Kombi was found by Stephen quite by chance. Wendy explains: "He was driving through the Blue Mountains when he saw it and approached the owner, asking if it was for sale. It wasn't, but the owner kept our details and a few years later she rang unexpectedly and asked if we were still interested."

This Kombi was so loved by its previous owner's family that they now follow the business on Facebook and delight in every post.

The wedding car business came about because friends began asking if they could use the Kombis to chauffeur them to events. Stephen picks up the story: "then the penny dropped, and the idea was born"

Kombi Weddings is now considered to be one of the top 4 wedding transport businesses in Sydney

That search may have taken them three years, but it was worth it.





Kombis can be found at most car shows and command serious money.





1918 Packard Truck. Restored War Horse.





What you see here, proudly displayed on the Mall in Washington DC on Memorial Day 2014, is a 1918 three ton Packard Army truck. It is similar to that used by the United States Army in World War I and belongs to the Citizen's Motor Car Company in Dayton, Ohio. The Packard was restored through the help of many people, some of whom had family connections to World War I.

David Lockard is the curator of the truck and headed up the restoration. "The finished truck comprises of a number of donor Packard trucks and parts, much of which was given to us", says David.

David is no stranger to Packard trucks. He currently owns a 1920 Packard truck and also a 1919 Packard fire truck.

But just how the 1918 truck came to be restored and ended up in the USA's equivalent of our ANZAC Day march is a combination of events and influences.

It starts with David working in a Philadelphia restaurant during his teenage years.

David explains: "I first got the idea when I worked at Casa Conti's, a large restaurant outside Philadelphia, in the 1960's. The man who started it in 1919 was Joe Conti Snr. He was a cook in the US Army in World War I.

He worked behind a horse drawn chow wagon and had lots of stories to tell about cooking for General John Pershing, who was in charge of the US Army.



“Another influence came from my next door neighbor when I was growing up. He was a volunteer motorcycle messenger to the Free French Army in 1916. Finally, the fellow I purchased my 1920 Packard truck from, Ralph Gery, had a brother Edward who was killed in the closing days of WW I in the epic Meuse-Argonne final major battle of the war.”

It was the combination of all of these things that inspired David to restore a ‘Great War’ truck. So, he approached the Citizen’s Motor Car Company museum with the idea of restoring such a truck and they agreed.

The truck is a composite of three chassis. One came from Ron Carey of Alberta, Canada, who when he heard it would be in a museum, donated a chassis.

Don Meltz of Hudson, NY donated the engine and transmission, as well as another chassis and Lance Swank donated yet another chassis and parts, in memory of his father Grover Swank.

David picks up the story: “Grover had worked for Winross, Inc who made scale model trucks. Winross also had an antique vehicle restoration division where Grover worked and had restored a Packard truck. Left over parts from donor trucks were inherited by Grover from Winross. Grover had always wanted to restore a Packard Army truck but never had the chance, so Lance decided to give the parts to our restoration.”



The late Sait Hadzic stands beside his Packard truck in Belgrade.

George Lupfer, who runs a transmission workshop in Carlisle, Pennsylvania, donated the labor and rebuilt the transmission from several part transmissions.

George worked at the Packard dealership in Carlisle and is a 1951-1956 Packard 'Ultramatic' automatic transmission specialist, so he knew all about Packard transmissions. George also owns a 1956 Packard Patrician and is well known for his expertise in old car transmission.

David was also able to obtain a set of 'War Department' body plans with detail drawings, which helped the restoration immensely.

Proud Moment

One of the proudest moments came in May 2014 when David had the honor of driving the Packard in the 25th Annual

Memorial Day Parade in Washington, DC, in front of 300,000 people. David explains: "The Director of Communications for the National Archives escorted me from Fort McNair where the Army truck was kept for security overnight to the National Mall. Imagine driving a 1918 Packard in Washington, DC that has no turn signals, no rear view mirrors, no front brakes with a top speed of 17 miles per hour!"

More Classic Cars

David also owns classic cars. He has a 1952 Studebaker and a restored 1979 Yugoslavian version of the Fiat 600, called a Zastava.

The Zastava was given to him by the late Sait Hadzic, a fellow Packard truck devotee who lived in Serbia. Sait owned a classic car restoration business and was well known



David 's 1979 Zastava

in the eastern European classic car community.

David explains the connection: "Some years ago I helped Sait who was restoring a similar Packard truck that had been used by the Serbian Army. In 2007 a good friend of Sait's, a fellow by the name of Vojin was in the United States and he called me explaining Sait's need for some parts. As it turns out, they needed an engine, magneto, fender patterns, choke, throttle, magneto control column, etc. and I just happened to have an extra engine and ended up giving Sait everything."

"The caveat was that I told Vojin that it was his problem how to get it all back to Serbia! I crated the engine and other parts up and a freight forwarder came by and picked it up."

In 2010 Sait visited David in the USA and ended up buying a 1927 Hudson at the Hershey swap meet and shipping it back to Serbia.

Two years later David was called by Vojin and asked if he'd like either a fully restored Trabant or a Zastava. David chose the latter, and in July 2014 the car restored by Sait arrived in the USA.

Sadly, the day David returned from the Memorial Day Parade in Washington he opened an email telling him that Sait had died two days before of leukemia.

Sait never knew that the car had made it to the USA, but it certainly has a special place in the Lockard fleet.

Packard Truck History

Packard made trucks from 1905 through 1922 and over 40,000 were made in that period. Packard trucks ranged in capacities of 1 to 6 1/2 tons. Between 1915 and 1916 Russia alone ordered and received 3,000 Packard trucks.



Above and below: Unloading two frames and parts.



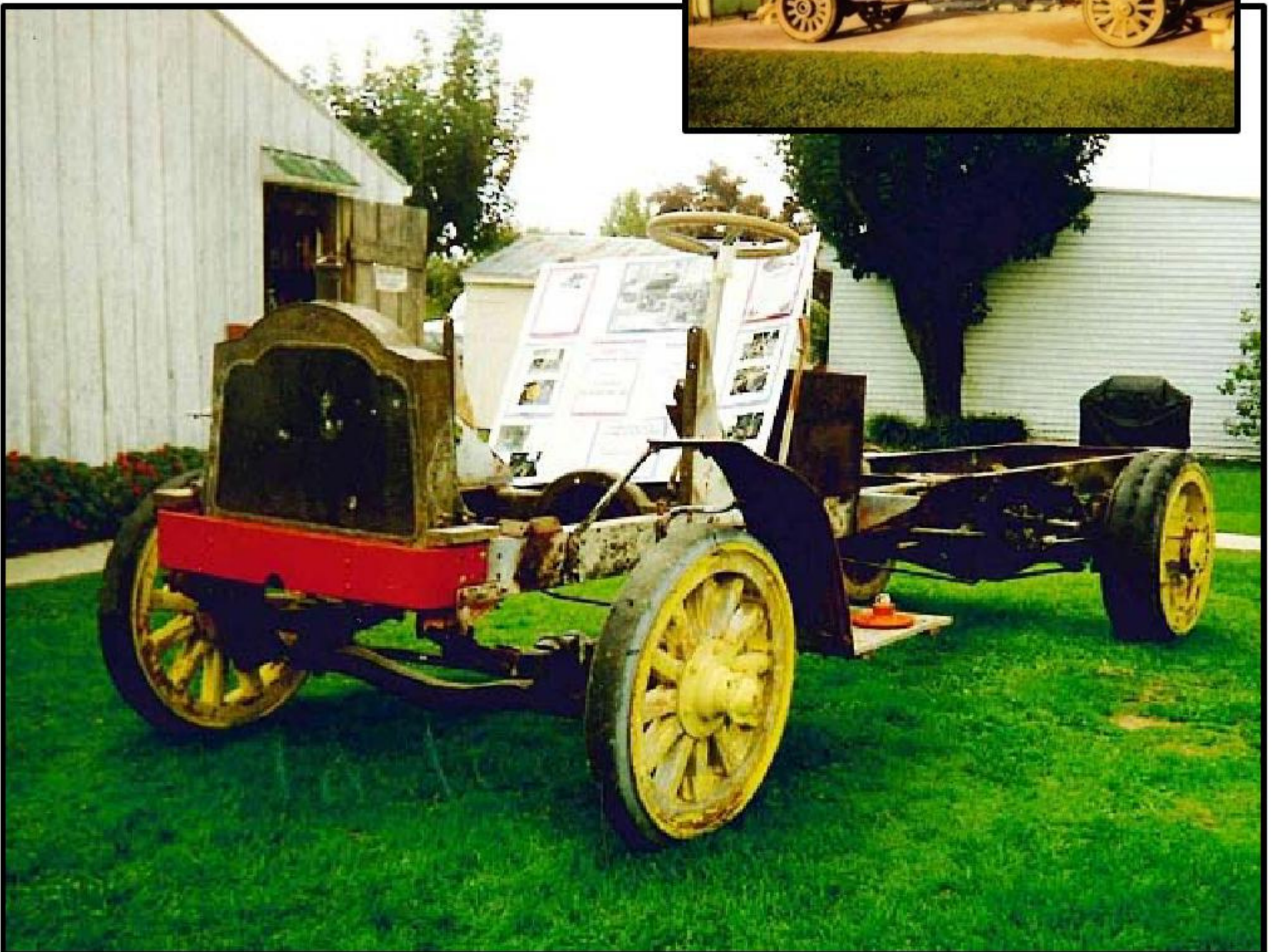


All images: More parts and the third frame.





David Lockard at work on the restoration.

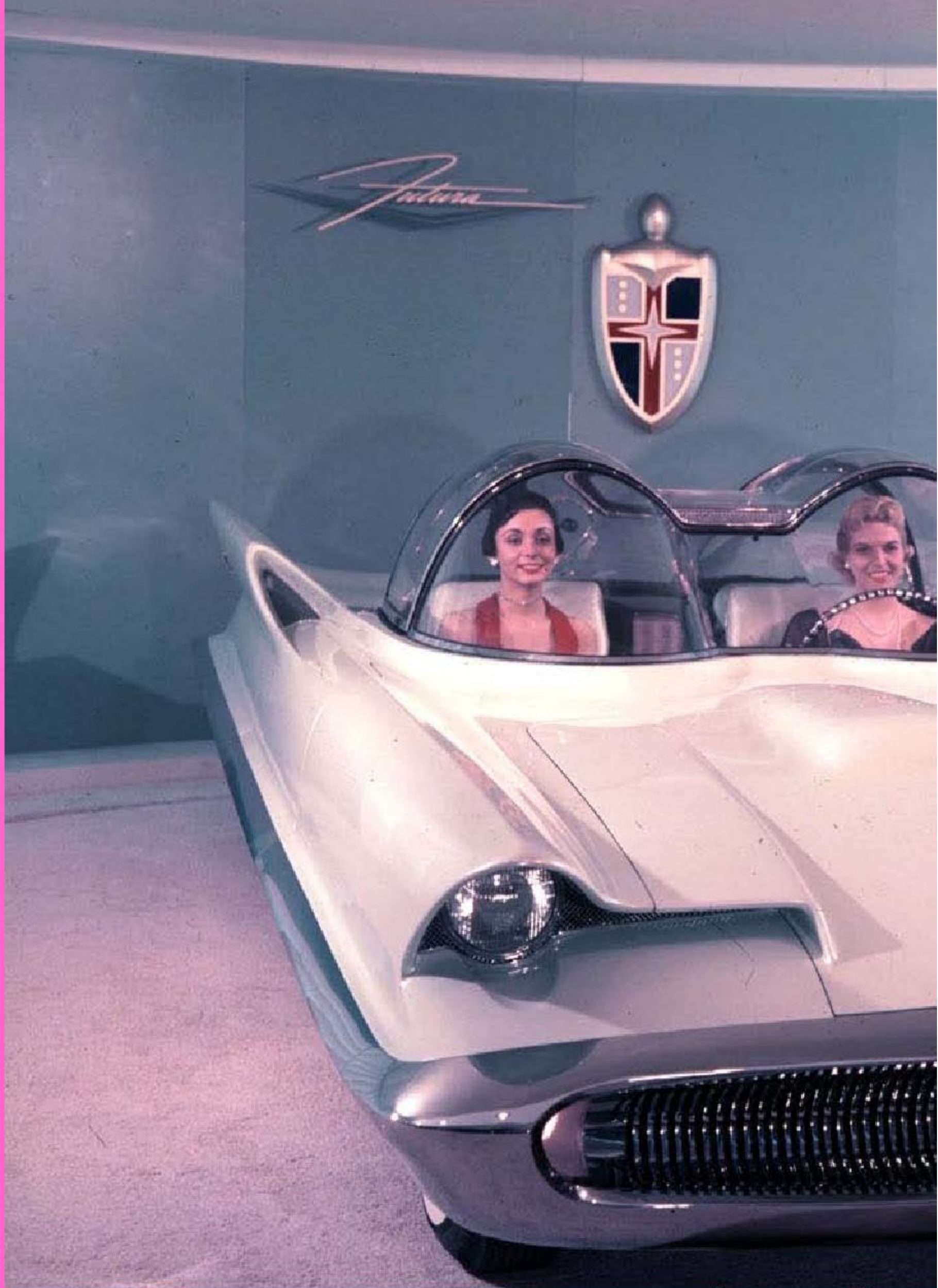




Partially restored, the 1918 truck is shown at a Packard Truck meet.



The 1955 Lincoln Futura:



Dream Car/Movie Star/TV Icon





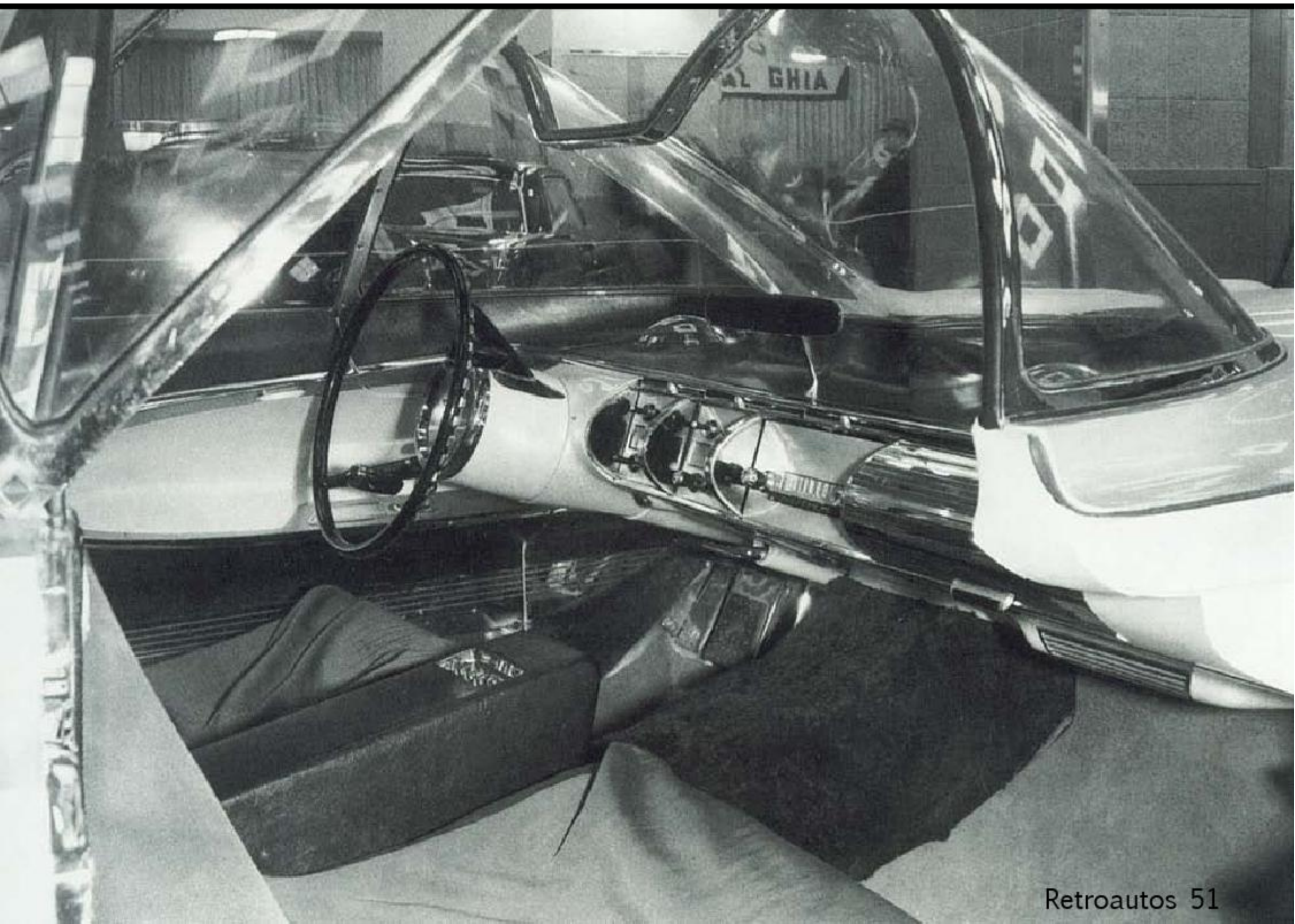
Futura: Ford's Most Successful Dream Car

It was a smash hit on the international motor show circuit in the mid fifties, starred in the 1959 movie *It Started With a Kiss* and became TV's most iconic car, the 1966 Batmobile. Yes! It is Ford's 1955 Lincoln Futura dream car.

Ford took the covers off the Futura at the 1955 Chicago Auto show and it immediately it attracted mammoth media attention and crowds. The Futura was fully operable. It was driven to many of the motor shows in the USA and Europe by Ford executives and Ford family members, as part of Ford's well thought-out publicity campaign.



Above: Benson Ford and Futura designer, Bill Schmidt take the Futura out for a cruise through New York City. It brought traffic to a stand still. With no air conditioning, it was also quite hot under the bubble canopies.
Below: The interior of the Futura.





Steering wheel spokes attached to the column, not the hub. Plenty of switches controlled all the power accessories. The speedo was in the hub of the wheel.

The Futura was entirely handbuilt by Ghia in Italy, at a then cost of \$US250,000. About five million dollars today.

The Futura's styling reflected its name. The double, clear-plastic canopy top, exaggerated hooded headlight pods, very large, outward-canted tailfins, wrap around windscreen and lashings of chrome which all shouted out "the future".

It featured one of the first pearlescent colour treatments, using ground-up real pearls mixed into the white paint to achieve the glittering effect.

After the auto shows the Futura was sent on a promotional exhibition tour to dealers all around the USA.

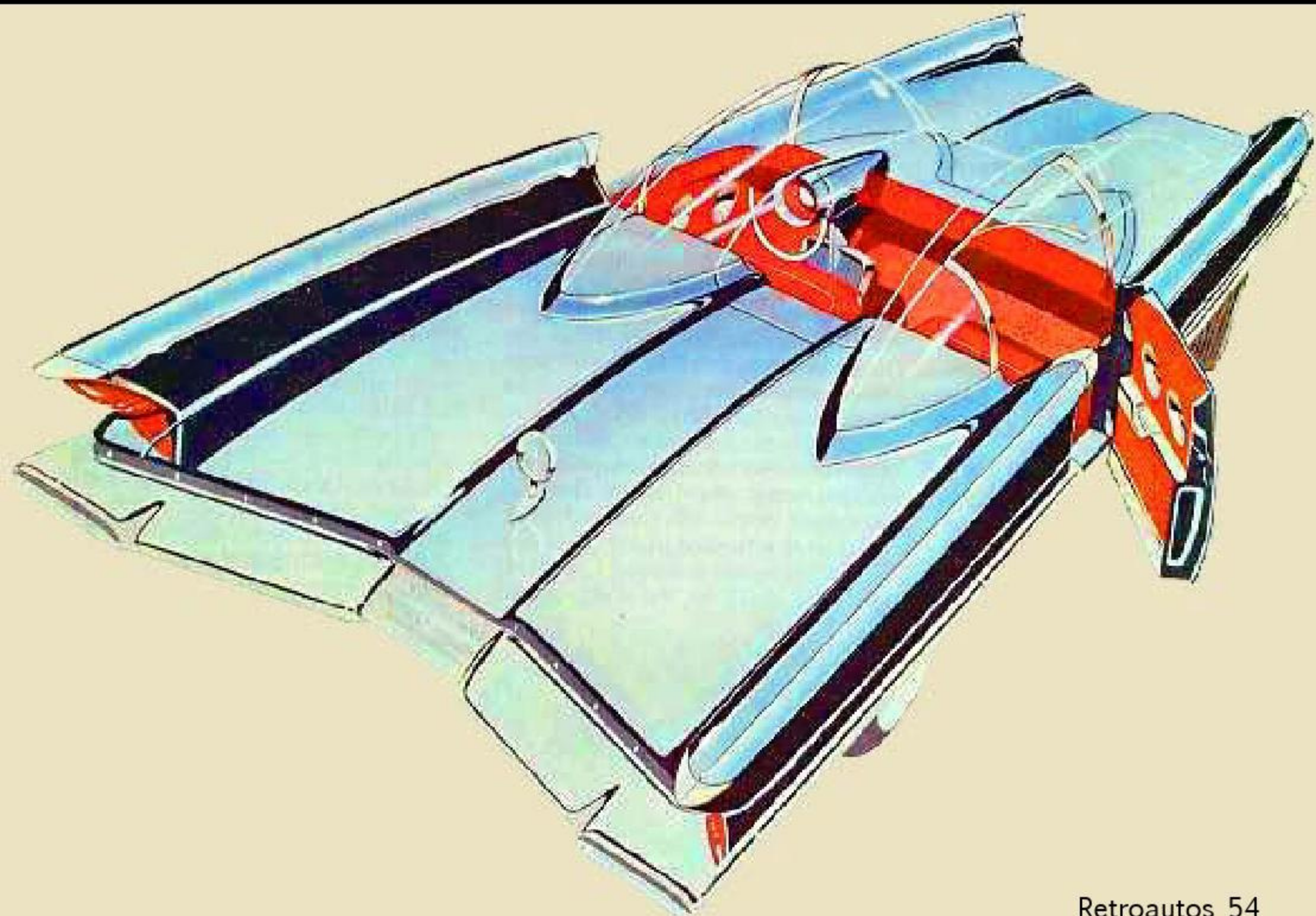


Benson Ford sits in the car in New York City.





Designing the Futura





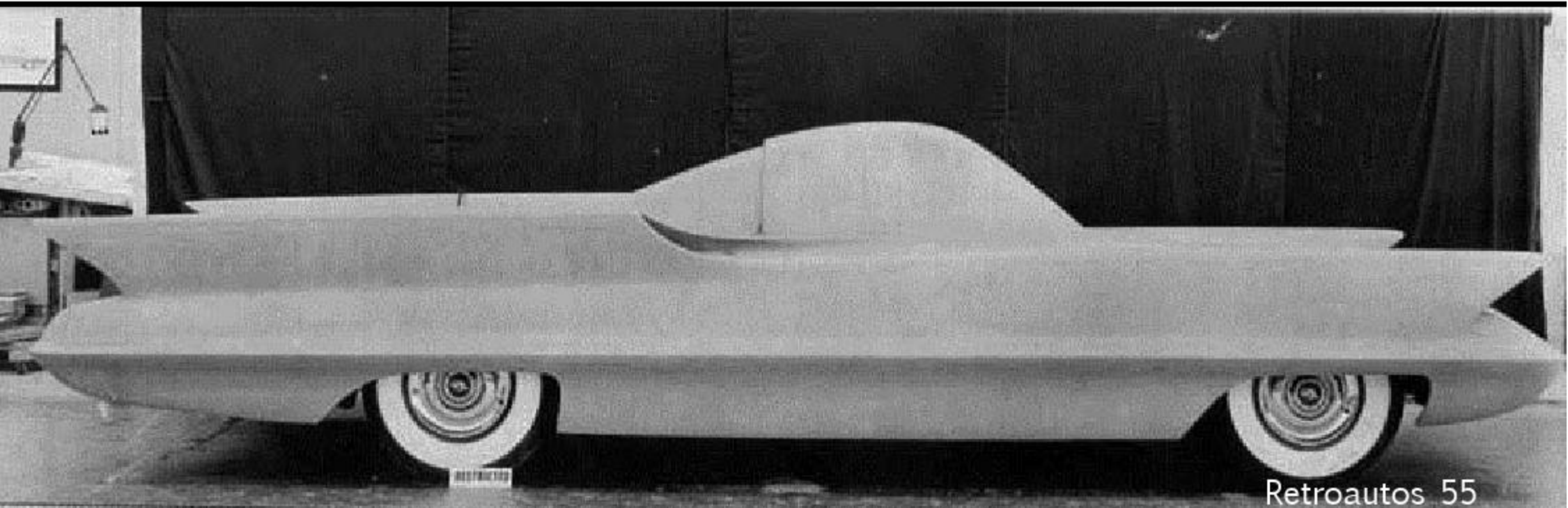
Full sized clay model at Ford in Detroit.

The Futura was designed by Bill Schmidt, the Lincoln-Mercury Division's chief stylist from 1945 to 1955.

Schmidt was responsible for the concept and initial design of the Futura, and with the assistance and suggestions of the other stylists and engineers on the project, he led the project into finished form.

Schmidt got the idea for the Futura as a result of a diving encounter with a shark while he was vacationing in the Bahamas with General Motor's assistant chief of styling, Bill Mitchell.

Both men were said to be fascinated by the shimmer of the fish they observed under water.



The holiday had a real impact on automotive history.

Mitchell drew upon the experience when creating the 1961 Mako Shark Corvette concept car and the 1963 Corvette Sting Ray. Meanwhile Schmidt translated it into the shape of the Futura and its pearlescent paint job.

Ford used the Futura as a promotion for the 1956 Lincolns. Press releases suggested the Lincoln used many of the Futura's design ideas, especially the front end.

In fact, the Lincoln front end had been set in 1952 before the Futura was designed and what Schmidt did was take it to extremes on the Futura. The outward angled rear fin shape was used in much more modest form on the 1957 full sized Fords, and the 1958 Thunderbird.

In early 1955, just after the Futura was first shown to the public, Schmidt was recruited by Studebaker-Packard to become vice president and head of Studebaker-Packard's design department.

He did not stay long, as the writing was very clearly on the wall at the failing company.

Toward the end of 1955, Schmidt moved to Chrysler, where he stayed for two years.

He then started his own design company and did assignments for General Motors, and Disney until 1987.

The clay models remained remarkably close to Schmidt's original sketches.





Top: This plaster cast model was taken from the full sized clay model (bottom) and sent to Ghia in Italy for conversion to a fully driveable car.



Middle image: The 1956 Lincoln was designed BEFORE the Futura, but released AFTER it. This led observers to think the Lincoln was based on the Futura, when it was, in fact, the opposite.

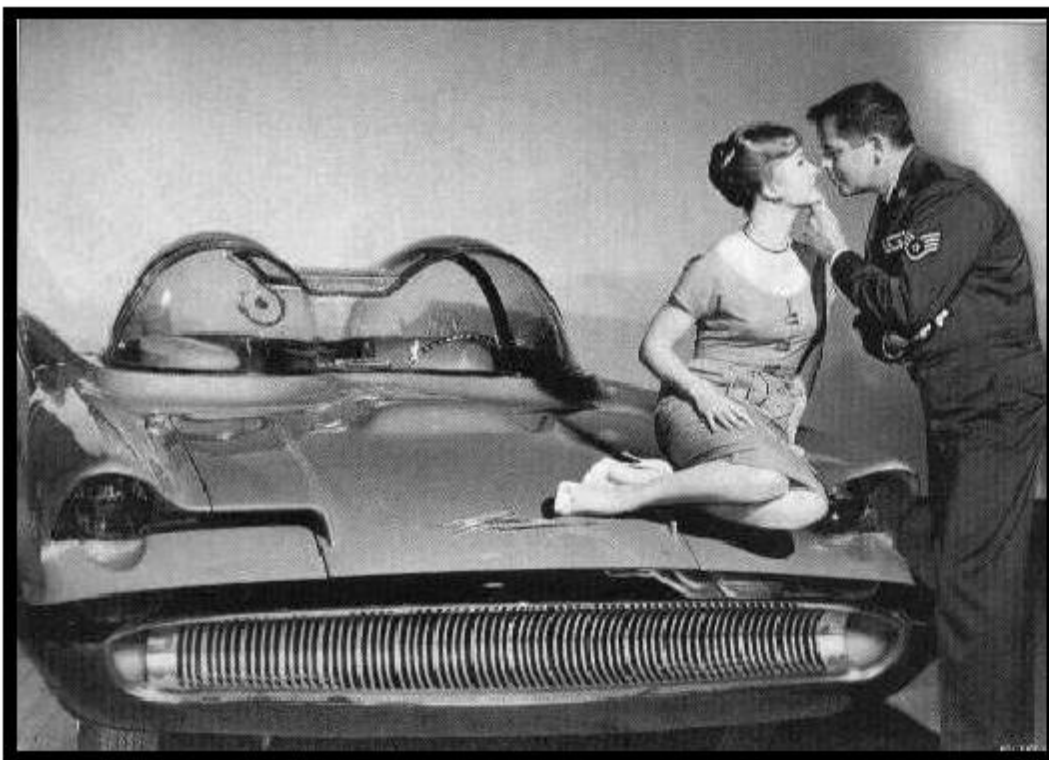


Movie Star Car

The Futura played a prominent part in the 1959 movie *It Started with a Kiss*, starring Debbie Reynolds and Glenn Ford. For the movie, it was painted red, by California car customiser, George Barris, as the pearlescent finish did not photograph well.

Here's what the publicity blurb says about the movie: *"A penniless sergeant in the Air Force, Joe Fitzpatrick (Glenn Ford), impulsively marries a feisty nightclub showgirl named Maggie (Debbie Reynolds), who thinks money is more important than love. When Joe is reassigned to a base in Spain, Maggie follows behind, bringing with her the flashy 1955 Lincoln Futura Concept that Joe won in a contest. Believing Joe married her for sex, Maggie forbids him to consummate their marriage for 30 days, which leads to a domino effect of trouble."*

This was not an A Grade film! After the movie was completed the car was sent on a tour of Lincoln car dealerships in the USA and then things became interesting.





These images were taken at the now closed Clark and White outlet in Boston.



Movie Star to Batmobile

As happened to most dream cars, after the Futura had served its purpose it was scheduled to be destroyed. However, it was given to George Barris to store.

Mind you, Barris did nothing with it for a couple of years. It was left parked outside of his workshop (see images above and below: note the Mercury D528 Beldone next to it) where it deteriorated. Then came its resurrection to icon status.

In 1965 Barris got a telephone call from one of his Hollywood friends asking him to provide a car for the new Batman TV show.

Barris quickly convinced Ford to sell him the car for just a dollar, with the transaction confirmed on 21st December, 1965. In just three weeks Barris changed some of the panels, slid a new chassis under the body, painted it black and added all manner of "crime fighting" gadgets.

He also made three copies of the original car in case of accidents while filming. And for promotional purposes. After their usefulness finished, Batmobiles #2 through #4 were sold, but Barris always kept the title to the #1 version. He sold it at auction in 2013 for staggering \$4.2 million USD.

If you want more information on the Batmobiles, we suggest a site called www.1966batmobile.com.





George Barris with the Batmobile outside of his workshop on Riverside Drive, North Hollywood.



Retro



Racing



1953 Mexican Road Race. Team Lincoln work on their factory cars.

All images thanks to The Henry Ford.



Above: While qualifying for the ARCA 250 at Daytona in 1964 Bay Darnell put his Galaxie into the infield lake.

Below: The start of the 1967 Motor Trend 500 at Riverside.

1967 Motor Trend 500





Above: These are the *real* V8 supercars, storming through a turn at Riverside in the '67 Motor Trend 500.

Below: Tom Roa guns his 1965 Pontiac Catalina inside of Lee Roy Yarbrough. Roa exited after 3 laps with a blown clutch. It must have been some sight to see these big yank tanks being muscled through the turns, drum brakes glowing red hot from the effort to stop these monsters. Roa's Pontiac looks like it had just come from the used car lot. He won \$500 for his efforts. Roa was a sprintcar dirt track racer in California, who dabbled in stock cars.





Above: Ray Goldsmith slides his Plymouth into the turn. He would finish 2nd in the 185 lapper.
Below: Eventual Motor Trend winner, Parnelli Jones, aboard a Bill Stroppe Fairlane.



RetroRacing

Special Feature

1960 US Grand Prix at Riverside Raceway

Only 20,000 fans attend the GP in November 1960. It was a financial disaster for the promoter. Here's pole winner and event winner Stirling Moss during practice.





All images thanks to The Henry Ford.




Above: Jack Brabham in the pits. He qualified second and finished fourth.


GRAND PRIX OF THE U.S. \$1
RIVERSIDE INTERNATIONAL RACEWAY


MOSS


BRABHAM


HILL

NOVEMBER 19, 20, 1960



PREPARED BY **AUTOSPORT** BRITAIN'S MOTOR SPORTING WEEKLY



Moss in action



Practice day at Riverside. Above: Jack Brabham adjusts his goggles. Note his wrist watch. Below: Brabham's team mate, Bruce McLaren, started 10th and sped to a second place finish.





Above: Stirling Moss during practice. Below: In the pits. #17 is Graham Hill's BRM. Dan Gurney was allocated the #16 BRM. Hill broke a gearbox on lap 34, for a 17th place finish. A blown core plug ensured Gurney's exit on lap 18, recording 20th place.





Above: The Cooper Climax pit row. Nearest is the #6 driven by Tony Brooks, who exited on lap 6 when he spun off. The #7 was driven by Oliver Gendebien, who finished 12th. Henry Taylor drove the #8 Cooper car into 14th.

Below: A fabulous photo of a jammed pit row during practice. The cars of Brabham, McLaren, Roy Salvadori (#14 Cooper), Ron Flockhart (Cooper #4) and Henry Taylor.





Above: Tony Brooks. Middle: Stirling Moss. Bottom: Dan Gurney. Compared to the F1 cars of today, these 1960 examples were small and very fragile looking machines.





Above: Late laps of the 1960 US Grand Prix at Riverside, California. Here is Brian Naylor (#21) in his Cooper Maserati, ahead of Chuck Daigh in the front engine Offenhauser powered Scarab (#23) and Wolfgang von Trips (#26) also in a Maserati, being lapped by winner Stirling Moss (#5). Daigh finished 10th, the highest placed front engine car.

Below: Pole sitter Stirling Moss (#5 Lotus Climax) chases Jack Brabham (#2 Cooper Climax) early in the race. Moss led from lap 5 to lap 75. Behind Moss is Dan Gurney (#16) who qualified third.



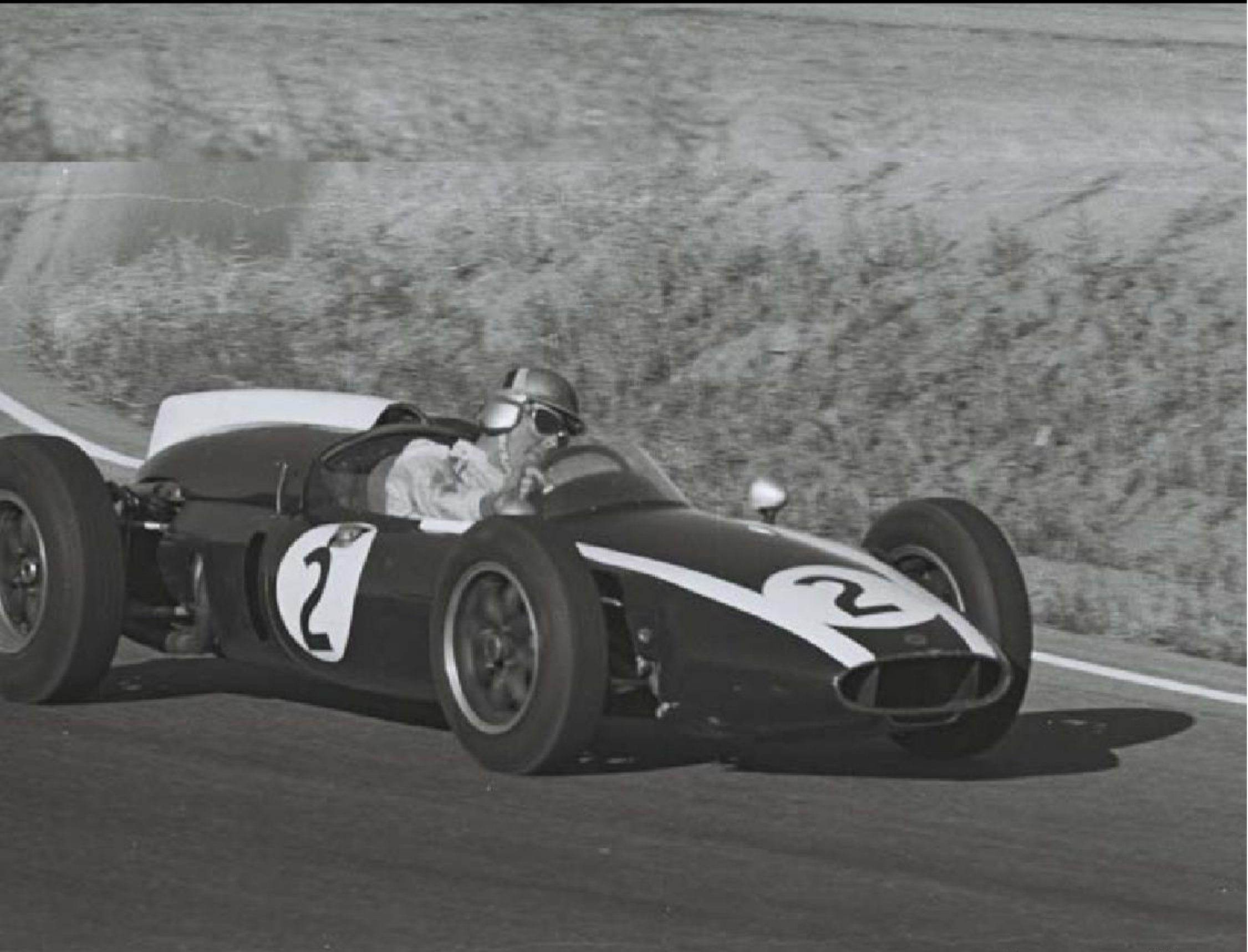


Above: An intense and concentrating Jack Brabham leads Bruce McLaren.
Below: Short sleeves and wrist watch. A relaxed Bruce McLaren motors on his way to a third place finish.





Jack Brabham really leans into the corners. He'd just won the Portugal GP and with it his second F1 Championship, but was still pushing his Cooper Climax very hard.





Above: Winner Moss out in the “wilderness” that was Riverside in the 1960s.





Above: Graham Hill.
Below: Jim Clark, started 5th and finished 12th, some 14 laps behind Moss.





John Surtees in his neat British racing green Lotus Climax. He qualified 6th on the grid.





Above: Chuck Daigh in the Offenhauser Scarab. He finished 10th, the highest placed front engine race car.
Below: Support races included these “touring cars”.





Above: More “touring” cars. Note that the Austin A40 and Mini are left hand drive. The Jaguars are right hand drive.





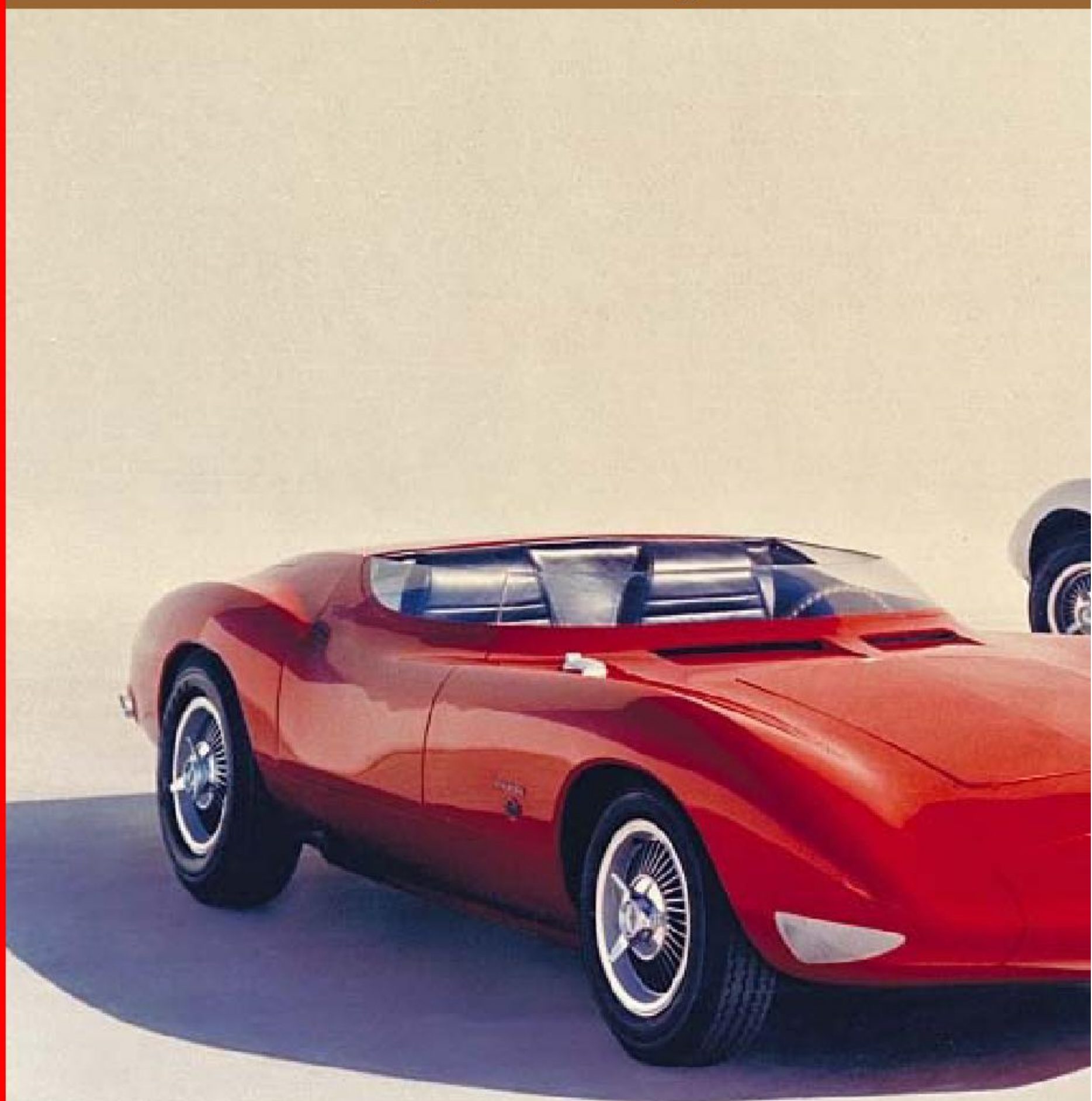
Above: Two Sunbeams Rapiers both right hand drive, are pitched into a corner.
Below: They raced anything back then. A left hand drive Minor scoots inside the Mini.

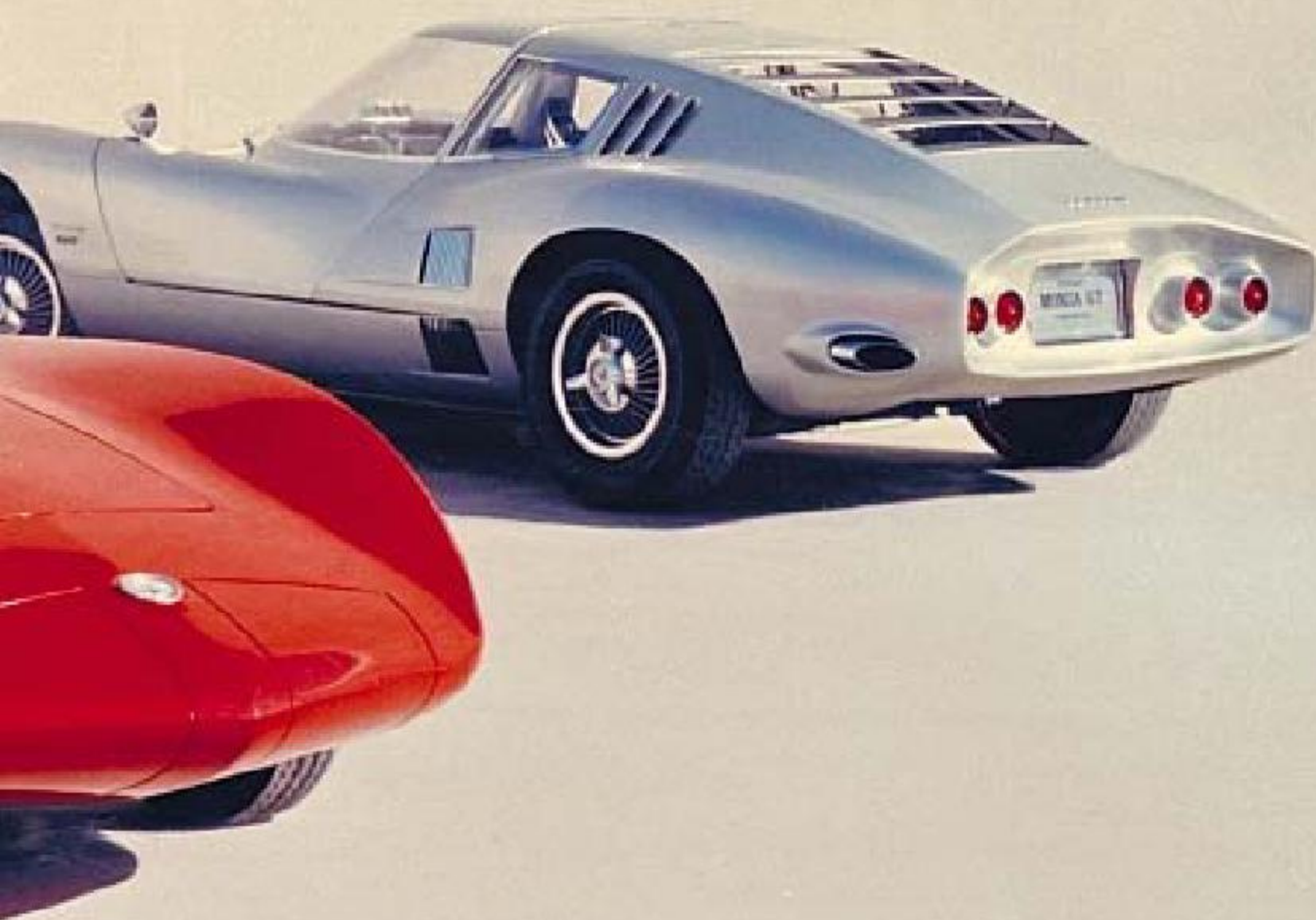




Heritage CENTER

Part two of our tour through the GM Heritage Centre Collection.





1963 Chevrolet Monza GT and SS (red).
Both used the flat 6 engine of the production Corvair.



Above: 1931 Cadillac V 16 Sports Phaeton.

Below: The 1963 Corvair Monza SS (red) and the Monza GT (silver) concepts made their public debut at the 1963 New York Auto Show. They were styled by Larry Shinoda and Tony Lapine. Both rode on a shortened Corvair platform. The GT was mid-engined and the SS had the engine as per stock Corvair. Both ran the Corvair flat 6. Many of the GT styling motifs were used on the 1968 Corvette.





Above: Behind the scenes in a storage area is this pedal car, and a wooden Hummer, with opening doors.
Below: 1970 Buick GSX, a luxury muscle car with heroic power.





Above: More behind the scenes. This is an experimental electric powered city car GM built in 1969. It was one of three small “ideas” cars, the other two were petrol powered.
Below: 1987 Buick GNX. One of the wildest muscle cars ever built, and a much sort after now.





Above: Utes - a row of Chevrolet SSR concepts.
Below: The 1959 El Camino.





1988 Cadillac Voyage. The idea here is a big, luxury highway four door “coupe”, similar to a Mercedes CLS . It had an early version of computer controlled allocation of power to front and rear wheels, depending on the type of road surface and traction conditions.





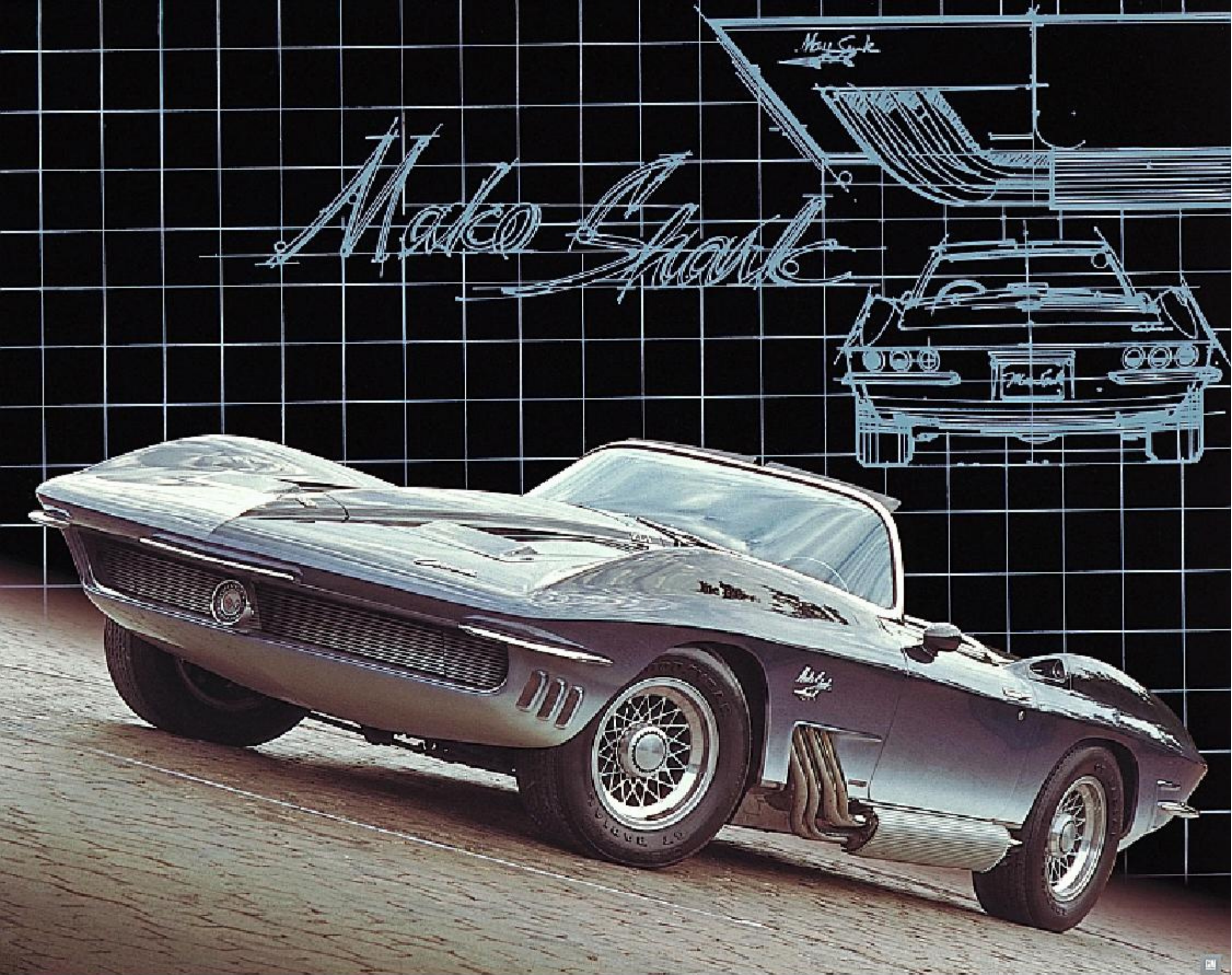
The 1985 Cadillac Cimarron (above, right) and the 2000 Imaj. The Cimarron featured two cockpits, exotic built-in electronics, televisions for both front and rear consoles, and a cellular telephone controlled from a fixed-hub steering wheel for "hands-free" talking. The two-windshield design was inspired by the 1931 Cadillac Phaeton. The Imaj helped usher in the new Cadillac design language of flat surfaces and sharp creases. Its purpose is that of the Voyage, an uber luxury four place highway sports sedan. It has suicide doors and a brushed aluminium roof, paying homage to the 1957 Cadillac Eldorado Brougham.





Muscle on show.
 Above: The famed 1961 Chevrolet 409.
 Below: A 1968 Nova SS with a 396.





The 1961 and 1965 Mako Sharks. The '61 version reflects GM's chief of design, Bill Mitchell's , inspiration after a diving trip to the Bahamas with Lincoln/Mercury chief designer, Bill Schmidt. (read the Lincoln Futura story in this issue for more information)





The 1961 Mako Shark. Mitchell is said to have told stylists to paint the car the same gradated colour scheme of a stuffed shark he'd had mounted in his office. Trouble was, the stylists could not seem to be able to exactly match the colours to the car. So, one day, when Mitchell was away overseas, they took the shark and painted it the same colour as the car. Problem solved.



1965 Mako Shark, which predicted the styling of the 1968 Corvette.





When Ford decided to sell the De Tomaso Pantera in the USA, GM responded by asking two teams to design a competitor. This one is the mid-engined XP 895, built in steel and aluminium versions. It boasted a 427 cubic inch V8 working through a Pontiac Tempest transaxle. The other design undertaken at the same time is the Aerovette, which was seen in more detail Part 1 of this tour of the GM Heritage Centre (Retroautos December 2014) and in the background of these images.

Chevrolet boss John De Lorean believed that the Pantera would never be a threat and neither car went into production,



But after he left GM a few years later he launched a car that looked very much like the XP 895 we see here. This one is the aluminium bodied car.



Above: Rear views of the Monza GT and SS (now with a roll bar).

Below: The 1990 Chevrolet Engineering Research Vehicle (CERV) III. This was GM's final attempt at putting the engine behind the driver. Powered by a 5.7 litre Lotus tuned V8, with a body made of Kevlar, Nomex, Aluminium and carbon fibre.





1951 La Sabre Concept.





1951 La Sabre Concept.





This is the 2002 Cadillac Cien concept. It is fully operational and powered by a 7.5 L V12 Northstar V12. The engine features direct injection and Displacement on Demand, which would shut down up to 6 cylinders under lighter load for fuel economy's sake. The Cien is fitted with an F-1 style semi-automatic transmission.





1956 Firebird II. This is a four seater, and drivable. Gas turbine powered, it has four wheel disc brakes. The body is made out of titanium, which proved hard to shape and work with.





1959 Firebird III. Outrageous wings and fins, and a wide slit for a grille, matched at the rear. The lower fins ahead of the rear wheels, called “skegs” ended up on the 1961 Cadillac, in milder form. The steering wheel was eliminated, and replaced by a joy stick between the seats. Make no mistake, this is a sensational car to see up close and personal.





2003 Cadillac Sixteen.





The Cadillac Sixteen is a true four door hardtop, and is operational.





Above: The 1957 Chevrolet Nomad.
Below: The 2003 concept Nomad.





Despite many requests from Chevrolet fans, GM has never gone back to the Nomad. The nearest GM has come is the Holden Commodore sports wagon.



Pages from the Past.

In response to requests by many new readers of Retroautos, we will be publishing stories from previous issues. Our first is the story of Tony Alessi's Valiant "Barracuda", from our April 2012 issue.



Valiant “Barracuda” GT





Valiant GT

In 1965 Sydney motor industry identity Tony Alessi wanted to promote car upholstery and trimming business he owned.

Rather than advertise, he decided to build an attention getting car, which would show off his skills.

In America the Plymouth Barracuda had just been released. They were a two door version of the Valiant, with a huge and distinctive back window which wrapped over the rear half of the car.

Tony figured that importing a Barracuda and converting it to right hand drive was too costly for his budget. So, Aussie inventiveness won the day.

Tony decided to build a 4 door Barracuda, using a local Valiant as a base.

A 1964 Valiant, with rear end damage, was bought from a wrecker for only \$900.

"I employed a friend of mine, Graham Hurst, to do the body work. The mangled rear panels behind the rear doors were removed and the sub frame was straightened. Graham hand crafted new rear mudguards from 20 gauge steel", Tony told us.

"The boot lid and fastback roof panels were also hand fabricated then welded in place and the seams lead wiped for a flush finish".

"We then finished it all off with ten coats of Tartan Red paint, the same colour used on the MGB." Tony explained.



“The tinted rear window was the most complex part of the process. It was made from Perspex. To get the right shape, Tony had moulds made in fibreglass. These were used to shape the Perspex. This was done by G&S Motor Bodies in Carlton, NSW at a cost of \$120”, said Tony.

The interior was the show piece for Tony’s business. The front boasted fully adjustable bucket seats from a Porsche.

The rear seat cushion was redesigned so that it would fold flush to the floor, like a station wagon.

The AUSTRALIAN
HOT RODDING

34
30c.

September/October 1965

REVIEW

Tony Alessi's swinging
Valiant GT custom



- How to make your rod legal
- John English and Ash Marshall
- Big drag racing pictorial feature
- Salt racing: Is it coming here?
- Feature show rod: Perriton's pride



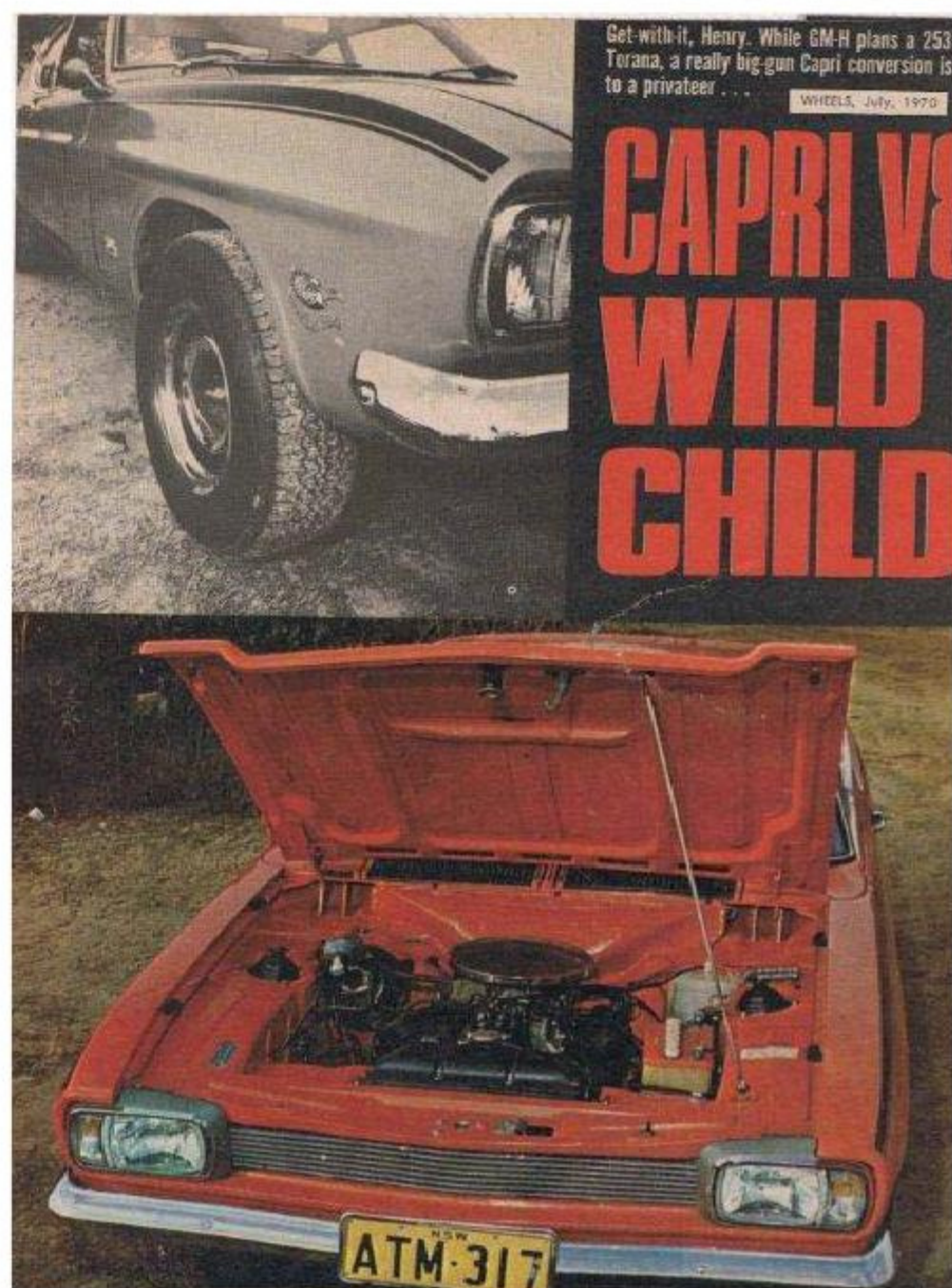
All the door trims and seats were covered in black doe hide. The headlining and sun visors were black perforated vinyl. Black plush carpet was used throughout.”

Tony says the Valiant GT Fastback was often mistaken for a Plymouth Barracuda.

The car was an absolute stunner and featured in local car magazines, including Australian Hot Rodding. So, just where is this car now? Well, Tony does not know. He sold it and it has passed into the mists of time. Maybe it is still out there, somewhere?

Mind you, Tony does know where another car he built went. In 1970 he was one of the first to insert a V8 in the then new Ford Capri.

A guy named Jack Brabham bought that one.



Rust In Peace



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Blue Mountains, NSW.



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



Hunter Valley, NSW.

Retro CarPark



Surf's up ! Cronulla, NSW.

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.



Above: HJ Ute taken by Nick, Sydney, NSW.
Below: A rare Toyota Corolla hardtop.





Pontiac Laurentian, Sydney, NSW.



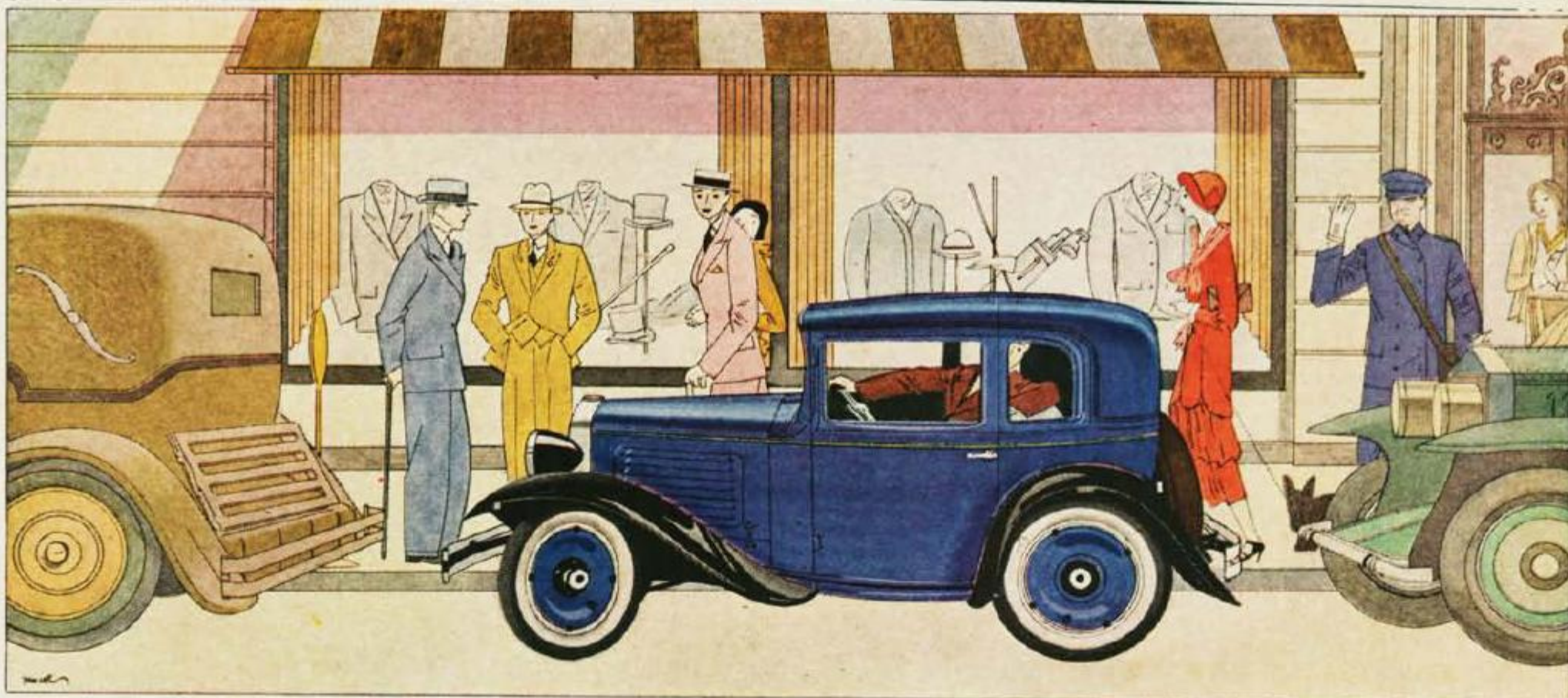
Eldorado and FJ in Queensland.

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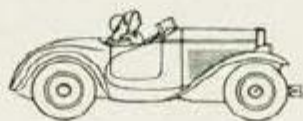
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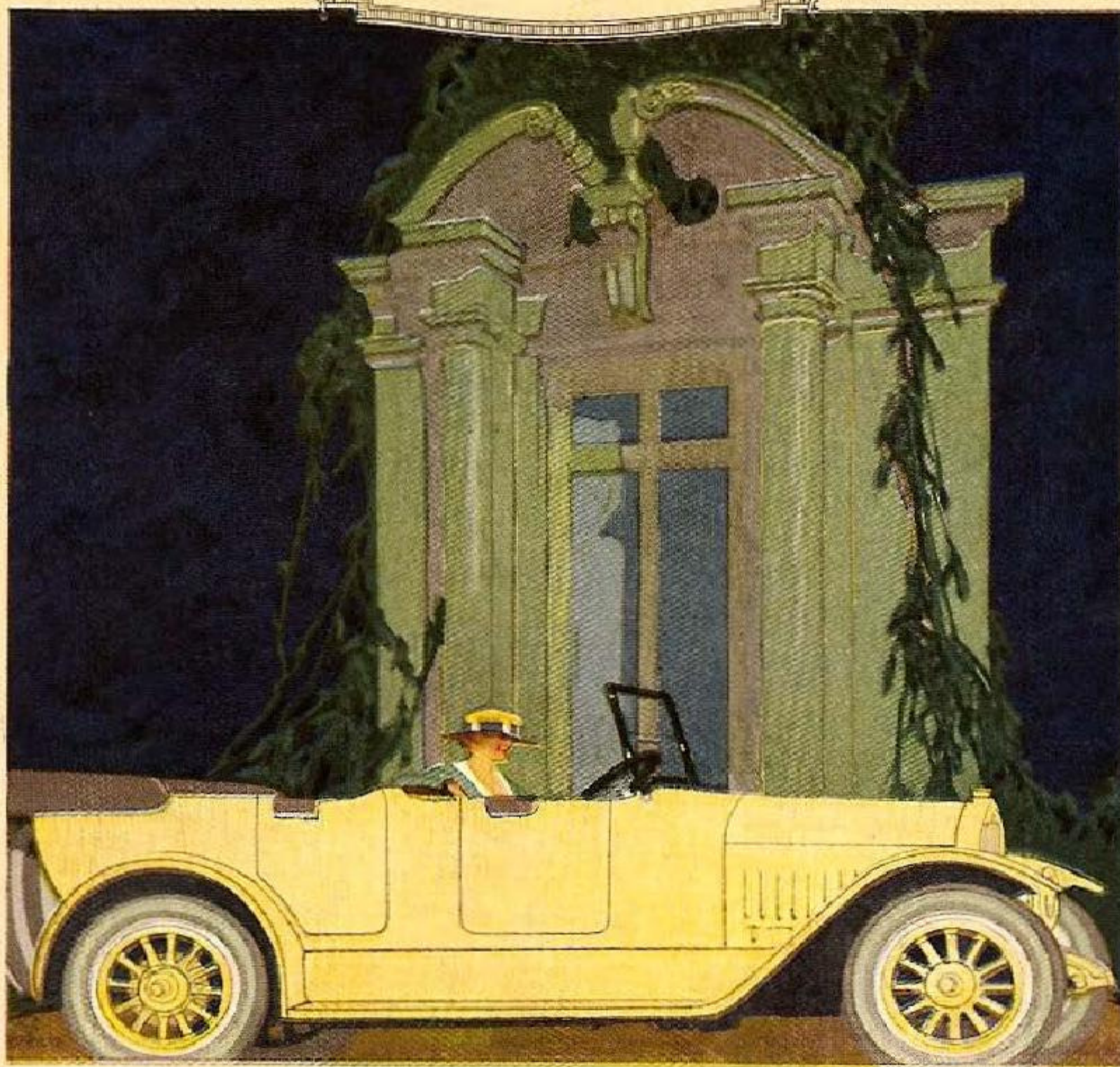


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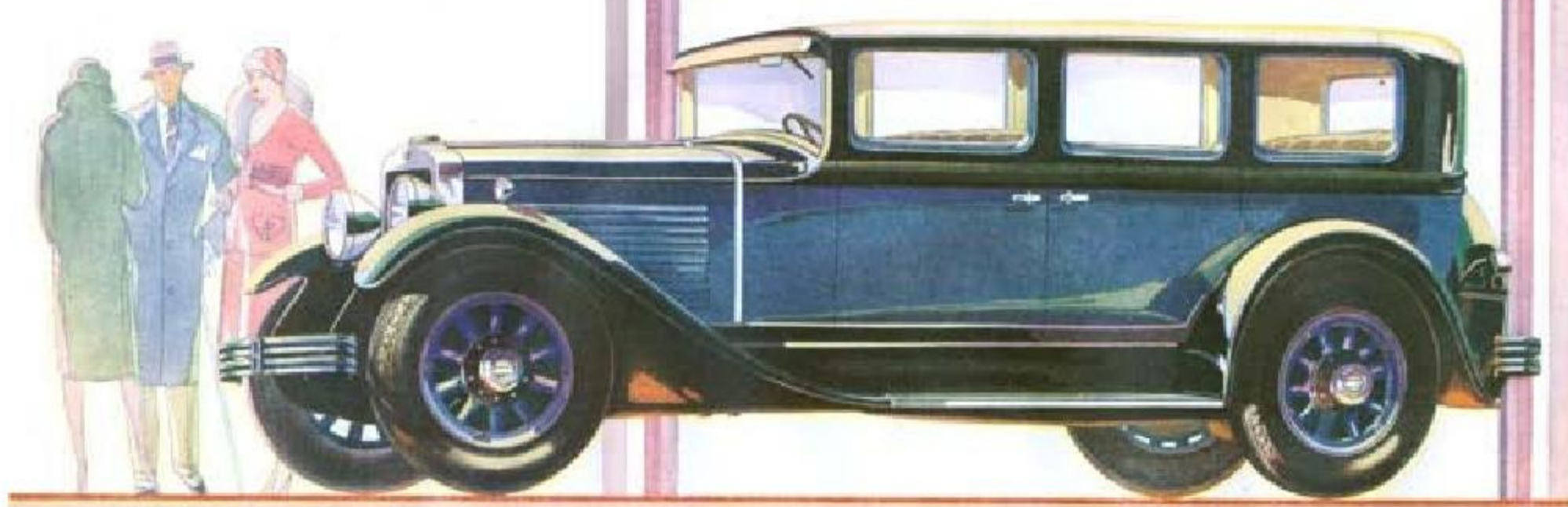


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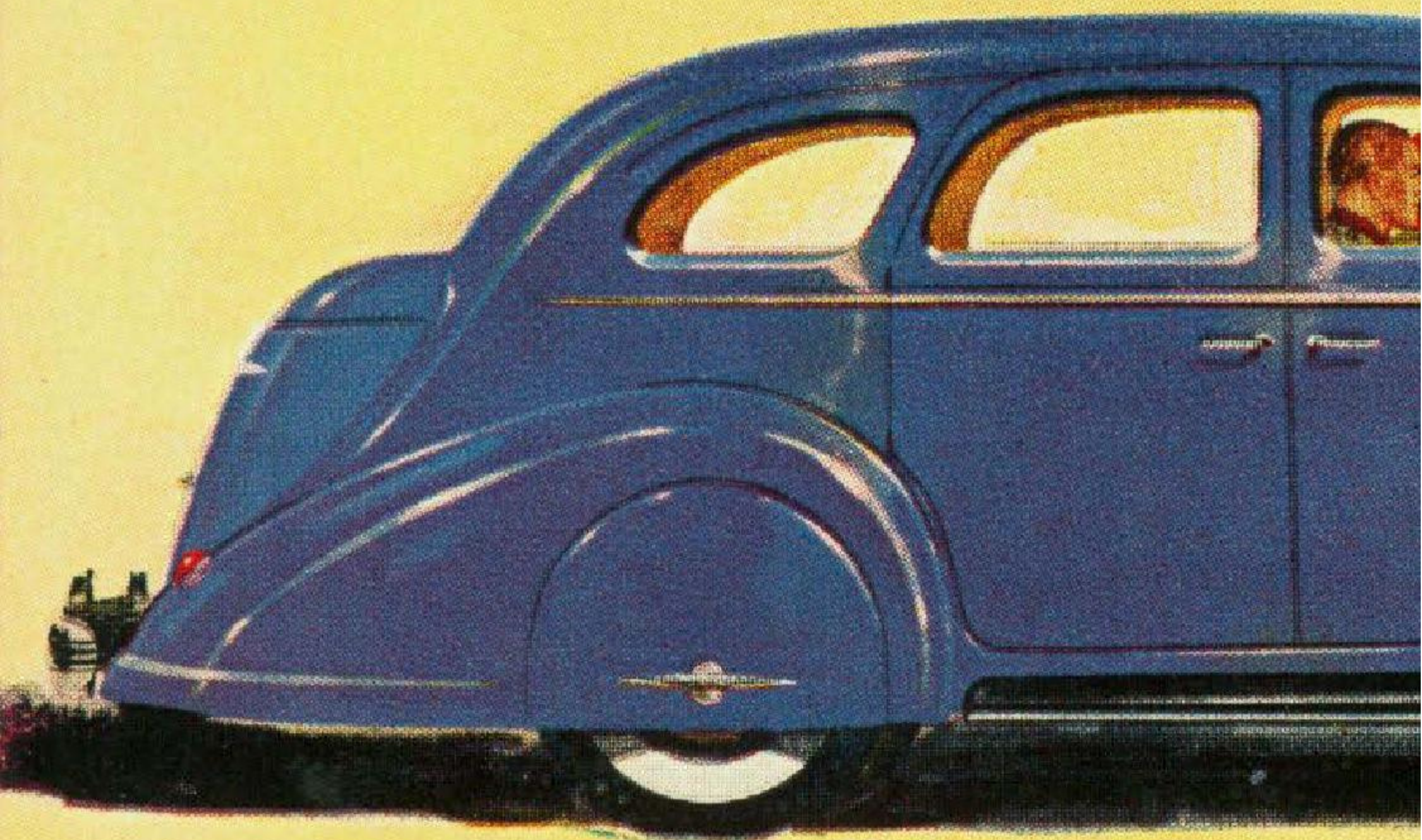


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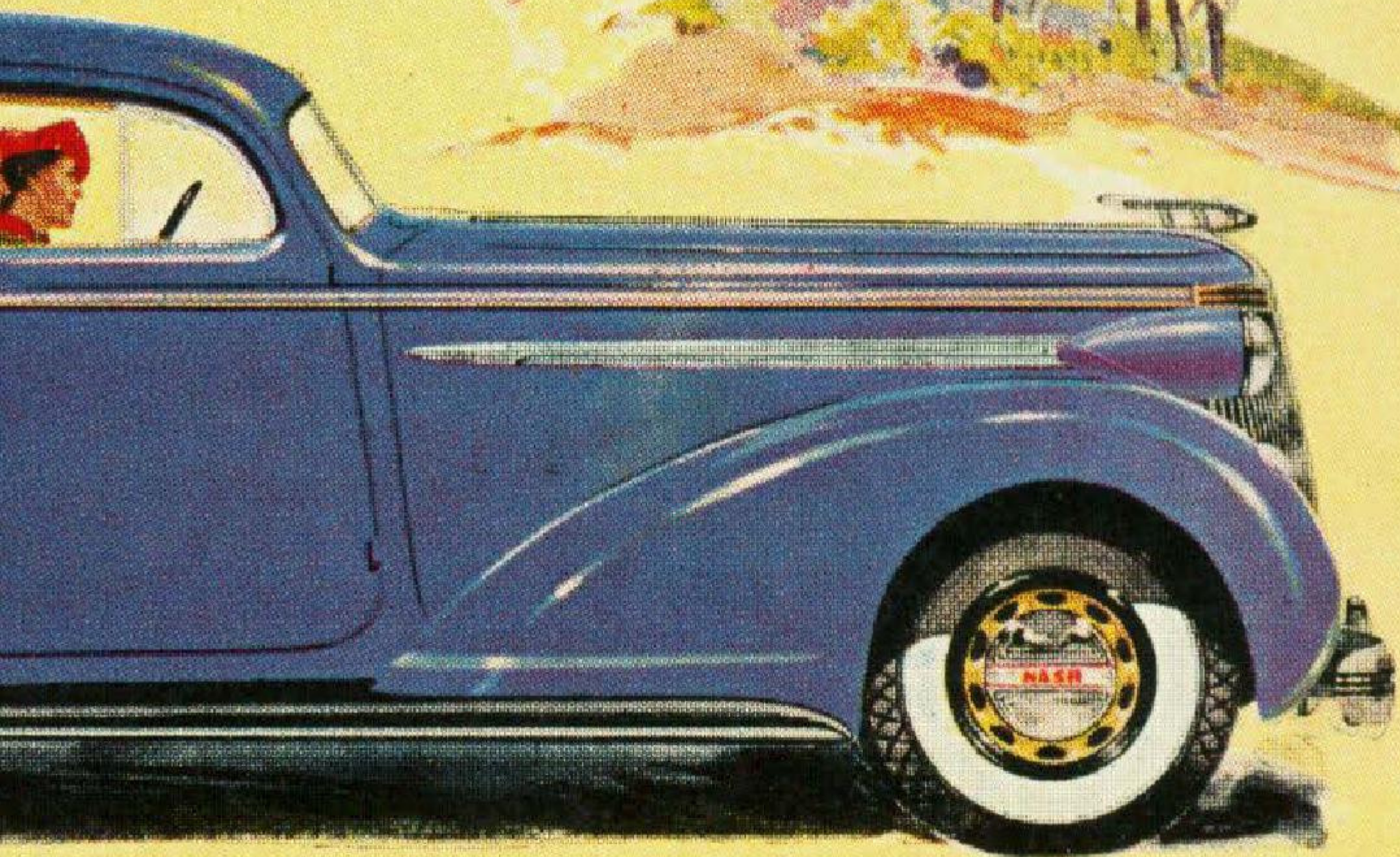
1937 NASH *Ambassador*

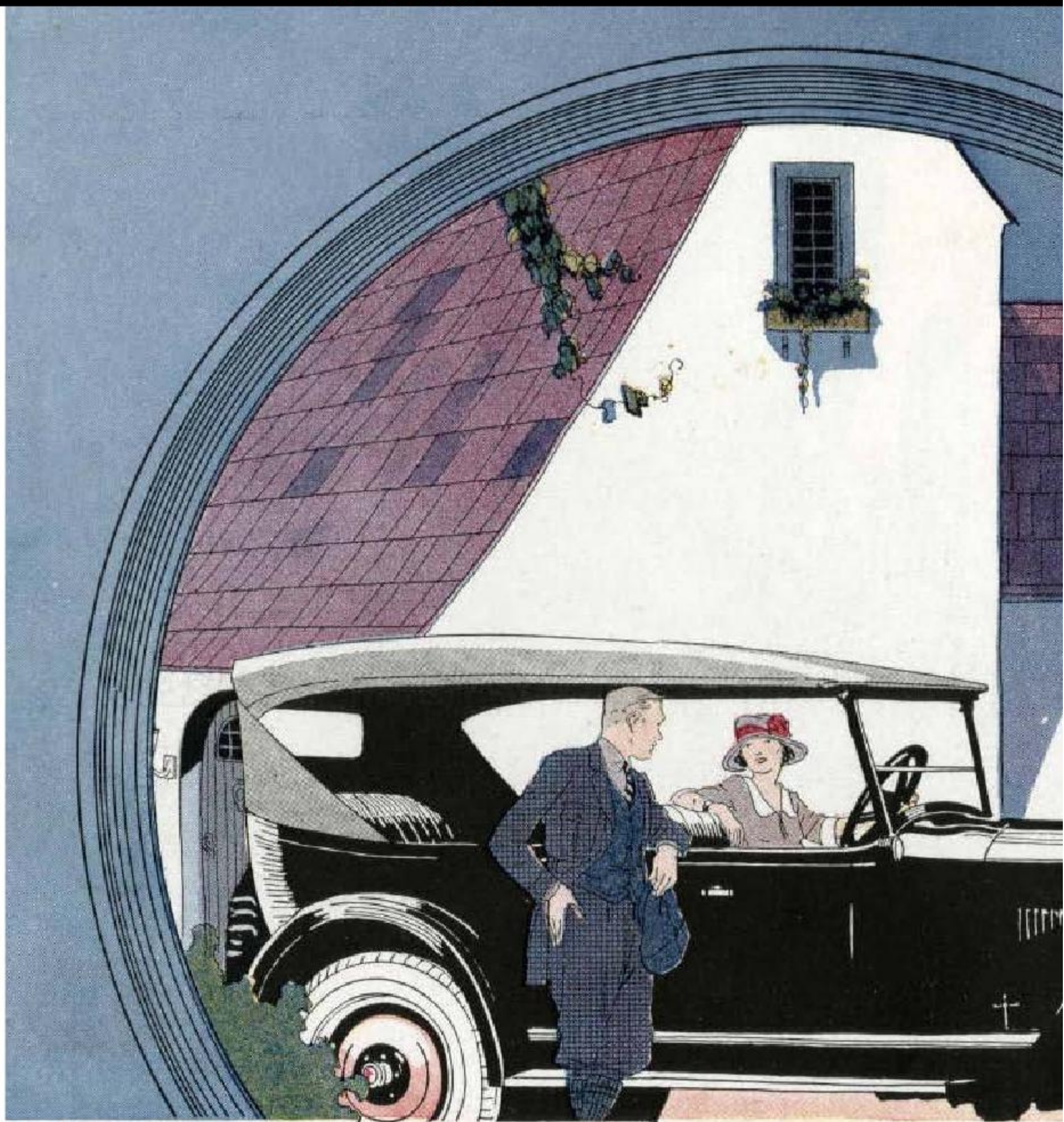
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. . . Ride Stabilizer and Sleeping Car.



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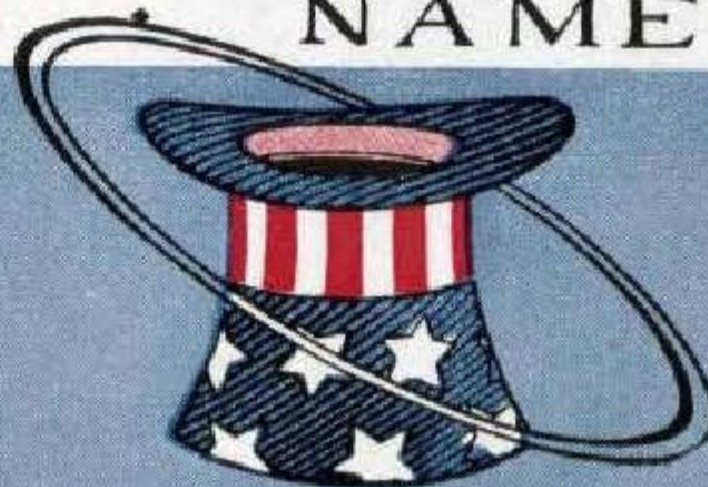


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A · CAR · WORTH



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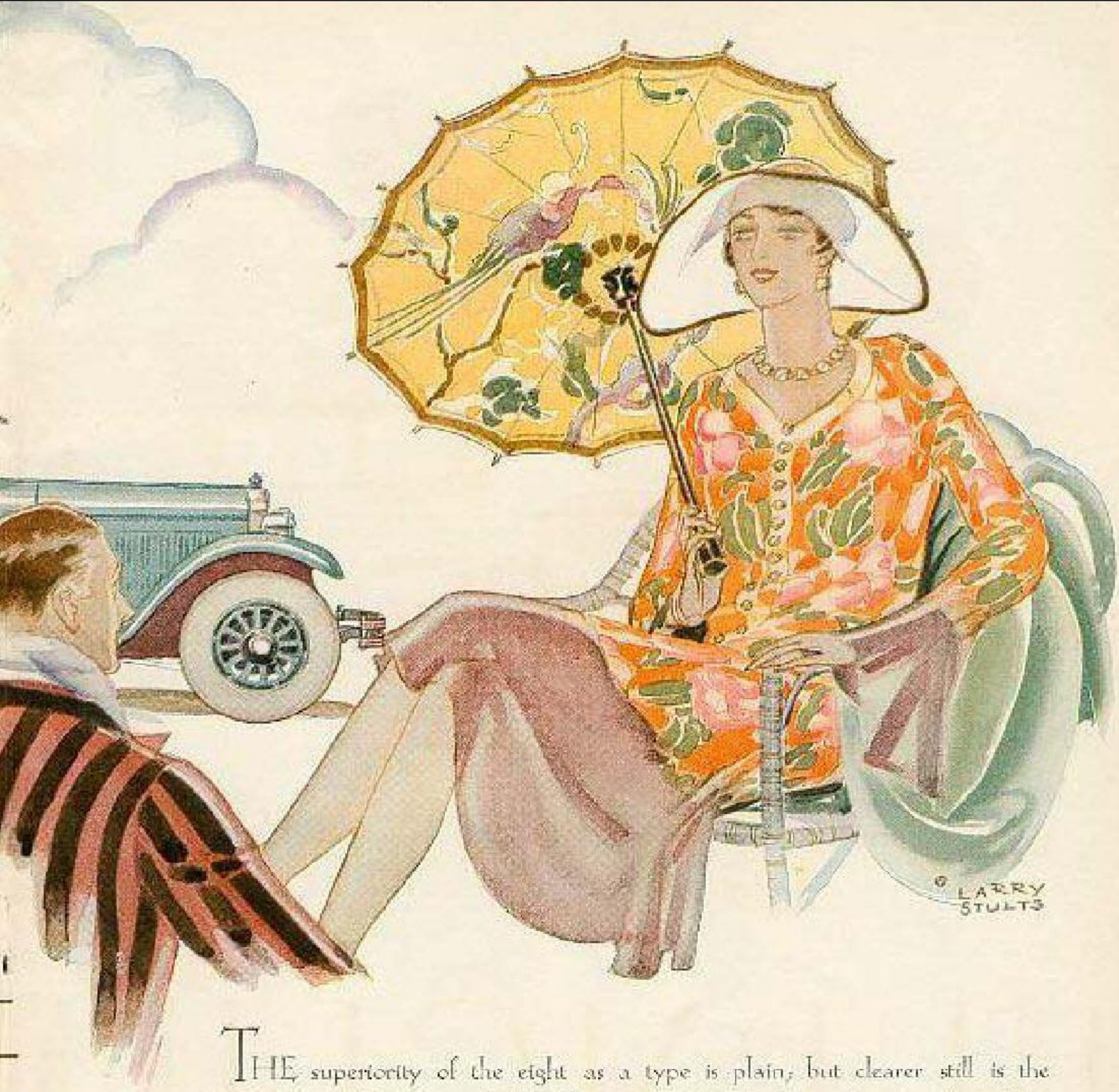




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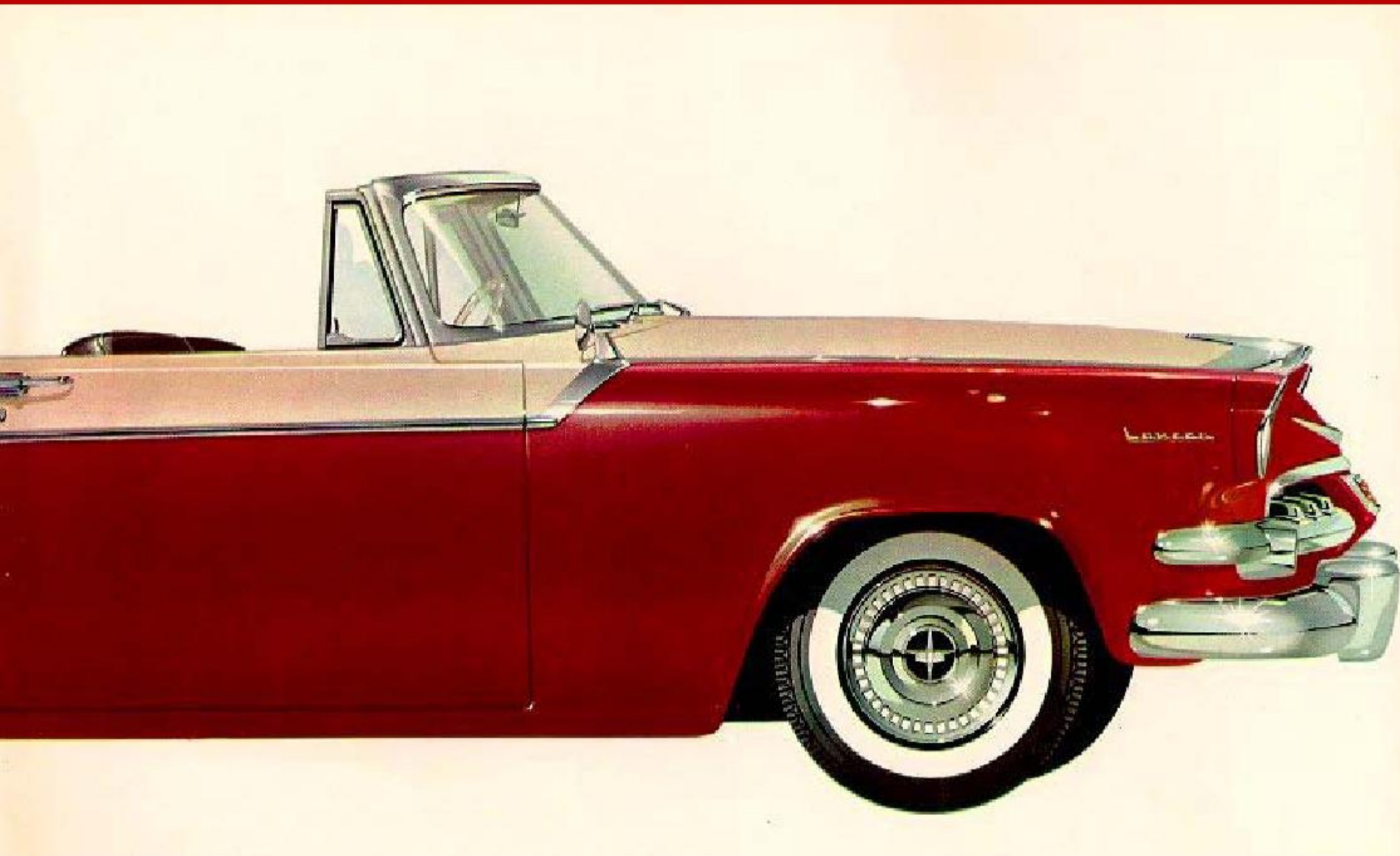
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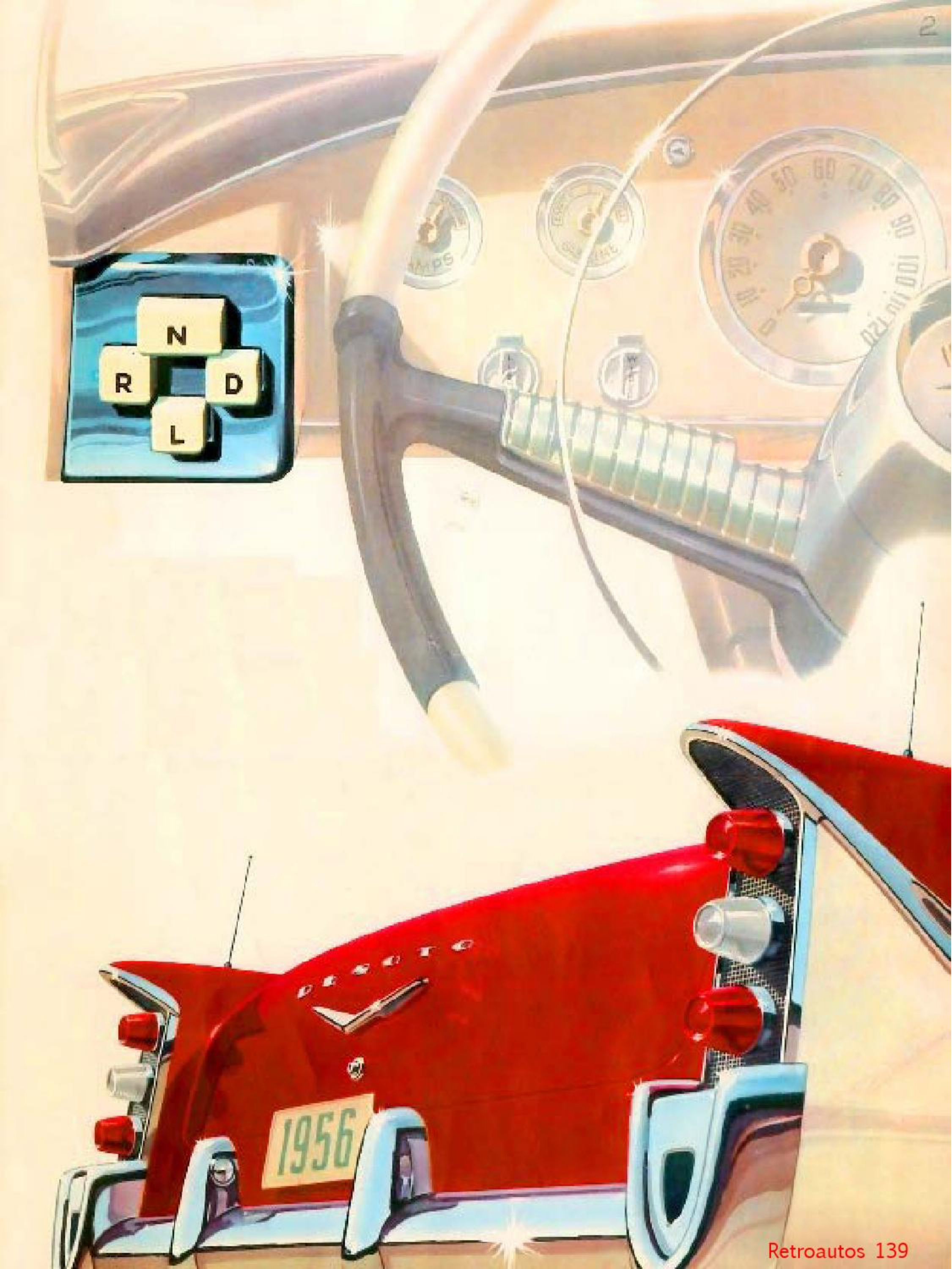


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