

collectible & classic

# RETROAUTOS

February 2015 #41

World War II  
Dictator's  
Alfa Romeo

1960  
Monte Carlo  
Grand Prix  
in Colour

1953 Holden  
Family Owned  
Since New



1966 Pontiac Bonneville



Ford Dream Cars of the 1950s



Styling 1965/66 Pontiacs



**SYDNEY  
MACHINA**  
SOCIAL CLUB  
presents...

# Machines & Macchiatos



**3rd  
Sunday**  
EVERY MONTH  
Clontarf Reserve  
8am - 10am

**Sydney Machina Social Club** is a brand new, modern motoring social club, dedicated to the motoring enthusiast community. It is where proud owners will be able to unite while having a chat, meet new and old friends, share a coffee & a nice brekki in a wonderful location. We are for all types of vehicles, from Vintage, Classics, Customs, Rods, Modern Exotics, Motorcycles & more. If it's got wheels & a motor bring it along. We are for all types of people too, men, women, families, kids, young & old. Please turn over for more details.

## We follow 3 very simple rules

- No politics
- Common respect for all in the community
- Common respect for all motoring enthusiasts, regardless of make or model

## Our 2 main goals are:

- To create fun, safe & memorable motoring events
- To fundraise for people or organisations in the Australian community in need

In 2015 we will be fundraising for the following charities:

- Beyond Blue • Mens Shed NSW • Cure For Brain Cancer Foundation

## So come join us

On the **3rd Sunday of every month** down at Clontarf Reserve, from 8am - 10am, see opposite for location & parking details.

Given we fundraise for 3 charities, we do ask if you have any spare change to bring it along. Look out for our volunteers with the yellow shirts or drop into the club tent at the meet. See aerial map for tent location.

## Top 5 Stand off

To add a little spice to our monthly meets, we will have a **top 5 Stand off**. This is where we invite 5 unique, top quality machines to display at our meet. The machines can be cars, bikes, classic, vintage, exotics, the list is endless.

Each participant in the **top 5** will receive a **free gift pack**, full of goodies from our sponsors. With a fantastic **major prize** awarded at the end of the meet to the winner.

If you would like to enter into the Top 5 Stand Off, please send us an email at [sydneymachinas@gmail.com](mailto:sydneymachinas@gmail.com).

## Lucky Door Prize

Each month we will give away **5 goodies bags** to random participants. The goodies bags are packed full of cool stuff for your machine from our sponsors.

## Extra Info

Come along & enjoy the relaxed, friendly & enthusiastic company.

Clontarf reserve is a fantastic location for all the family. There is an excellent little kiosk that does nice coffee & casual food. The grassed area is large & has plenty of shade.

There are BBQ facilities if you want to stay on & have a BBQ lunch. With this lovely summer weather we are having, don't forget to bring your swimmers.

## PARKING:

The local council charge the following rates for \$8 per hour or all day for \$16.

**NOTE:** IF you are a hoon, who likes doing burnouts, driving dangerously & being a nuisance, please **DO NOT** attend our events, you are NOT welcome. To everyone else, please come we welcome you.

## QUESTIONS:

If you have any questions, please feel free to call us or email us. We will be more than happy to help. From all the team, we look forward to seeing you at the next Sydney Machina Social Club - Machines & Macchiatos.

**Sam Princi - President - Sydney Machina Social Club**  
M: 0438 060 821 E: [sydneymachinas@gmail.com](mailto:sydneymachinas@gmail.com)



**Directions:**  
Regardless of which direction you come from, when you get to Sealark roundabout, turn onto Ethel St, turn onto Kanangra Cr, turn left onto Penrose Ave, follow all the way down, turn right onto Sandy Bay Rd, turn left into car park. The aerial view map below, is marked purple indicating where we would like you to park.





# About Us

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

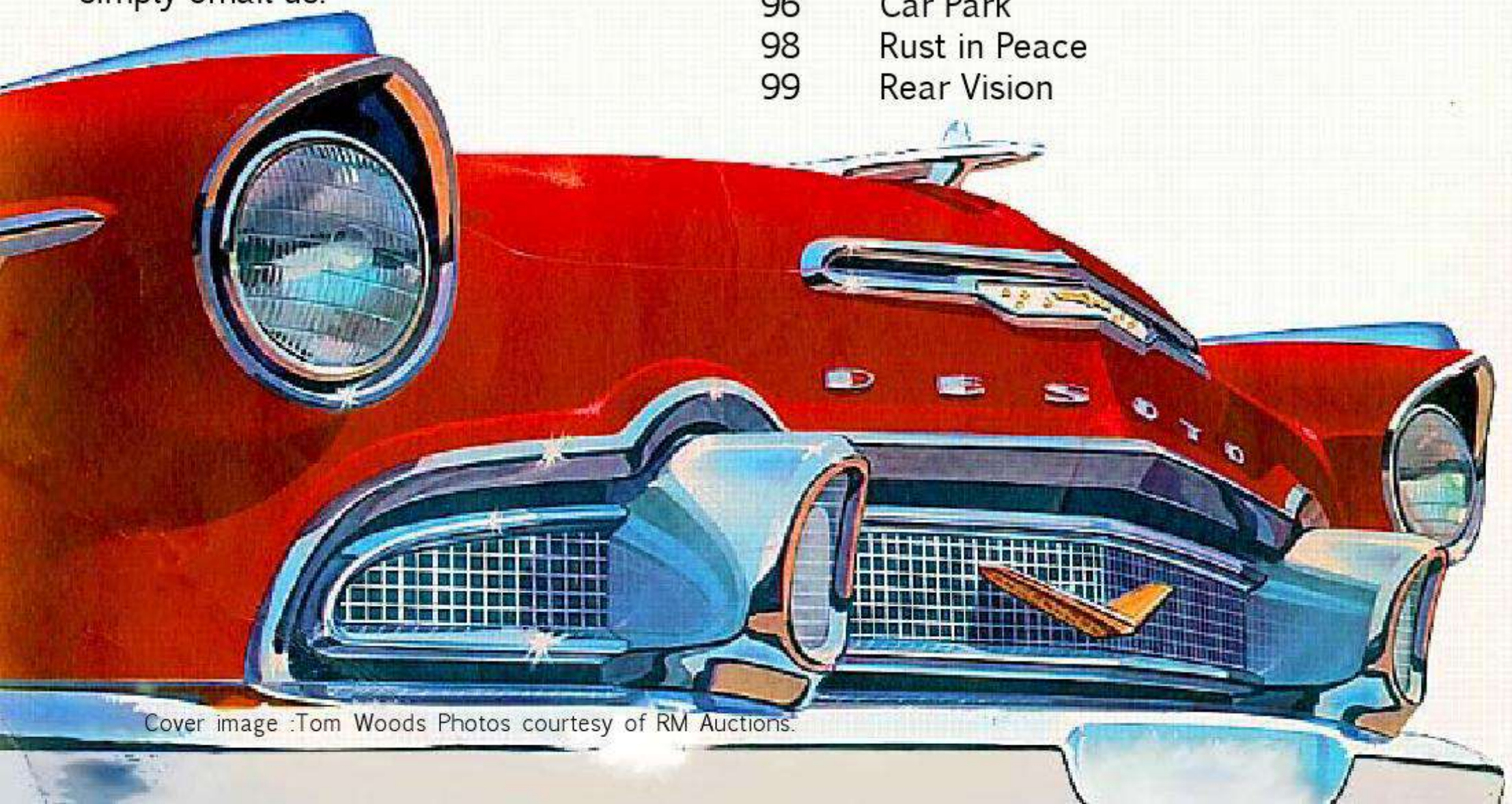
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Cover image :Tom Woods Photos courtesy of RM Auctions.





Welcome to the February 2015 edition of Retroautos online.

Paul Aikman is into Pontiacs in a big way, and we talk to him about his fast, vast and totally original 1966 Bonneville.

Not only that, we have trawled through the files of General Motors once again and found many photos of prototypes of what the 1965 and 1966 Pontiacs *could* have looked like. Thanks to John Kyros at GM Heritage for his research.

In the January 2015 issue we profiled one of Ford's dream cars, the 1955 Lincoln Futura. This month we take a look at all of the dream cars from Ford in the 1950s. There's more than you imagine! Like the 1954 XM 800 Mercury, pictured above. It set a styling template for Mercurys in the late 1950s and might have been the basis for the Edsel had not Ford executives decided to go down another design pathway.

Our cover car is the 1939 Alfa once owned by Italian dictator, Benito Mussolini. It is




the car in which he and his mistress tried to escape the advancing American army by driving to Switzerland disguised as Spanish embassy staff. And it is up for auction in Paris in early February.

Retro Racing has some wonderful colour images of the 1960 Monte Carlo Formula One Grand Prix. And just what do you think Jack Brabham was saying to Colin Chapman at the 1968 Indy 500? (above).

Our Page From The Past features Les has been in Les's family since new in 1953. We hope you enjoy reading it all.



# AUSTRALIAN PANELVAN NATIONALS 2015



## 40TH ANNIVERSARY BATHURST



**BathurstVanNationals.com**





# Retro News



Pacer at 40

Over in the USA, the AMC crowd will be celebrating the 40<sup>th</sup> anniversary of the AMC Pacer. Advertised as the widest small car, on the market the Pacer was a strange looking car, that was originally meant to have the GM/Wankel rotary engine, hence the low bonnet line.

The original design idea, seen below, was quite stylish, but at a cash poor AMC compromises permeated all of their development programs. This was compounded when GM killed-off its Wankel and AMC had to go with its venerable six cylinder engine instead.

For its time the engineering was advanced, with rack and pinion steering and a modular dashboard. It now has an enthusiastic following in the USA, and featured in the movie Wayne's World. Some unkind people say the design of the Porsche 928 (right) looks like it came from the Pacer.





## More Anniversaries

It is 40 years since Rolls Royce shouted from the roof tops about its new 1975 Camarague. Unfortunately this is not a car that has entered the halls of automotive styling fame. Penned by Pininfarina, it has that typical late 50s Farina look to it. When seen next to a *mid-sixties* Lancia Flamina, also by Pininfarina, its DNA is unnecessarily obvious. Why did RR let this happen?



Meanwhile, there will be those who want to celebrate the 40<sup>th</sup> anniversary of the 1975 Austin Princess. With its wedge shape and front wheel drive, British Leyland had great hopes for this car. But poor build quality brought about by woeful industrial relations at the factories gave it a reputation for trouble. Sales were not helped by senior management's



inexplicable decision not to offer a hatchback. At the time of car's launch the press release said that it was "felt that in the class that the car was aimed at, a hatchback was seen as being somewhat out of place." Wrong! And so the Princess has become yet another visible symptom of the decline of the British motor industry and its lack lustre leadership.

## MGA at 60

Here's a more positive story!

Back in 1951 MG's chief designer Syd Enever built a streamlined body as a "one off" TD to be driven by George Phillips in the Le Mans 24 hour race.

After the race the plan was to convert this race car into a road car.

But the bombastic boss of newly merged Austin/Morris, Lenard Lord, vetoed the plans, because he'd just signed a deal with Donald Healey to release the Austin Healey 100.

The new MG was seen as internal competition to the Healey, so the plans to build the car were shelved.

However, in spite of Lord's pronouncements, development work went on within MG's racing division, with cars entered in Le Mans and other endurance events.

Rapidly falling sales of the MGTF and increased popularity of the Triumph TR2, especially in the USA, soon had Lord making a U turn.

He needed exports to the USA to generate much needed cash and justify increased access to steel supplies, which





## Even More Anniversaries!

It's 40 years since Jaguar rolled out their E type replacement, the grand luxury tourer, the XJ-S. It is also 30 years since Tom Walkinshaw dominated the Bathurst 1000 with a 1-2-3 finish in the big cat.

Controversially styled, with "flying buttress" rear pillars (mimicking the 1968 Dodge Charger and 1966 Chevrolet Chevelle). The Jaguar was a big success in the USA, especially California, where all manner of celebrities posed in it and cruised around the Hills of Beverley.

During its lifetime, Jaguar sold 115,000 world wide, which makes it one of the most successful Jaguars ever made. Production ended in April 1996.



were still being rationed in post-war Britain.

In 1954 work began on developing the MGA for the road. Released in September 1955 the model sold 101,000 in its lifetime, 20,000 more than the Austin Healey.

## Klassic Kitten

And while we are in a celebratory mood, we cannot forget the 1975 Reliant Kitten's anniversary (pictured at right).

This four wheel version of the three wheeled Reliant Robin has a cult following in the UK. Many have been modified for the speedway.

## Publicity

We encourage all classic car clubs to let us know what they are doing. If you want publicity for a major event, then simply email us at [david@retroautos.com.au](mailto:david@retroautos.com.au)







Images thanks to Toyota

## Easy Sits the Crown at 60

The Toyota Crown was first released in 1955. Pictured above, and looking like a cross between a Hillman Minx and an early 1950s Chrysler, the Crown was Toyota's first serious attempt in the car market.

And in the same year, Toyota was forced to re-name its four wheel drive "BJ Jeep", because the Willys company in the USA objected to Toyota were using the "Jeep" name. Toyota switched to *Landcruiser*, and the rest, as they say, is history.



# Bad Boy Ben's





# 1939 Alfa Romeo



Tom Woods Photos courtesy of RM Auctions.





Italian World War II dictator Benito Mussolini's 1939 Alfa Romeo coupe is up for sale in Paris.

Bad man Ben gave the car to his mistress, Clarette Petacci for her to swan around in.

During the last days of World War Two the couple used the two door coupe in an attempt to escape the advancing American army.

Their plan was to drive to neutral Switzerland, accompanied by Clarette's brother, and then fly to Spain.

Mussolini, or "Il Duce" (supreme leader), as he like to be called, disguised himself as a corporal in the German army while Clarette and her brother masqueraded as the Spanish ambassador and his sister. No one was fooled.

At a check point operated by partisans the trio were easily spotted and arrested. Il Duce and Clarette were executed by firing squad.

Their bodies were then taken to Milan and strung up from a gantry in an ESSO petrol station. The Alfa Romeo was confiscated by the Italian authorities.

During 1946, it was acquired by an American Army Air Corps officer, Major Charles Pettit.

Pettit drove the Alfa in Italy whilst based there at his army camp. In 1949, he shipped it back to his family's farm in New York State, where he drove it for several years before a connecting rod failed.

The car then sat dormant on the farm for many years.





In 1967 by Pettit's uncle, Albert Harris, bought the car and partially dismantled it in anticipation of a restoration that never proceeded.

The Alfa then went through a number of owners and ended up at the Las Vegas Imperial Palace casino auto museum where it stayed for 20 years.

In 1999 it was sold again and subject to a \$1.5 million restoration.

RM Auctions now have it for sale in their Paris extravaganza in February.

Bidding in the vicinity of four million dollars is expected.

Records indicate that only 16 of these Alfas were produced.

It has a 110hp, 2.4 litre six-cylinder engine with triple Weber carburettors. The manual transmission has four gears.

Up front is independent suspension with coil springs. The rear end is also an independent arrangement with swing axles and torsion bars. Drum brakes take care of the stopping.



Tom Woods Photos courtesy of RM Auctions.



# Retro Auctions



RM Auctions are out and about publicising their Paris 2015 hammer festival.

One of the more elegant offerings is a 1938 Bentley 4.5 litre coupe, known as the Honeymoon Express. (pictured on this page). The stylish two seater, a one-of-a-kind automobile, was first shown at the Earls Court motor show in 1938. It is likely to fetch upwards of \$1.2 million Australian dollars when it goes up for grabs in early February.

Another Bentley on the block is this 1955 Continental R type. Estimates on this one is also a cool \$A1.2 million.

Looking for something a little cheaper, well this 1965 BMW 3200 CS coupe has an estimate of \$A250,000.

All images thanks to RM Auctions. BMW by Corey Silvia, Bentleys by Tim Scott





No , they are not the same car, just look-alikes. The top image is a 1963 Ferrari 250 GTE 2+2 Series by Pininfarina, while the second image is that of a silver 1967 Maserati Sebring 3700 GT Series II.

The Ferrari has an estimate of \$A450,000 and the Maserati looks likely to go for about \$A120,000.

The beige 1925 Avions Voisin C3 Cabriolet Transformable by Rothschild et Fils (got all that! ) has an estimate of \$A350,000. And the blue Alfa cop car ought to fetch about \$A28,000.

The little red 1958 Fiat Arbath 750 “double bubble” coupe could be yours for about \$A120,000. Cute, eh !

And the obligatory barn find is a 1939 Panhard et Levassor X82 Dynamic 160 Berline, looking sad but restorable.

Photos are by James Mann(Panhard),Tim Scott (Maserati and Ferrari),Piotr Degler (Alfa cop car), Klementev Gleb (Fiat) and Darin Schnabel (Vosin)







# 1966 Bonneville





Vast.Fast.Original





Paul is the secretary of the South Australian chapter of the Pontiac Car Club of Australia.

Paul Aikman's 1966 Pontiac Bonneville represents all that General Motors' (GM) legendary global styling supremo, Bill Mitchell, thought a car should look like.

Mitchell liked long, pillarless, low-slung automobiles, with razor sharp edges to the mudguards. "They should look like the crease in your pants" he once said. Mitchell also demanded smooth clean flanks and minimal chrome.

Back then Pontiac was GM's fastest growing brand and the Bonneville was a top of the range vehicle. With a 6.5 litre V8 it combined the performance aura of the famed GTO and the luxury inclusions of a Buick, but at a cheaper price. Buyers could see the value and flocked to it.

These days what most people find fascinating about Paul's Bonneville is that it has never been restored. It is as it came from the factory, totally original.





Paul confides how he acquired the car. “I had been looking for a Bonneville on and off for about 15 years. I found it advertised on the internet.”

“It was an unrestored original, two owner, four door hardtop, located in South Dakota, USA.”

After many emails and telephone calls and an inspection was arranged. A price agreed and soon the Pontiac was heading to Australia.

In the meantime, the owner had sent Paul many original receipts, registration papers and the original sales invoice.

Armed with that information Paul decided to search for the original owner, and he found him, Gary Traverse, who lived in Minnesota.

Speaking with Gary revealed to Paul why the car was in such pristine condition, despite its age.

Paul explains: “When Gary was 30 years old he purchased the Bonneville new in December 1965 from Cliff Christiansen Pontiac, Minnesota.”

“He used the car only in summer and kept it in his heated garage during the cold Minnesotan winters. In 1974 he stopped driving the car regularly and only took it out to the odd car show.”

“Unfortunately Gary became ill in 2004 and sold it with a low 50,000kms on the clock.

“The next owner also kept the Bonneville in a heated garage, driving it a scant 500kms during the six years of their





ownership. It was advertised it in 2010, and that's when I saw it."

Paul is still in regular email contact with the Gary Traverse, who is now 79 years.

The Bonneville is powered by a 389 cubic inch V8 backed by a Turbo HydraMatc transmission. The colour scheme is Marina Turquoise over Reef Turquoise, with a turquoise interior. The car was ordered with just about every option available, including power brakes, power steering, rally cluster gauge pack, deluxe steering wheel, front and rear seat belts, remote driver's side mirror, rear fender skirts and an electric clock.

Pontiac built 68,646 Bonneville's in 1966. Paul's is the 21,096<sup>th</sup> down the line.



The Dealer's sales docket, showroom brochure and workshop manual came with the car as did the original owner's manual and a notebook containing every petrol fill since 1966. Hiding in the engine bay was the original build sheet.

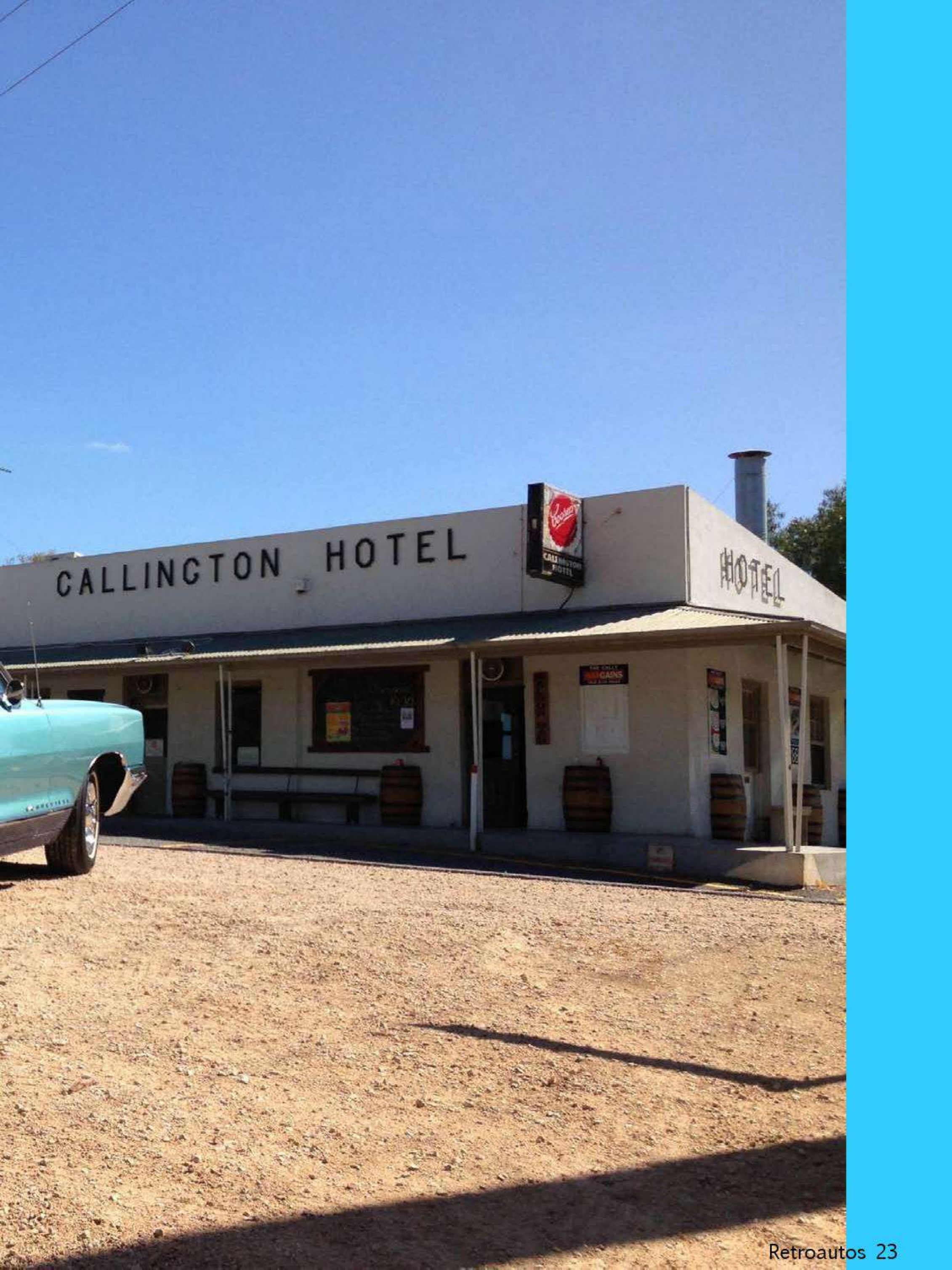














# Bonneville History



The idea for the Bonneville came from Pontiac's newly appointed General Manager, Semon E. 'Bunkie' Knudsen, who came to the job in mid-1956.

Bunkie had a lot of responsibility and expectations on his shoulders. At 43 he was the youngest person ever to have been promoted to a general manager's role in GM. And, Bunkie's dad had also been the General Manager of all of GM, so Bunkie had a lot to prove and live up to.

One thing he did know was that Pontiac's sales had been sliding for years. It was seen by most consumers as an old man's car, slow, stodgy and conservative. The silver streaks, long a Pontiac styling motif, had been used since the mid 1930s. And in the mid 1950s in America, with fins and rockets and V8 engines who wanted to see something from the 1930s on their car? Bunkie did not like the silver streaks and called them chrome "suspenders".

His first act in July 1956 was to rip the silver streaks off the ready-to-be released

1957 models and add some rocket shaped chrome flashes down the side.

Such was the transformation that many buyers thought the '57 Pontiacs were completely new cars, not just face lifted '56 models.

"You can't sell an old man's car to a young man, but you can sell a young man's car to an old man" was Bunkie's mantra. So, next on his agenda was a super luxury, fast car that would capture dealer and buyer imagination.

Enter the Bonneville. It was released to dealers on January 11th, 1957 and was the most expensive and fastest Pontiac ever produced. It came as a convertible only.

The Bonneville name first appeared in 1954 on a pair of bubble-topped GM Motorama concept cars called the Bonneville Special. Both these cars still exist and one is being auctioned by Barrett Jackson in Scottsdale as we publish.(see Retroautos December 2014 ).



Priced at a massive \$US5782 (\$US1000 higher than some Cadillacs of the day) the Bonneville had every option as standard. The fuel injected 370 cubic inch V8 put out 310bhp, and lifted the big car to 60mph in a little over eight seconds.

Only 630 were sold that year, making it one of the most collectible of all Pontiacs. The car captured attention and praise as a six seater "sports convertible".

For 1958 Pontiac cut back on equipment levels, made the fuel injection optional and dropped the price by \$US2300. Sales leaped ahead to 12,240.

In 1959 Pontiac executives knew they had a winner and expanded the Bonneville name to cover hard top four doors, coupes and station wagons.

By 1966 Bonneville accounted for a massive 135,331 cars, 16% of Pontiac total production, and almost 30% of full sized vehicle output. It was a highpoint.

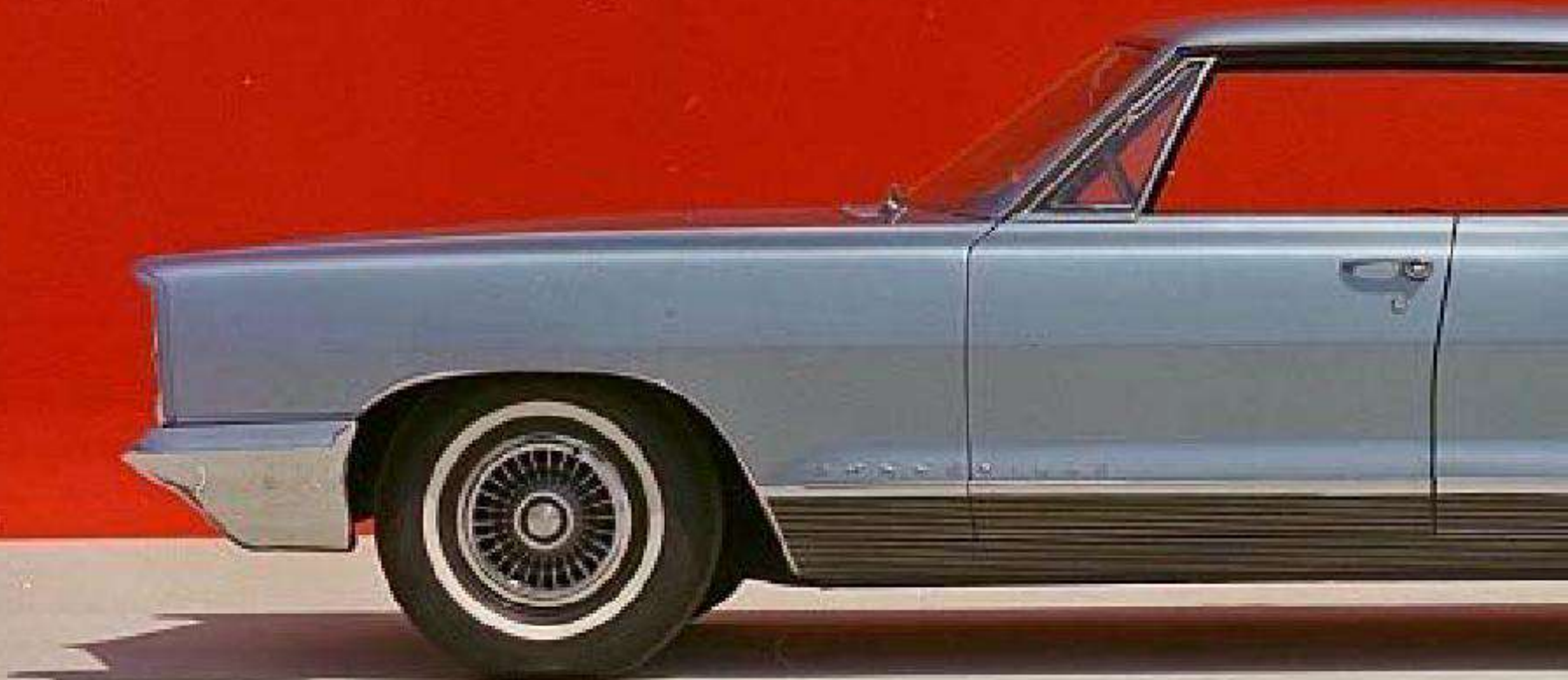
By 2005, when the name plate was retired, sales had shrunk to 12,000. Production was terminated in May of that year.

The name had served Pontiac for almost 50 years and still evokes images of an affordable, fast and vast luxury car.



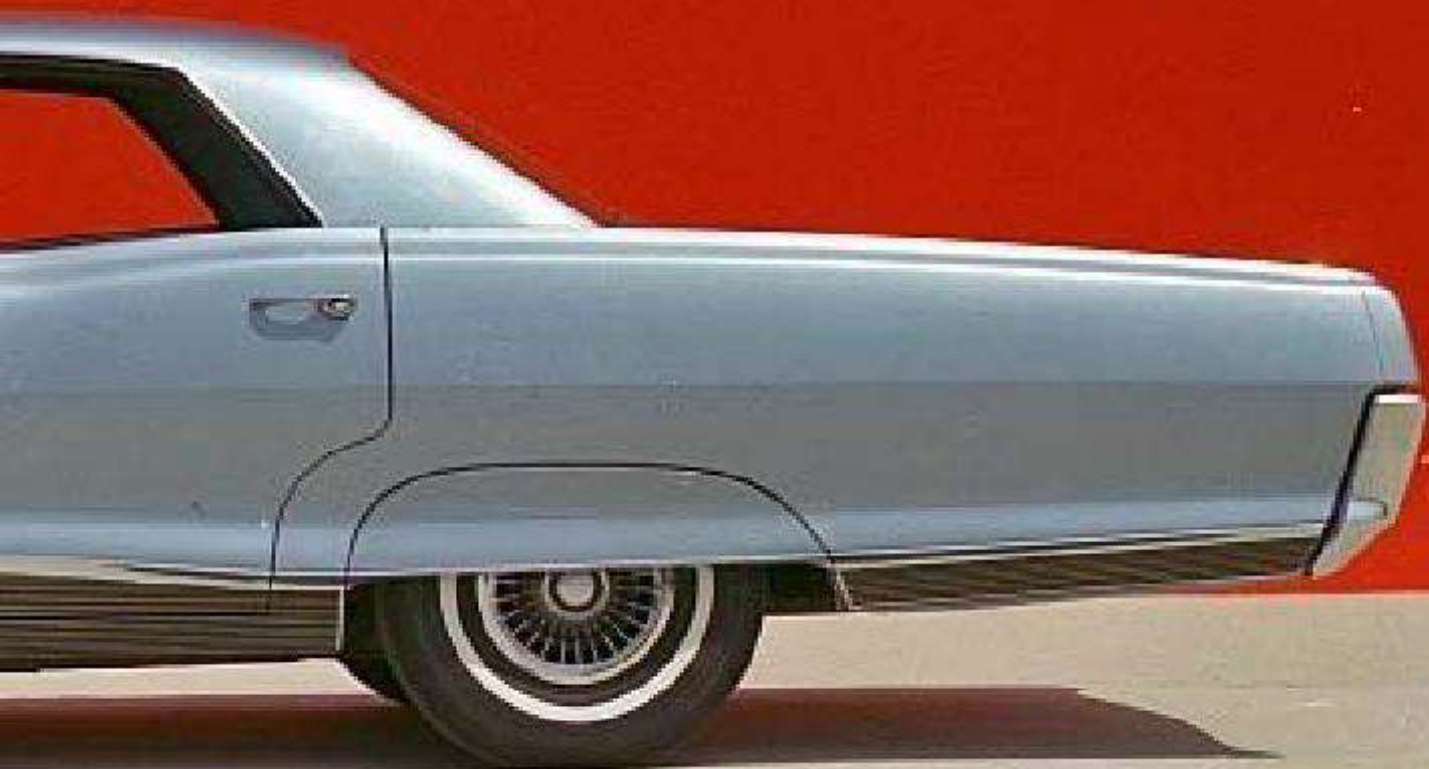


# Styling the 1965/66 Pontiacs



All images copyright GM media 2015. Used with permission





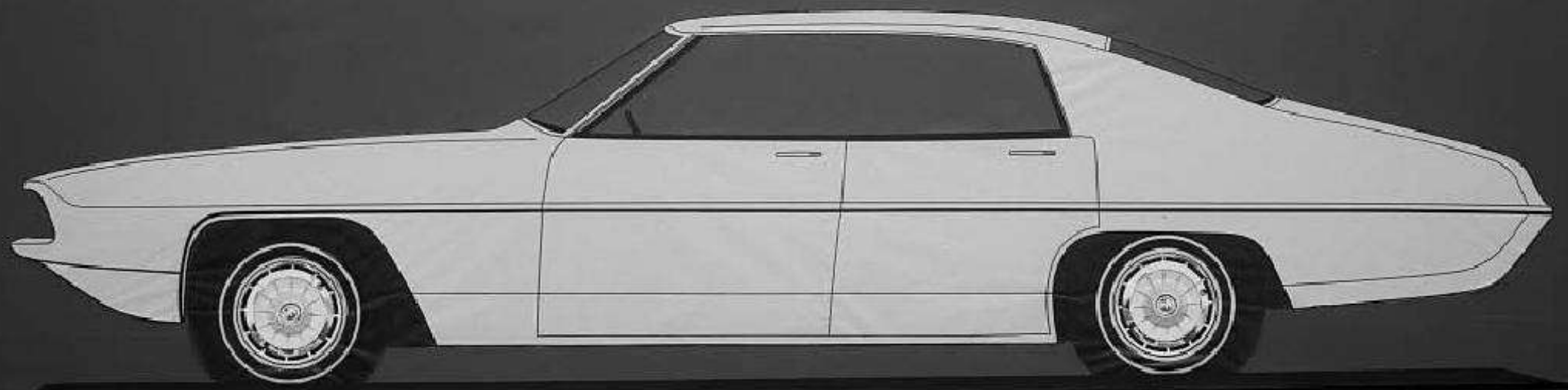
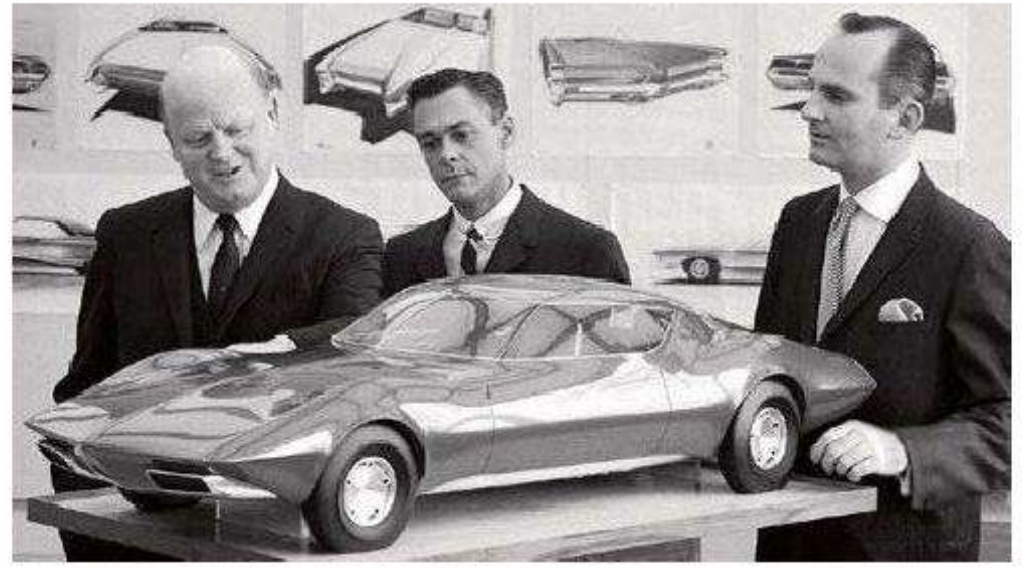


The 1965/66 Pontiacs were styled in almost tandem with each other and alongside the entire GM full size range, which was completely refreshed.

Heading up the Pontiac styling studio was Jack Humbert, one of GM's top designers.

He's pictured here standing between GM global design boss, Bill Mitchell (left) and Chuck Jordan, head of styling for the USA.

Humbert was legendary inside of GM for his smooth designs and attention to detail.



ZEEB  
6-6-62

41896

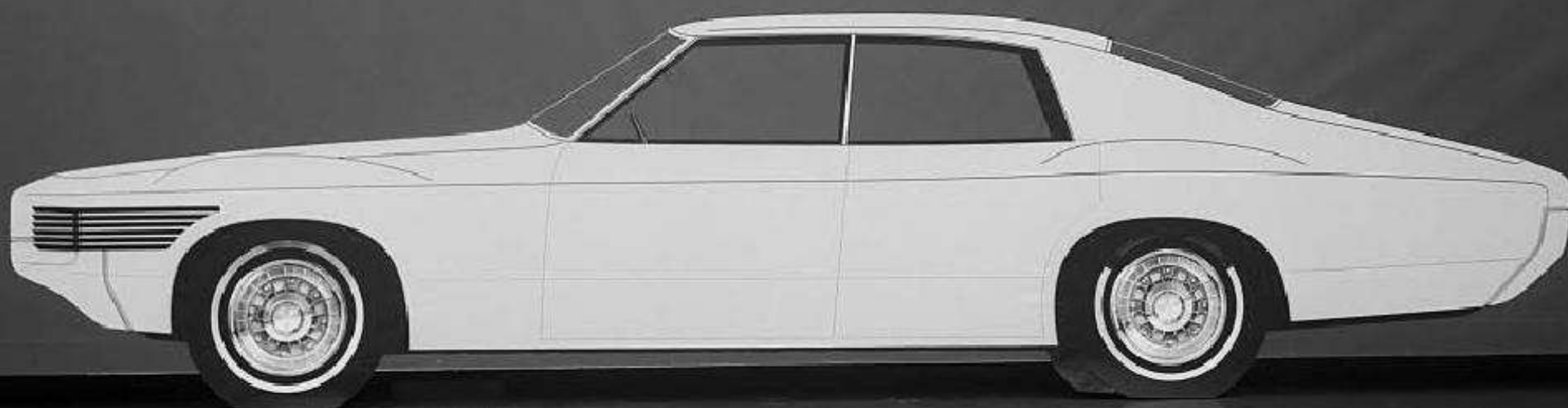
Work began on the '65/'66 Pontiacs in mid 1962. These two line drawings are proposals for the 1965 Chevrolet, dated June 1962. Note the similarities and differences with the same dated drawings for the 1965/66 Pontiacs on the next page , particularly the roof lines and pillar shapes of the car shown above.



ZEEB  
6-14-62

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PONTIAC 1964 8



Three increasingly longer wheelbase Pontiacs, with the same roof line and protruding nose.

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41890

PONTIAC 1964 8



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6-14-62

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Retroautos 29

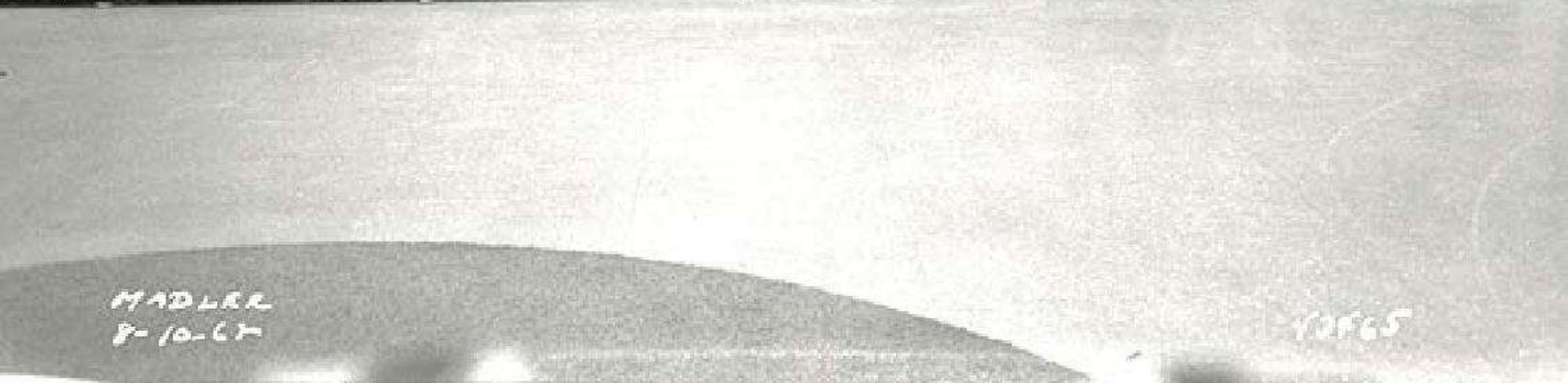




By 27<sup>th</sup> July, 1962, when these photos were taken, the clay models were well advanced. The stacked headlights and “coke bottle” side styling was in place. Note that the headlight surrounds reflect those on the 1964 Pontiac. They do not have the “peeled back” look which eventually went into production on the 1965s. Not yet, anyway. The raised “ironing board” centre section on the bonnet is a carry over from the 1963/64 range.







Meanwhile, another idea has been converted into a full sized clay model. These images above and in the middle are from August 10<sup>th</sup>, 1962, and indicate that GM was experimenting with numerous ideas. This clay is two sided, with slightly different trim and contours shaping on each side. The photo below is of a proposal for the 1965 Chevrolet, which has a similar roof line to the Pontiac. All were being designed within strict guidelines of shared body structures and corporate styling DNA.







By September /October 1962 the basic shape of the Pontiac range was starting to emerge. The knife edge grille centre would be more rounded on the production version.







MADLER  
12-19-62

46199

It's almost Christmas 1962 and here is the 1965 car being shown in the styling auditorium. On the same day Chevrolet showed their versions of this body shape, but they were relegated to outside in the snow.(see insert). The headlight surrounds have yet to be "peeled back".



MADLER  
12-19-62

46198



MADLER  
12-19-62

46222





In March 1963 the overall shape is well and truly finalised, but there is still the side trim, grille and rear end to be settled. This is a two sided fibre glass prototype. You can see the other side of the prototype on the next page (top image) . At this point the decision has been made to use the 1963 theme for the headlight surrounds, with “peel back”, and retain the straight sided version for 1966. The prominent “nose” motif was a Bunkie Knudsen favourite. When he left GM and went to Ford in 1969 he reapplied it to the 1970 Mercurys and the Thunderbird. Unkind observers suggested that the ‘70 T’birds resembled the box the 1968 Pontiacs came in.







Above: The left side version has no front quarter windows. Below: Close to the final form., the '65 sits out in the viewing area, in this February 1964 photo.





# The '65/'66 Coupes

The two door coupes went through many variations as well, particularly the roof line.



MADLER  
12-13-62

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11-5-62  
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2568  
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49615



7-5-60  
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45360



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5-28-63

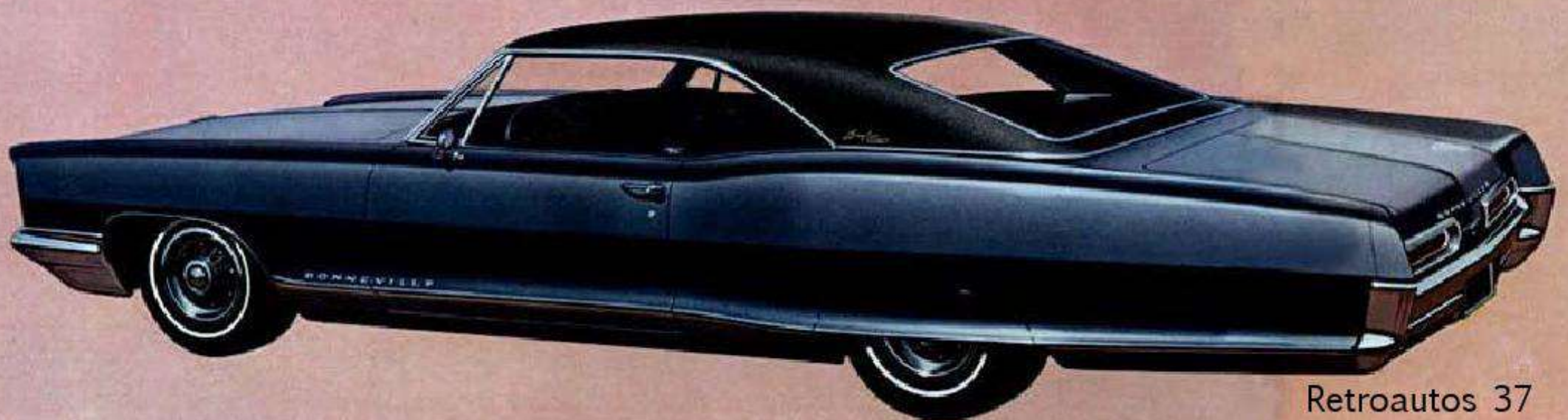
49619



# Advertising the 1966 Bonneville



Pontiac advertisements in the 1960s set an artistic standard which has not been beaten. Art Fitzpatrick rendered the cars, longer, lower and wider than reality but not to the point of cartoonish, and Van Kaufman filled in the backgrounds and the happy, wealthy looking people.











A Pontiac Bonneville convertible is the perfect car to drive to the docks to watch your boat being scraped, cleaned and painted for the summer.





# Ford Dream Cars: The '50s.



Ford X-100

During the 1950s General Motors, Chrysler and Ford competed with each other to create some of the most outlandish dream cars to display at American and European motor shows.

If space-age “Jetson” styling was the measure of success, then Ford won the race, going away.

In the January 2015 issue of Retroautos we profiled the 1955 Lincoln Futura. This month we take a look at more of the dream cars from Ford in the 1950s. While each dream car has its own history and shape, when you consider them as a whole, they overlap and merge into self-evident themes that influenced Ford styling for the next 15 years.

## 1953 X-100

Ford unveiled their first dream car, the X-100, in 1953. Painted black with a white roof, the X-100 showcased future Ford styling themes such as a wrap-around windscreen and enormous circular tail

lights. The rear end design informed the 1961-63 Thunderbird.

The car contained all sorts of gadgets, and included an electric shaver, dictaphone and telephone.

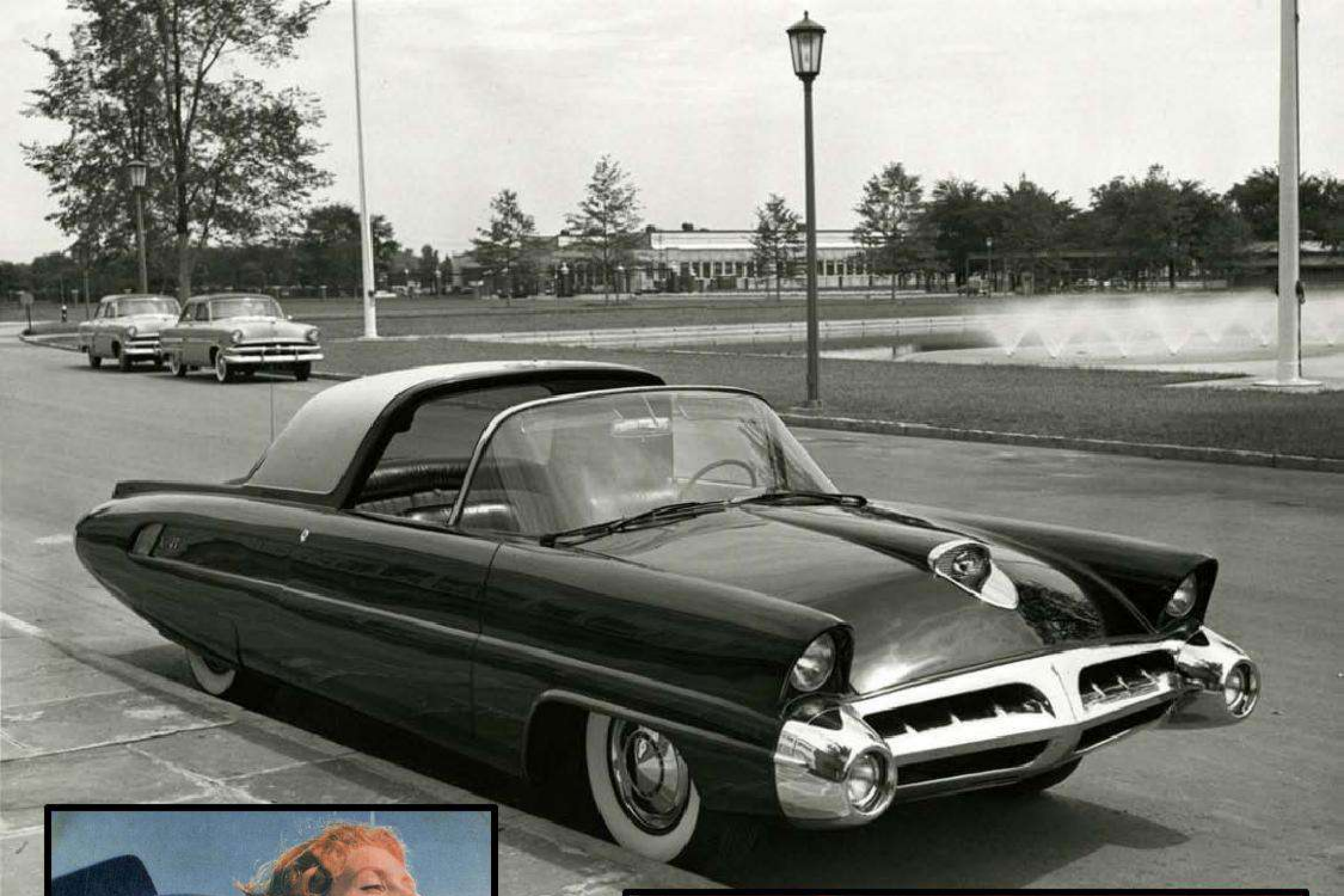
The X-100 was a fully working car, and some thought was given to it being used as the template of the next Lincoln Continental, and in some photos had Continental emblems on the rear flanks.

Designed by Gil Spear, the car was Ford's counterpart to GM's 1951 La Sabre, and was partly designed to stop GM using big “rocket tubes” and circular tail lights as a styling motif, something Ford wanted to use in the 1950s.

It also featured an experimental version of Ford's planned Y block V8. The windows, roof, bonnet and boot lid were all power operated by 24 electric motors.

The car still exists and is on display at the Henry Ford Museum.









## 1953 Lincoln XL 500

Next was the Lincoln XL 500 of 1954. Ford said it was a “glimpse of what is ahead in automotive styling and mechanical features”.

The four seater boasted a fibre glass body painted bright scarlet. (pictured above).

The major feature was its all glass roof,

variations of which would be a hallmark of subsequent Ford dream cars.

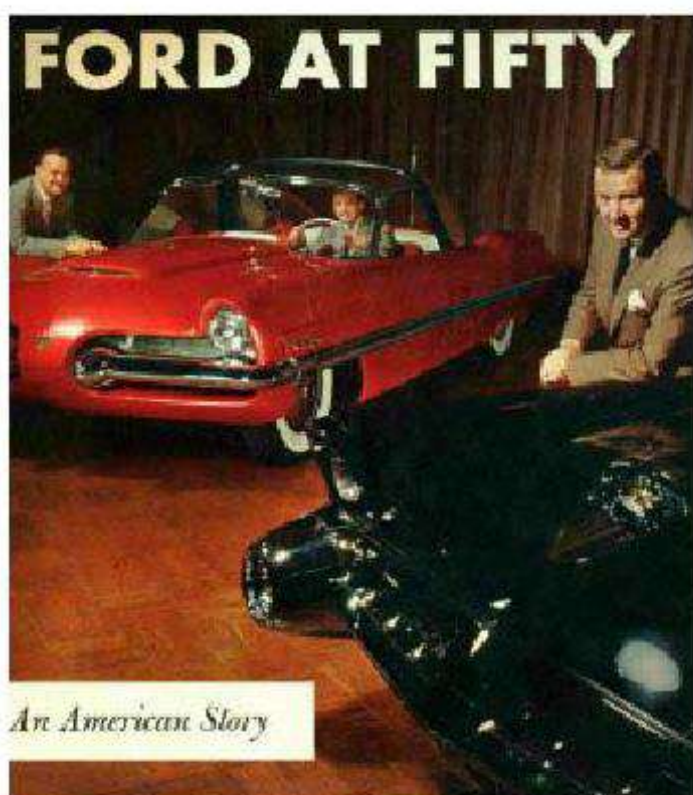
The steering wheel hub contained the automatic transmission gear selectors. This idea was later used on the Edsel.

This car was first seen at the 1953 Chicago Auto Show, and like the X-100 contained all the usual electrically operated gadgets.





Both the XL 500 and the X-100 appeared on the cover of the publication marking Ford's 50<sup>th</sup> year of operation.

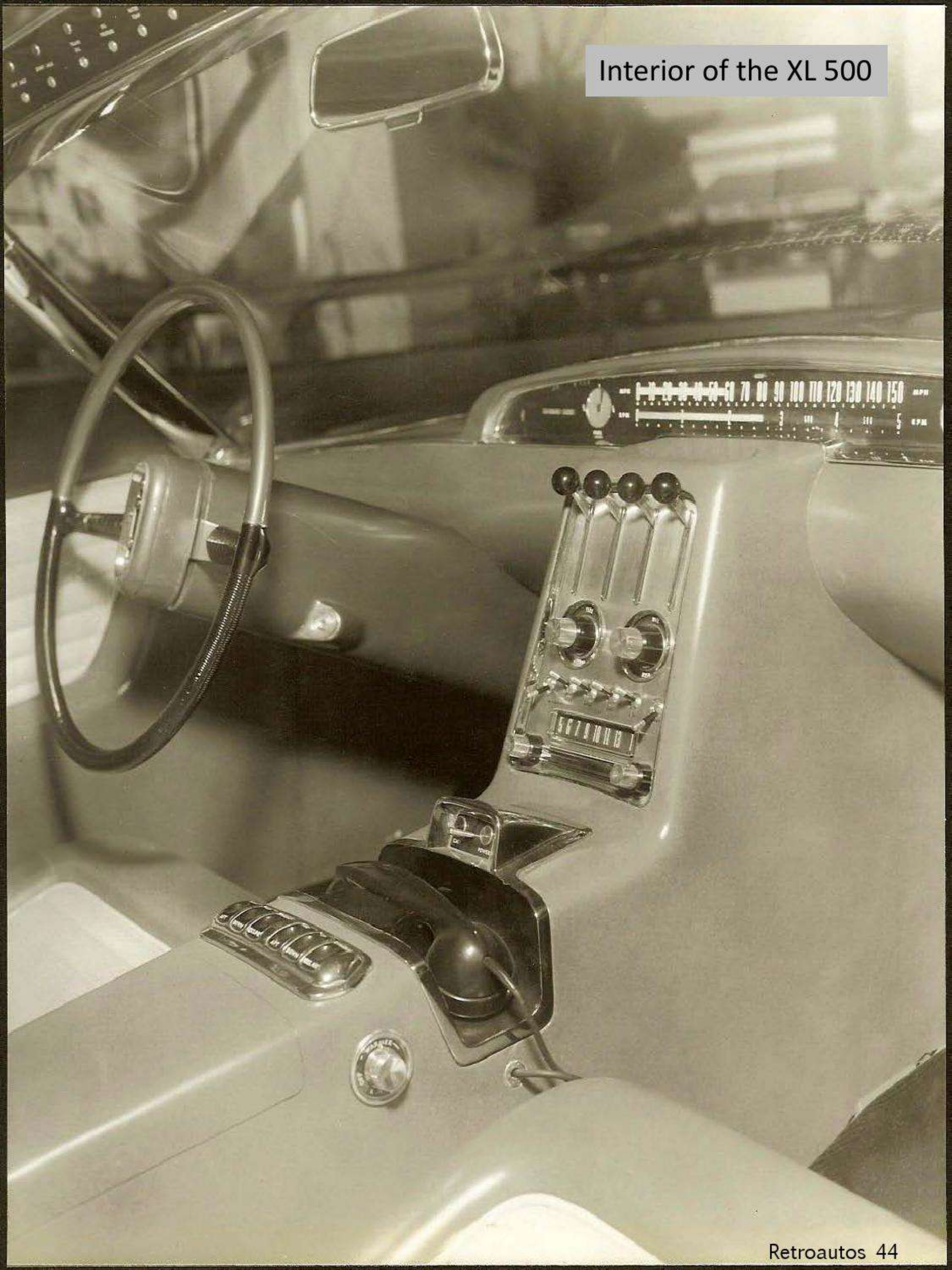


1953 Ford Syrtis

One of the forgotten dream cars, the Syrtis (above) was an experimental design that showcased an all steel roof that folded into the boot. This would later transition into the Sunliner of 1957.



Interior of the XL 500







## 1954 Mercury XM 800

The Mercury Monterey XM800 was first shown at the 1954 Detroit Auto Show.

It was built for Ford by Creative Industries of Detroit, Michigan and was designed by John Najjar. Elwood Engle, would later head up Chryslers styling efforts, also contributed to its shape.

One idea for the car was that it would form the basis of a second line up for Mercury in order to compete with Buick, Pontiac, and Oldsmobile. In the end Ford executives decided to create the Edsel, using some of the styling ideas of the XM 800.

The car was promoted throughout the year at various auto shows. It was also featured in the 1954 20th Century Fox Film entitled *Woman's World*, starring Clifton Webb, Fred MacMurray, June Allyson and Lauren Bacall.

A model of the car appeared in boxes of breakfast cereal.

The press release described the car: *"A four-passenger hardtop coupe, the car is lower than any other American hardtop now being produced, with an overall height of only 55.6 inches. It maintains passenger comfort by means of a new frame construction and lowered rear floor, while it's low centre of gravity gives better stability on the road. While the prototype display car had a fibreglass body, production units probably would be of steel."*

The XM-800 was crafted over a 1954 Mercury frame. The body was made entirely out of fibreglass, including the front and rear bumpers which were chrome-plated. This was Ford's first foray into fibre glass and substantially lowered the weight of the car.

Images thanks to RM Auctions and Shooters LLC





After the XM 800 had done the auto show and major dealership rounds across the USA it was donated to the University of Michigan's Automotive Engineering Lab in 1957 for training and inspiration.

In the 1960s the University sold the car to an unknown person who left in a storage unit on a farm in rural Michigan. When the rent on the unit was not paid the farmer moved the car outside and there it sat until 1979 when a teenage Dan Brooks spotted it and together with a friend, bought it.

Dan later bought his friend's half share of the car for \$US1000. In 1987 Dan sold it to Joe Bortz, a well known restorer of dream cars in the USA, for \$US30,000

Joe kept for years with the intention of restoring it. But with 30 other projects, he did not have the time. In 2008 he advertised it on eBay for \$US315,000

It was bought by Tom Mursuska, who found it in dilapidated, but complete condition.

Although the XM 800 was only a 'push car', without any drive train nor electrics, Tom decided to make it a fully operating car.

The restoration was completed and the car shown at selected classic car gatherings. It was sold through RM Auctions in 2010 for \$US439,000 and continues to be seen at events.



















# 1954 FX Atmos



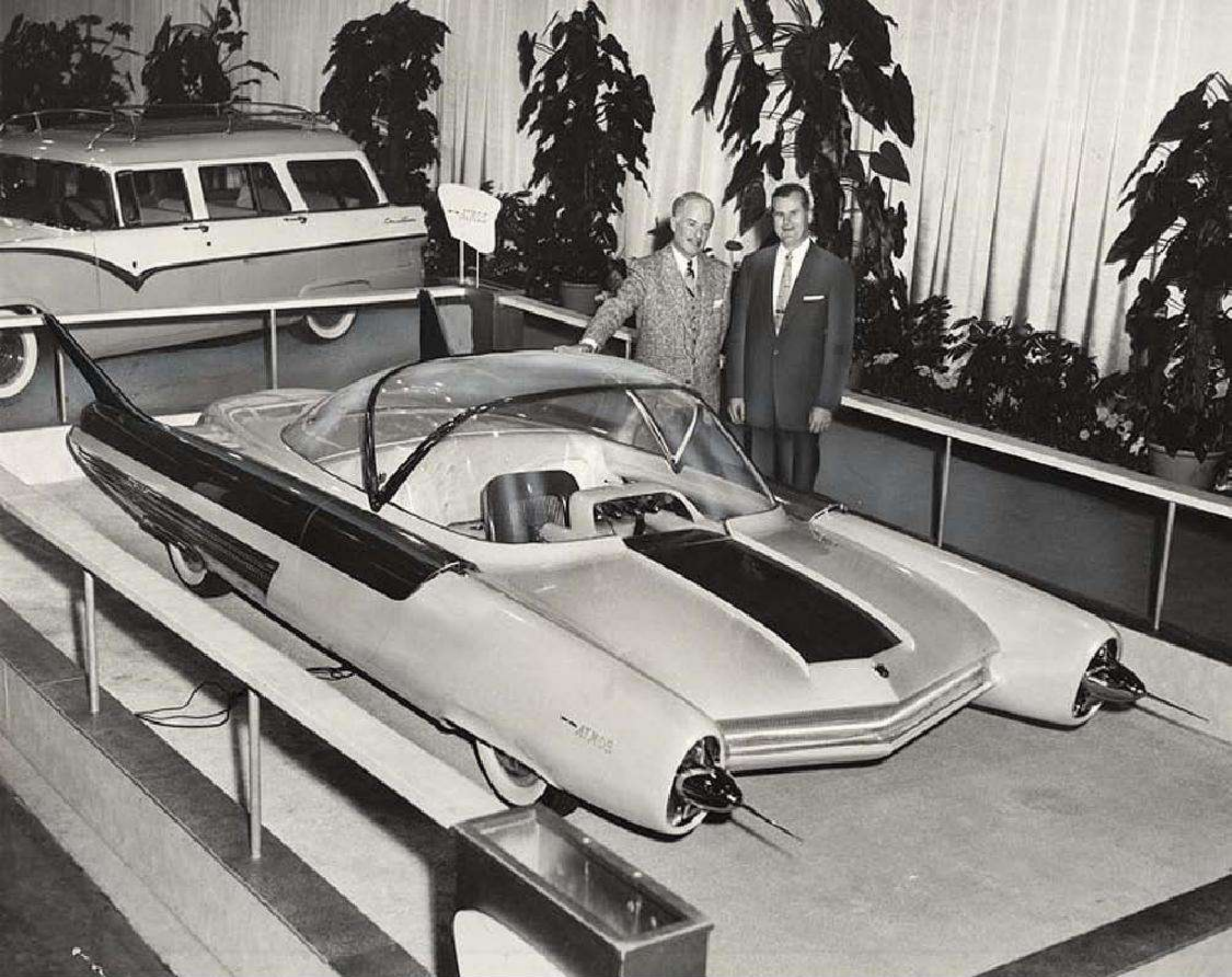




Cartoon or Car?







## 1954 FX ATMOS

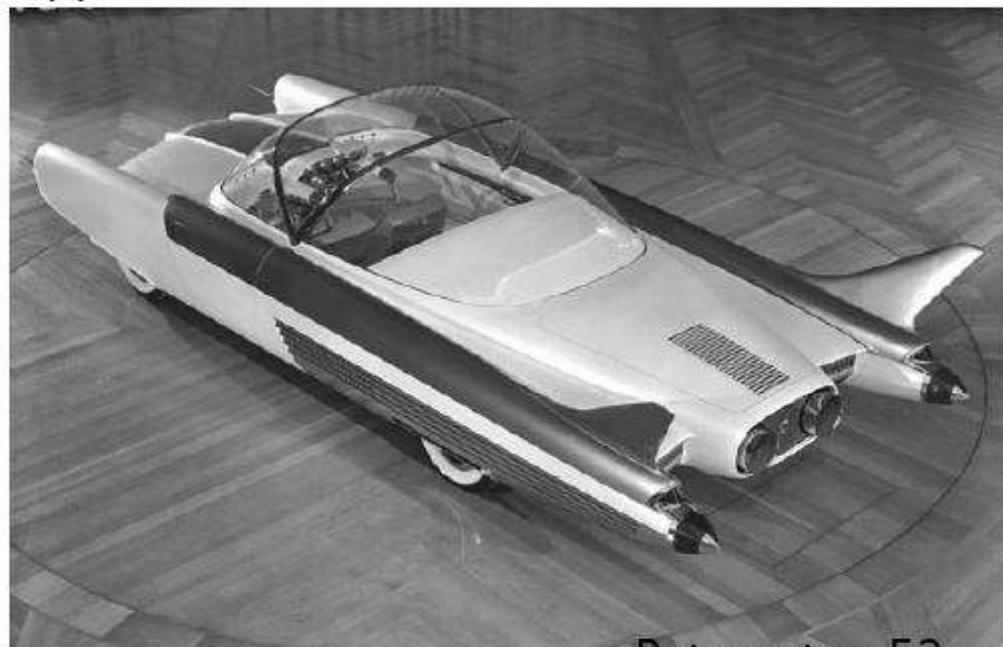
Then came the wildly styled FX Atmos.

Its appearance at the 1954 Chicago Auto show left onlookers wondering if it was as serious dream car or a cartoon come to life.

Standing a mere 1.2 metres high. The radical cockpit had a center-mounted driver's seat and two-passenger rear seats. Steering was by elbow level hand grips. The dashboard featured a radar screen providing road information. The front mudguards had long thin chrome spears pointing ahead. So, forget those pesky pedestrians.

The roof was a big dome of glass. The rear end had soaring tail fins and rocket exhaust taillights.

No one took it seriously. And no one seemed to know why the photo of the old lady standing next to the car ever appeared.







1955 Ford Crown Victoria



## 1955 Mystere

The Mystere was styled by Frank Hershey, who also did the 1949 Cadillac, the FX Holden, the 1955 Thunderbird and 1957 Ford. The objective of the Mystere was to emphasise existing Ford production car features, such as the dipped chrome slash along the side and the chromed "roll bar" on the Crown Victoria and point the way to the future. Indeed, Hershey used many

of the Mystere styling ideas on his 1957 Ford (pictured below), particularly the side design and the front end. The rear end was a wilder form of the X-100 and together these cars gave the shape to the back of the 1961-1963 Ford Thunderbird.

The car was said to be powered by a rear mounted gas turbine engine. The bubble top lifted up completely to allow entry.



*Fairlane 500* CLUB SEDAN





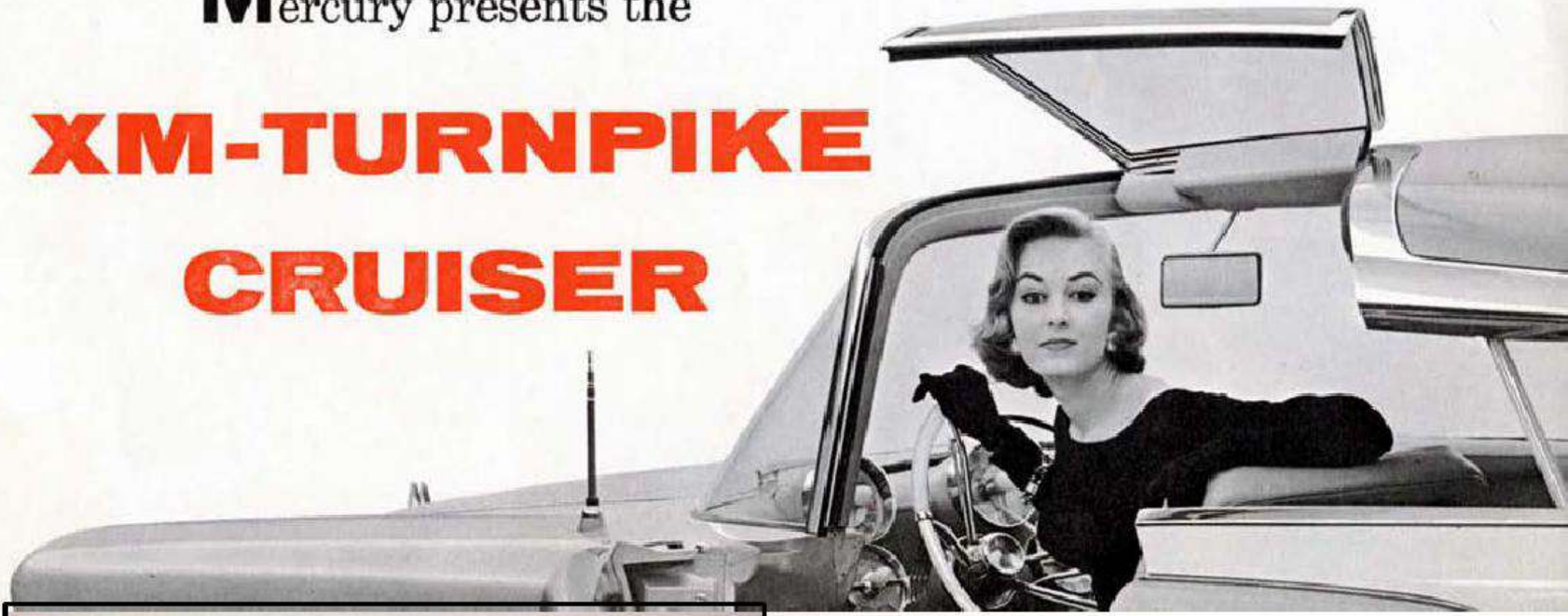
Above and below: The styling influences of the Mystere are obvious when seen with an early 1960s Thunderbird. Indeed, circular tail lights were a Ford trademark until the late 1960s





An experimental car  
that anticipates future  
motoring needs

Mercury presents the  
**XM-TURNPIKE  
CRUISER**



The XM Turnpike was transported around the USA in this "see-through" rig, and was shown at dealerships.



The XM was designed in late 1954 by the team of Elwood Engel and John Najjar.

Built by Ghia, and first shown at the Cleveland Auto Show in January 1956, the XM Turnpike was conceived to acquaint consumers with what Mercury would be offering in 1957 (see images left).

The dashboard consisted of four chrome circular pods, which contained all of the dials and switches. The lift up roof sections were an early version of the targa tops, and raised when the door opened.

After the show circuit it was taken to dealers for additional exposure. When no longer needed the car was sold for \$300 and has been through many hands since.. It is said to currently be in California, though like many of these stories, you need to be take that with some level of circumspect.





The 1958 La Galaxie. Designed by Elwood Engle and supposedly powered by a small nuclear turbine, the car had no engine at all, and even the doors were just paint lines on the fiberglass body. It debuted at the Detroit Auto Show and was surrounded by 3/8ths models of other "dream cars" (see pages 58 and 59). The car was destroyed in Prague, of all places. It was to be exhibited at their motor show and fell off the fork lift while being taken to the display stand and the body snapped in two. It was simply thrown away after that.







After Elwood Engel exited Ford and become styling chief at Chrysler, much of the La Galaxie styling ideas were used for the 1963 Chrysler Turbine, as can be plainly seen here.







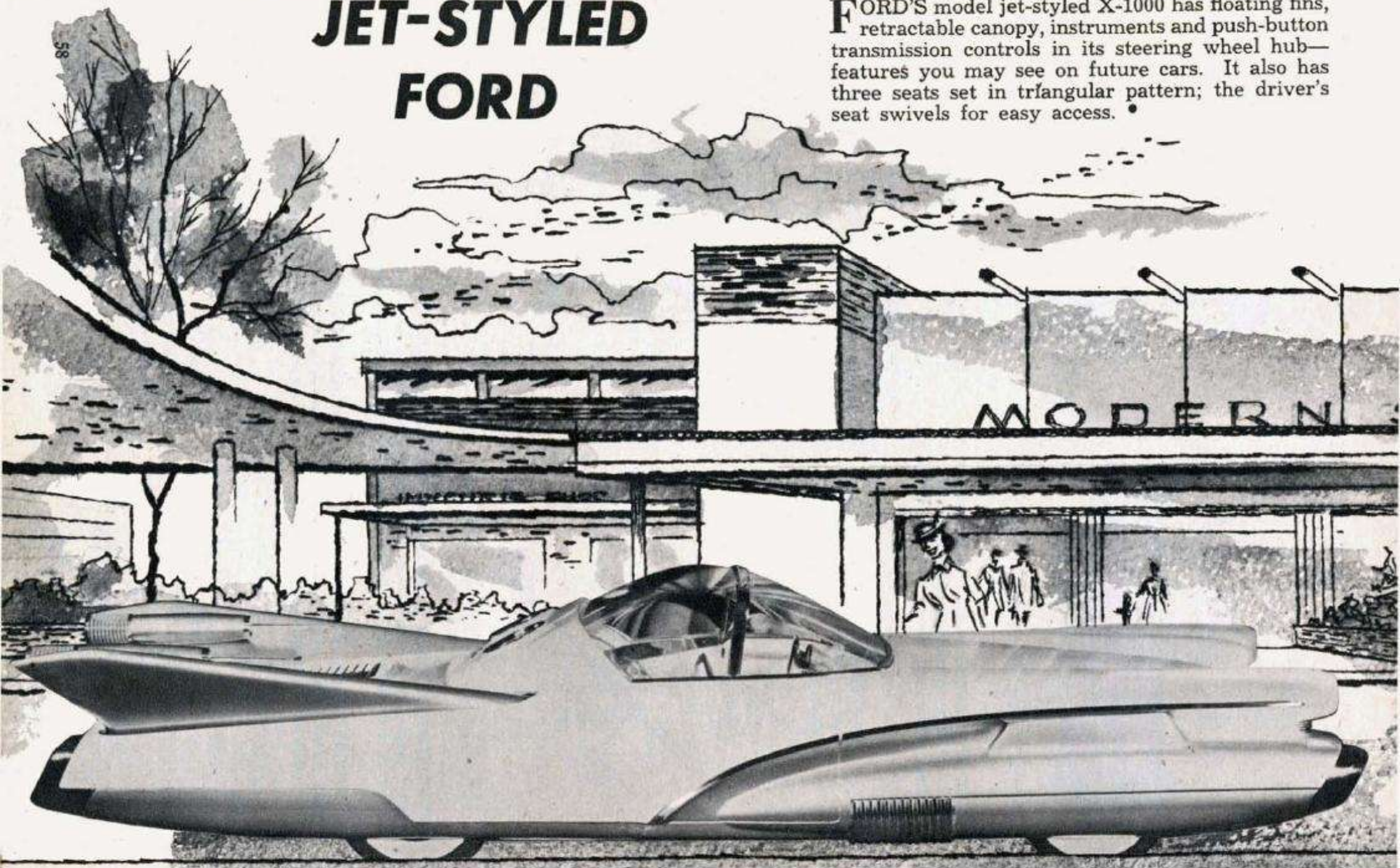
By 1958 dream cars were starting to lose their public appeal, and even GM did not present its Motorama, having cancelled its 1957 version. Apart from the La Galaxie, Ford's contribution was five 3/8<sup>th</sup> sized models seen on this and the next page. Pictured above is the La Tosca, which was radio controlled. Below is the Nucleon which was said to be designed for nuclear power.





# JET-STYLED FORD

FORD'S model jet-styled X-1000 has floating fins, retractable canopy, instruments and push-button transmission controls in its steering wheel hub—features you may see on future cars. It also has three seats set in triangular pattern; the driver's seat swivels for easy access.

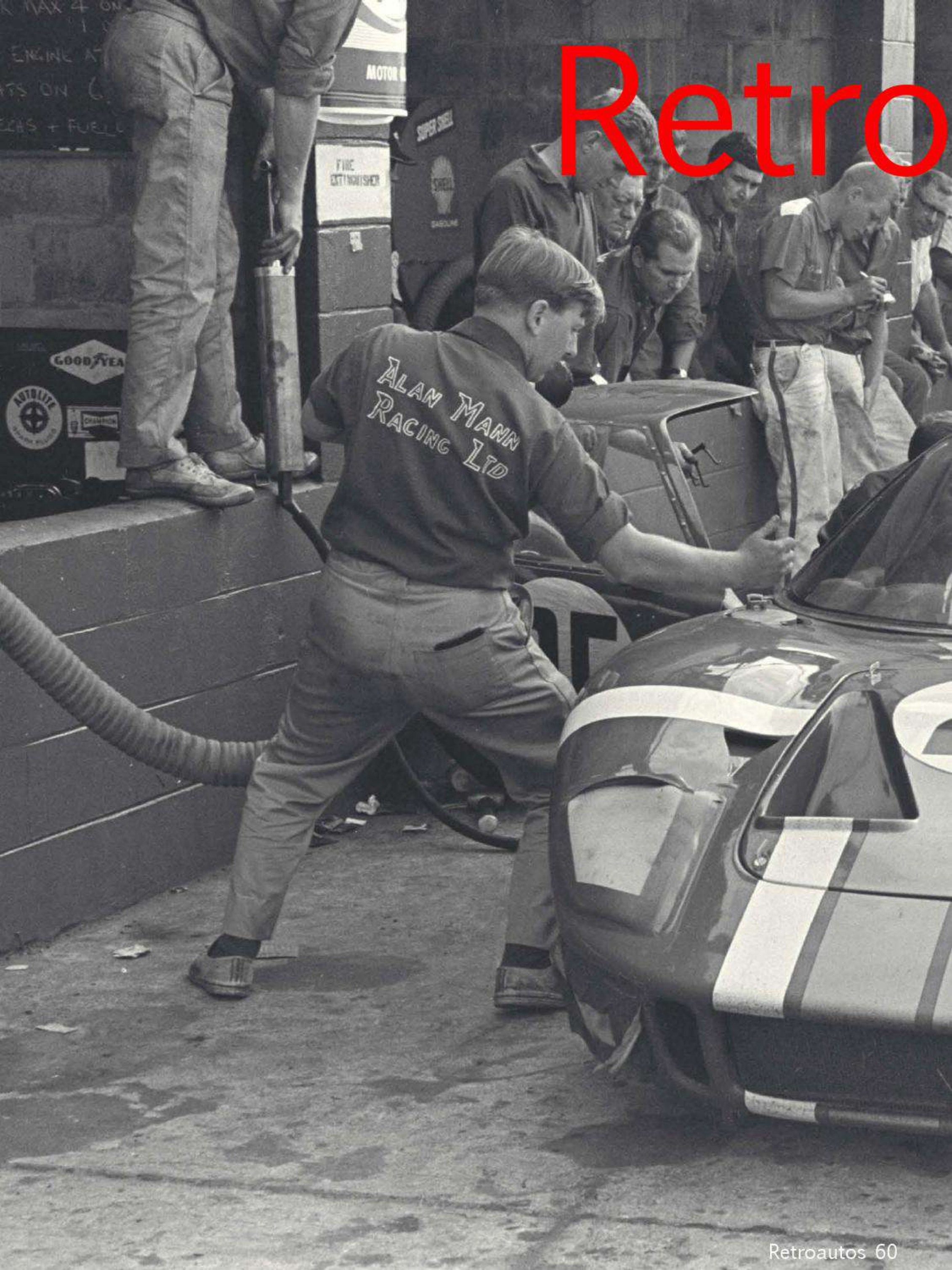


Above: The X-1000. The publicity hand out says it all ! Below: The De Paolo, a sports car. Inset: The Volante , supposedly a design for an aero-car which could hover, but really looked more like a skate board with fans. It was no surprise that the public was tiring of dream cars.

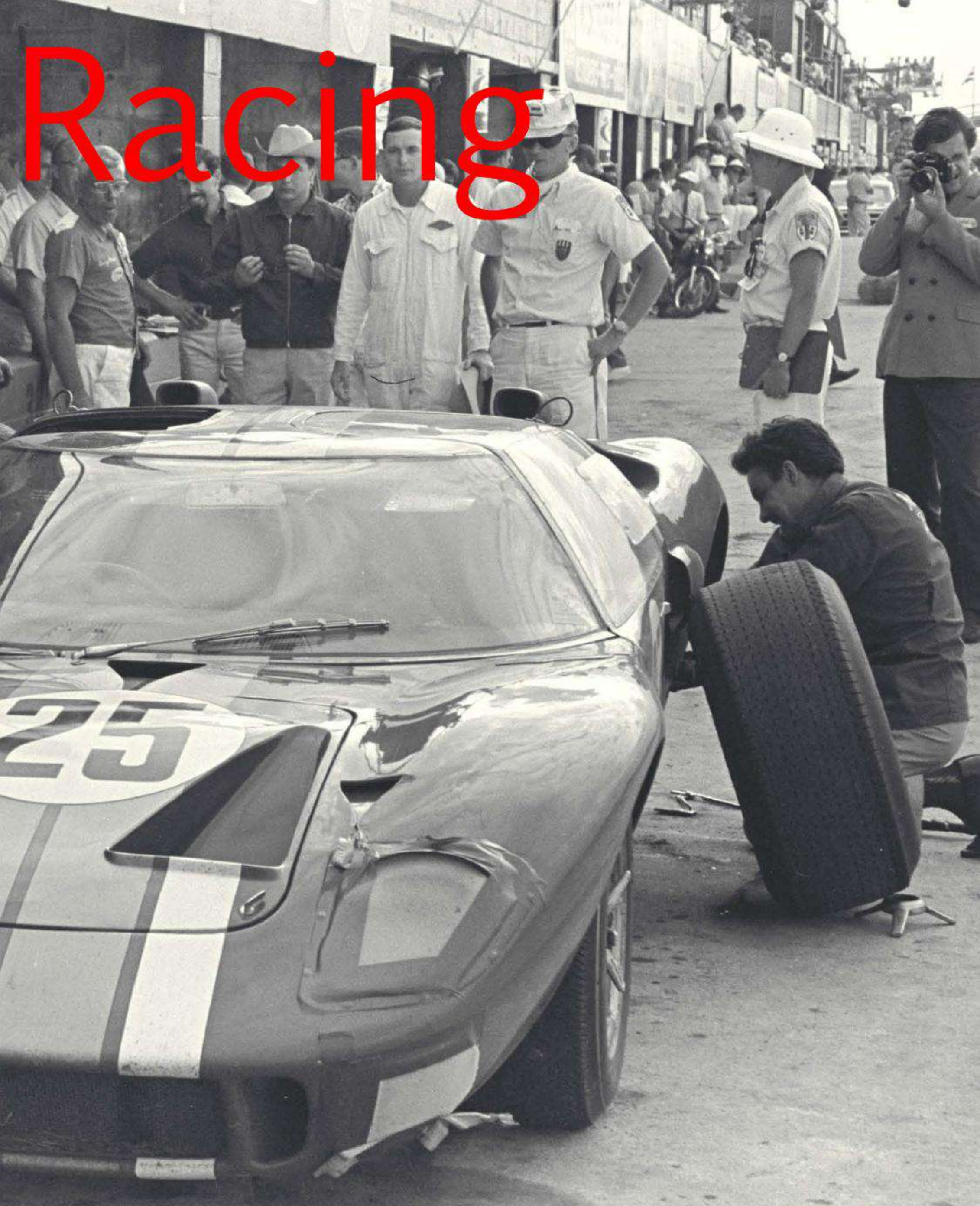




# Retro







# Racing

The Alan Mann owned Ford GT 40, driven by Frank Gardener & Sir John Whitmore in the 1966 Sebring 12 Hours race.





Above: The Guards 100, Snetterton, 1967. Robin Widdows (#14) in his Brabham Cosworth and Jochen Rindt (#3) in his Lotus Cosworth. Below: Frank Gardener in his Alan Mann prepared Ford Falcon Sprint, Brands Hatch, 1967.

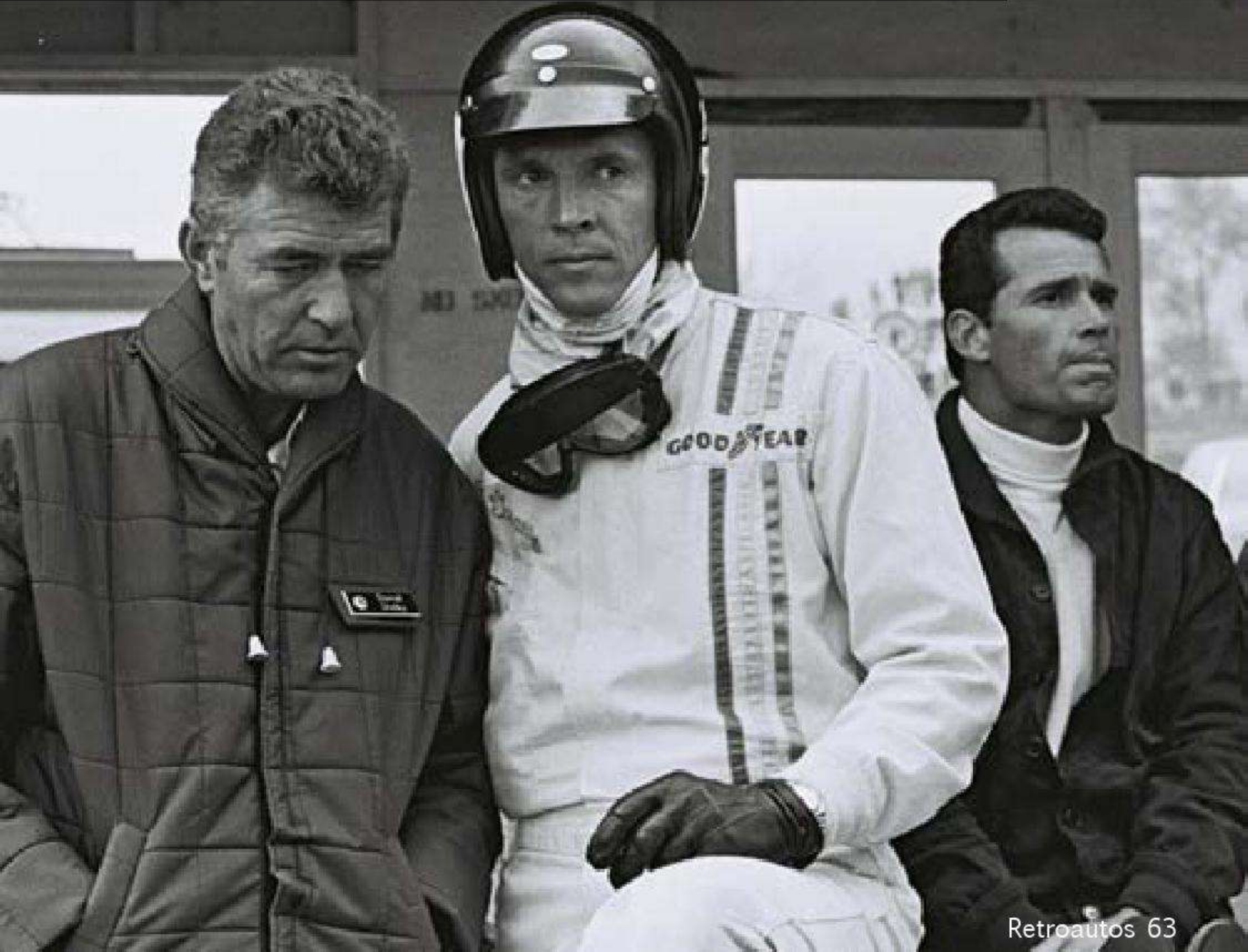




Frank Gardner's and Roger McClusky's Ford GT 40, 1967, Le Mans



Indianapolis 500, 1965. Carroll Shelby, Dan Gurney and actor James Garner



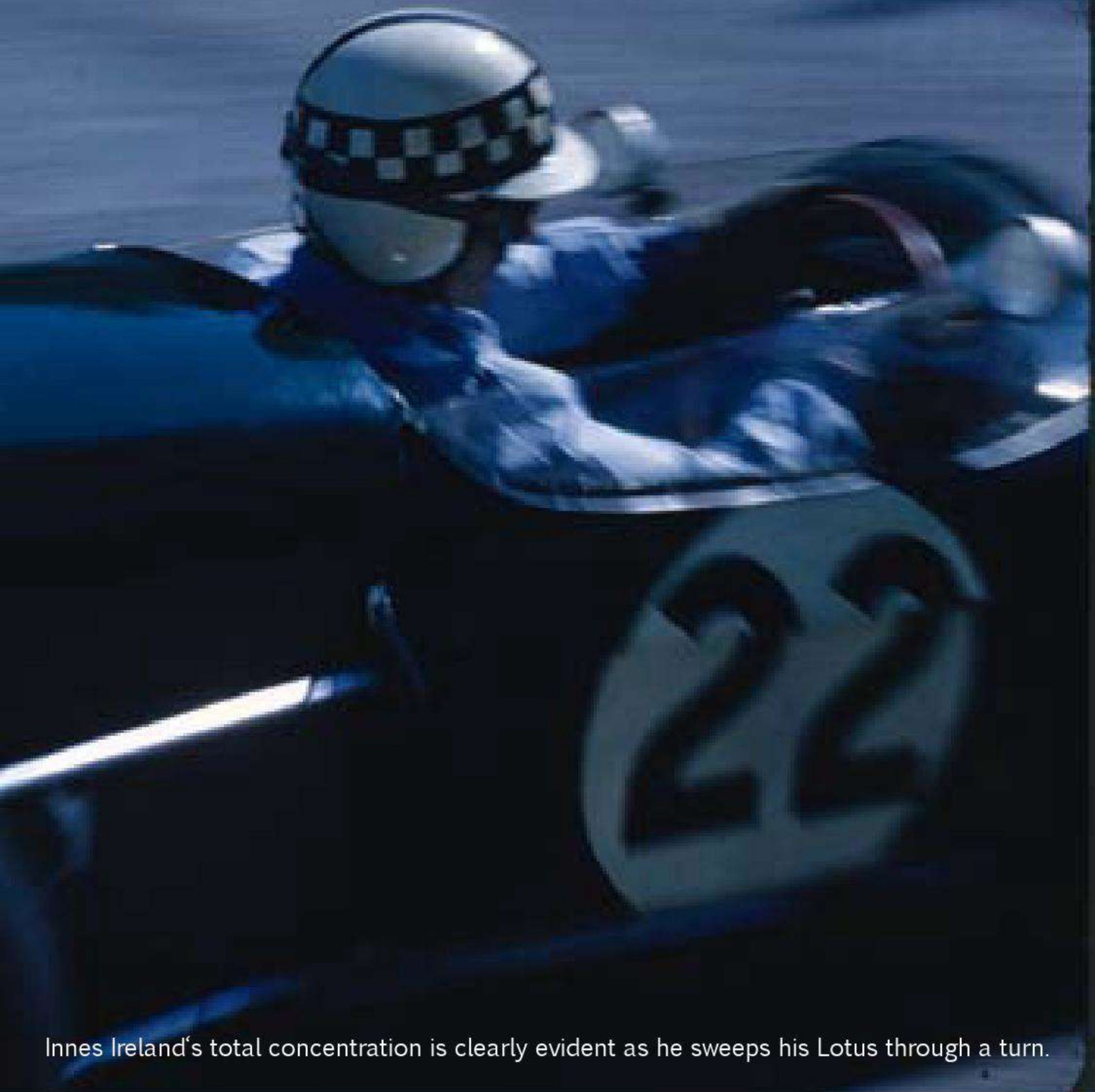


# Retro Racing





# 1960 Monte Carlo Grand Prix



Innes Ireland's total concentration is clearly evident as he sweeps his Lotus through a turn.





Above: Dan Gurney aboard his BRM. Below: Sterling Moss's beautifully sculptured Lotus-Climax. Was there ever a better looking F1 race car than this one?







Above: Tony Brooks ran this Cooper-Climax into 4<sup>th</sup> place. Below: Graham Hill sits in his BRM. He finished 7<sup>th</sup>, and also spun off during the race.







Above: Moss at speed. He won the race. Below: Richie Ginther in one of three Ferraris. He finished 6<sup>th</sup> with team mate Phil Hill annexing 3<sup>rd</sup>.







Above: Innes Ireland. Below: Team Lotus all lined up in the pits for Moss, John Surtees (#26,) Alan Stacey (#24) and Ireland.







Above: Chris Bristow in the other Cooper-Climax retired on lap 17 with gearbox troubles. He later died in a crash at the Belgium GP, as did Alan Stacey.  
Below: Monte Carlo was Surtees first formula one race.







Above: Phill Hill finished 3<sup>rd</sup> Below: Two of the three car BRM team. Here is Gurney (#4) and Jo Bonnier (#2) who finished 5<sup>th</sup>.







Above and below: Hill and Gurney, who retired on lap 44 with a collapsed suspension.







Above: Bruce McLaren finished 2<sup>nd</sup>. His team mate, Jack Brabham, was disqualified.  
Below: Brooks winds on a touch of opposite lock as his Cooper exits a turn.







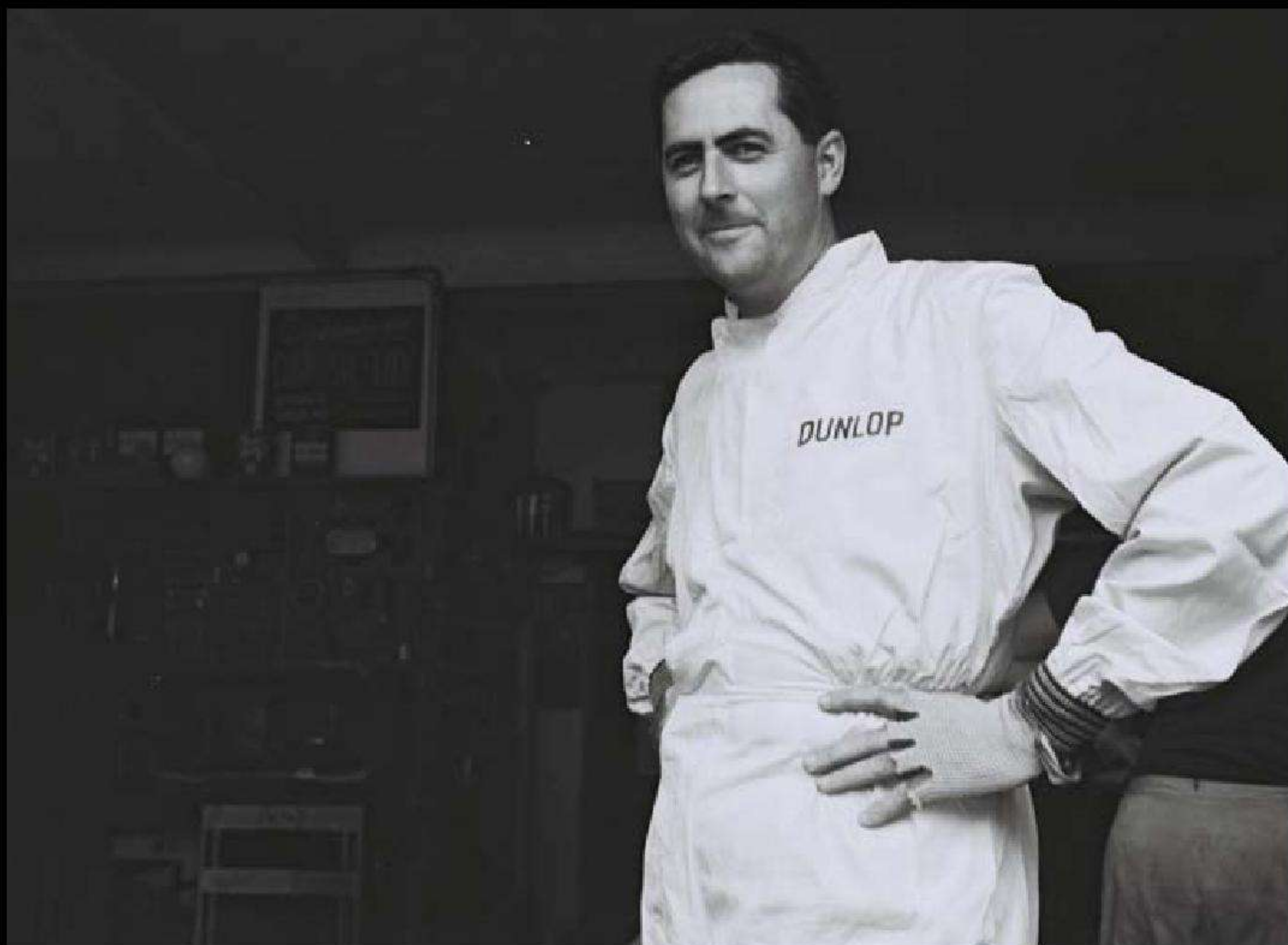
Above: Jack Brabham seems to be focused on something to his right in the cockpit.  
Below: Ireland finished 9<sup>th</sup> but was 44 laps off the pace at the end.







Jack Brabham. He won the Championship in 1960. He absolutely dominated the nine-race series, winning in Holland, Belgium, France, Britain and Portugal, en route to his second successive championship. 1960 was the last F1 series to include the Indianapolis 500.









# One Family's 1953 FX Holden







Les and his FX

Les Severino's FX Holden has been in his family since new.

"A cousin bought it in 1953 from Rhodes Motors in Melbourne", Les says.

"I bought it off him when he was 80 years old in 1975 for \$500.

"In all those years he had put only 25,600 miles on it. Since then I've taken it to 49,600 miles." he adds.

The Holden is not Les's first nor his only classic automobile. He's owned a stable of vintage cars.

He has owned a rare 1930 Packard, a 1928 Dodge Victory Six sedan (which was fully imported from the USA), a 1929 Dodge

Tourer and a 1929 Graham-Paige 612 sedan.

"I have been a classic car enthusiast since 1970" Les admits.

In addition to just owning the cars, movie and TV companies have often approached Les to hire his cars for use as props in films and TV series.

The Packard was used in a movie called 'Young Flynn', about the early days of Australian and Hollywood film star, Errol Flynn.

The Graham-Paige and Dodges were used in some earlier episodes of the 1970s TV series 'Power Without Glory' and the Holden was used in the last episode.





Les's 1930 Packard



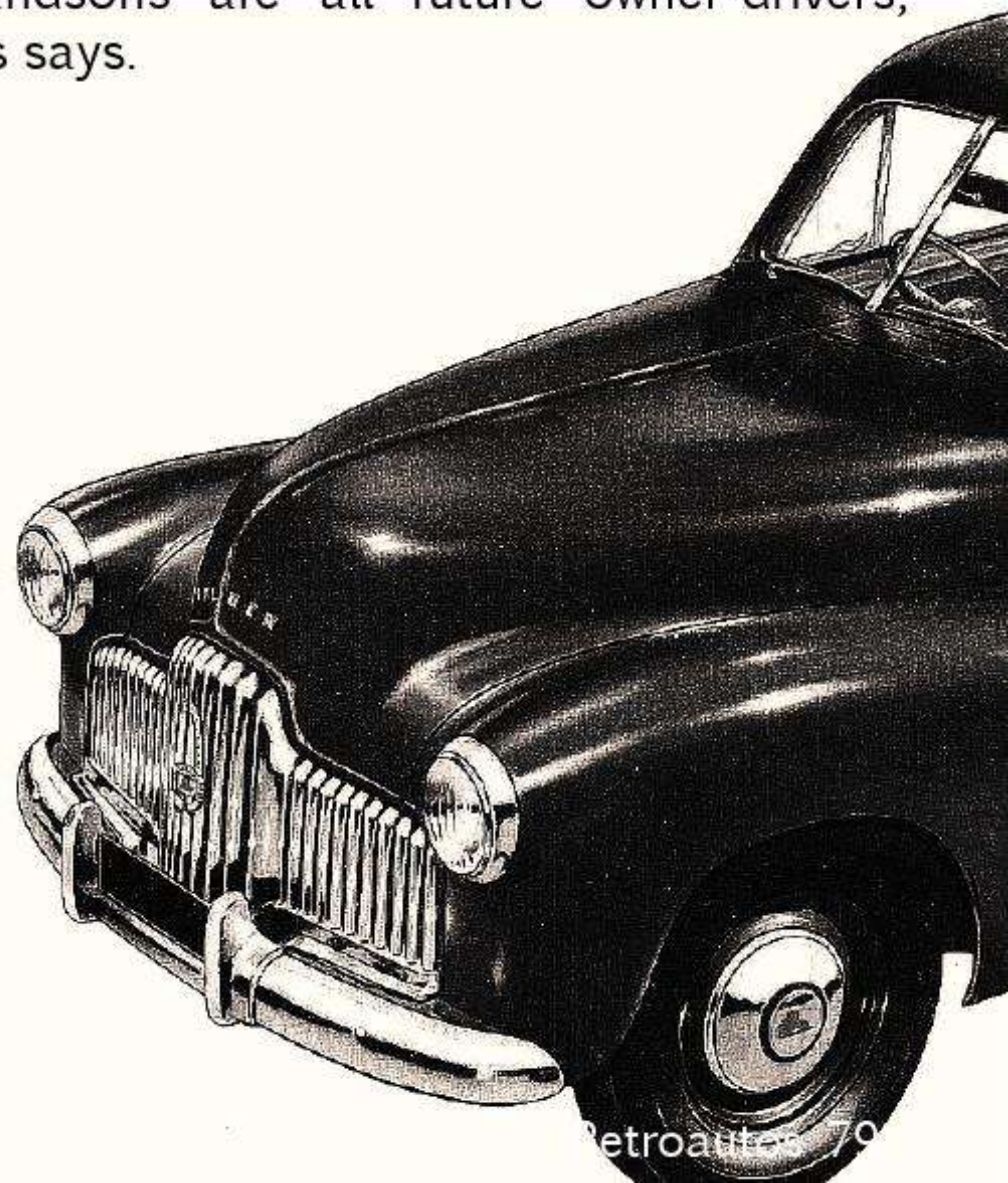
It has always been garaged and retains its original equipment which includes the mud flaps and radio, which were "luxury" options in 1953.

Les has no intention of selling the Holden. "I believe the car will remain in the family for many generations as my sons and grandsons are all future owner-drivers," Les says.

The FX was also seen in the 'Snowy' TV show, about the lives of those working on the Snowy River scheme in the 1950s. It was dressed up as a police car.

And the sharp eyed among you might remember the FX when it was displayed in the Shannon's showrooms for many years.

The Packard, Dodges and Graham Paige have all been sold in recent years and Les now only has the Holden.



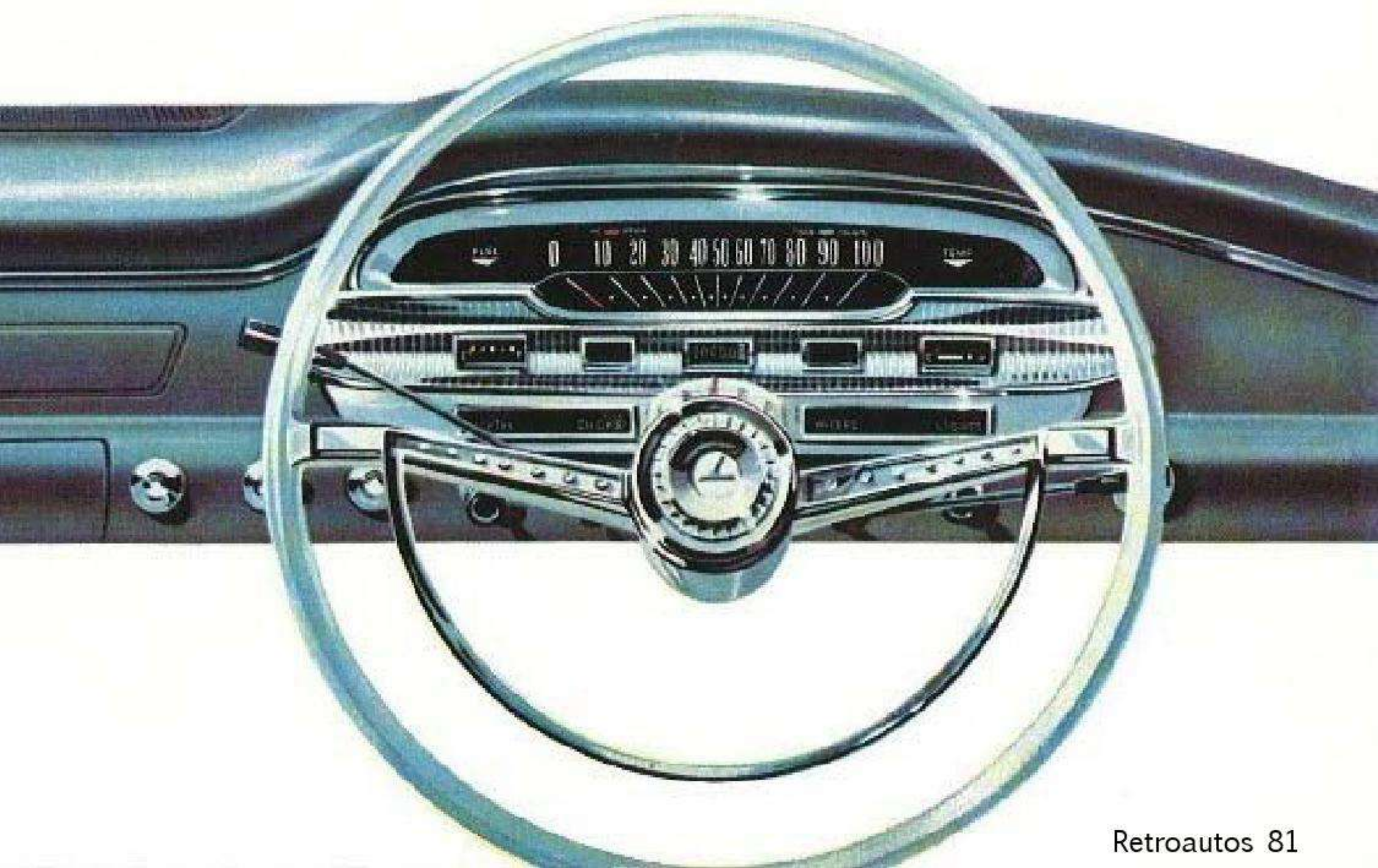


# Retro Ads



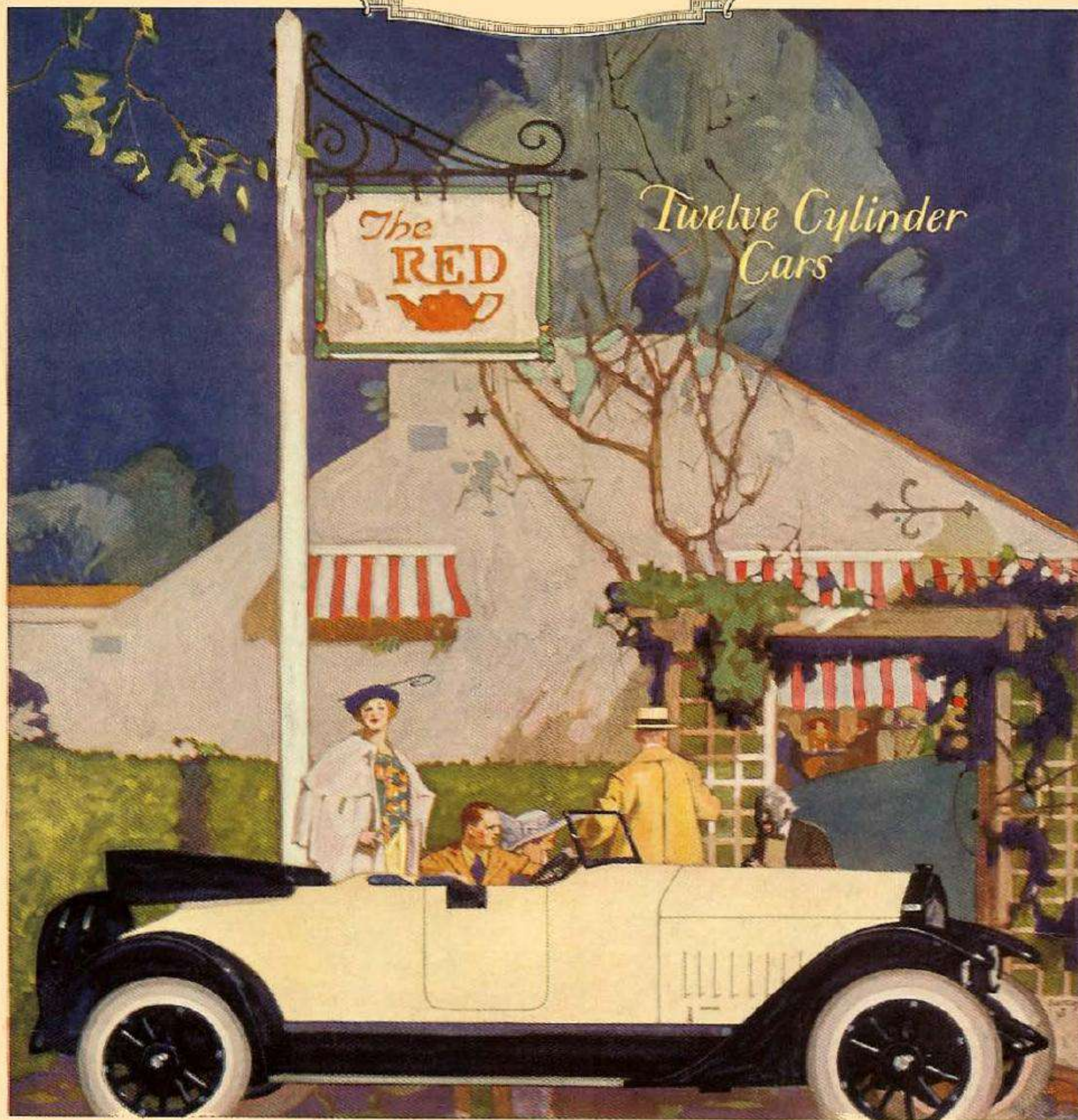


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Four-Passenger Phaeton  
Seven-Passenger Convertible Sedan





## Somewhere West of Laramie

**S**OMEWHERE west of Laramie there's a broncho-busting, steer-roping girl who knows what I'm talking about. She can tell what a sassy pony, that's a cross between greased lightning and the place where it hits, can do with eleven hundred pounds of steel and action when he's going high, wide and handsome.

The truth is—the Jordan Playboy was built for her.

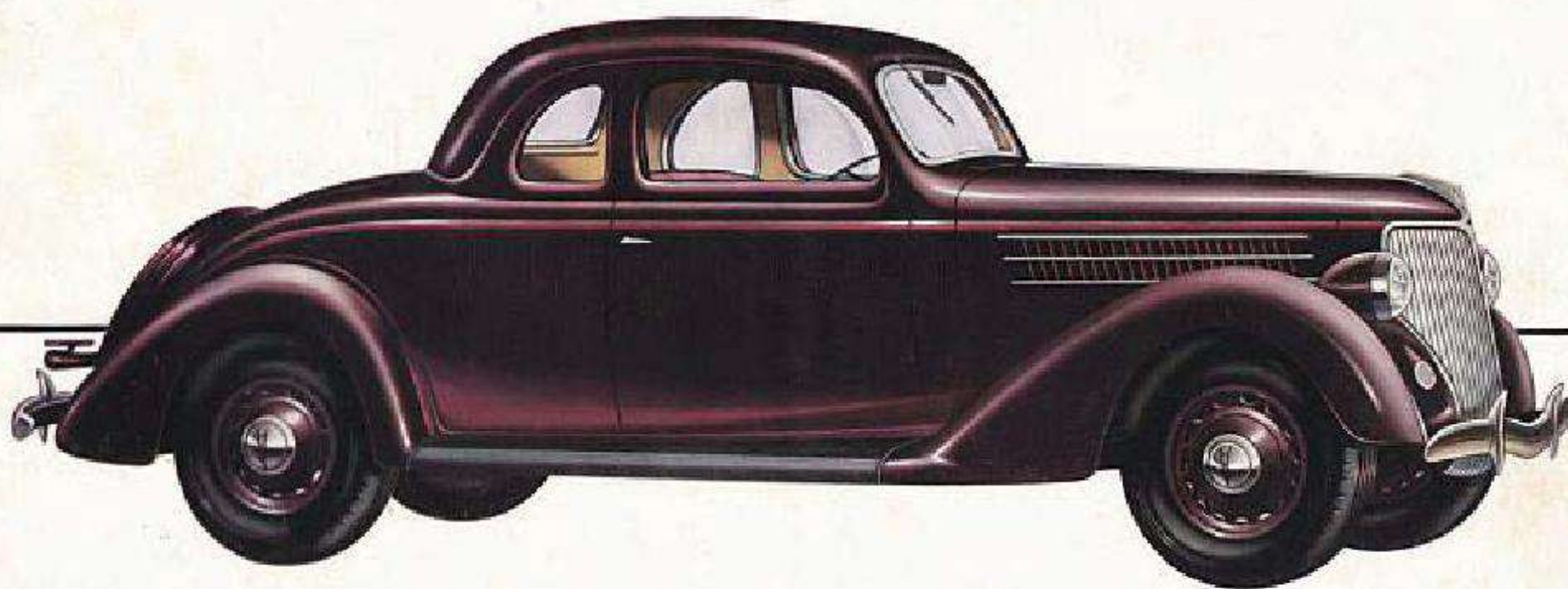
# JORDAN

JORDAN MOTOR CAR COMPANY, Inc., Cleveland, Ohio



## THE FORD V-8 DE LUXE COUPE

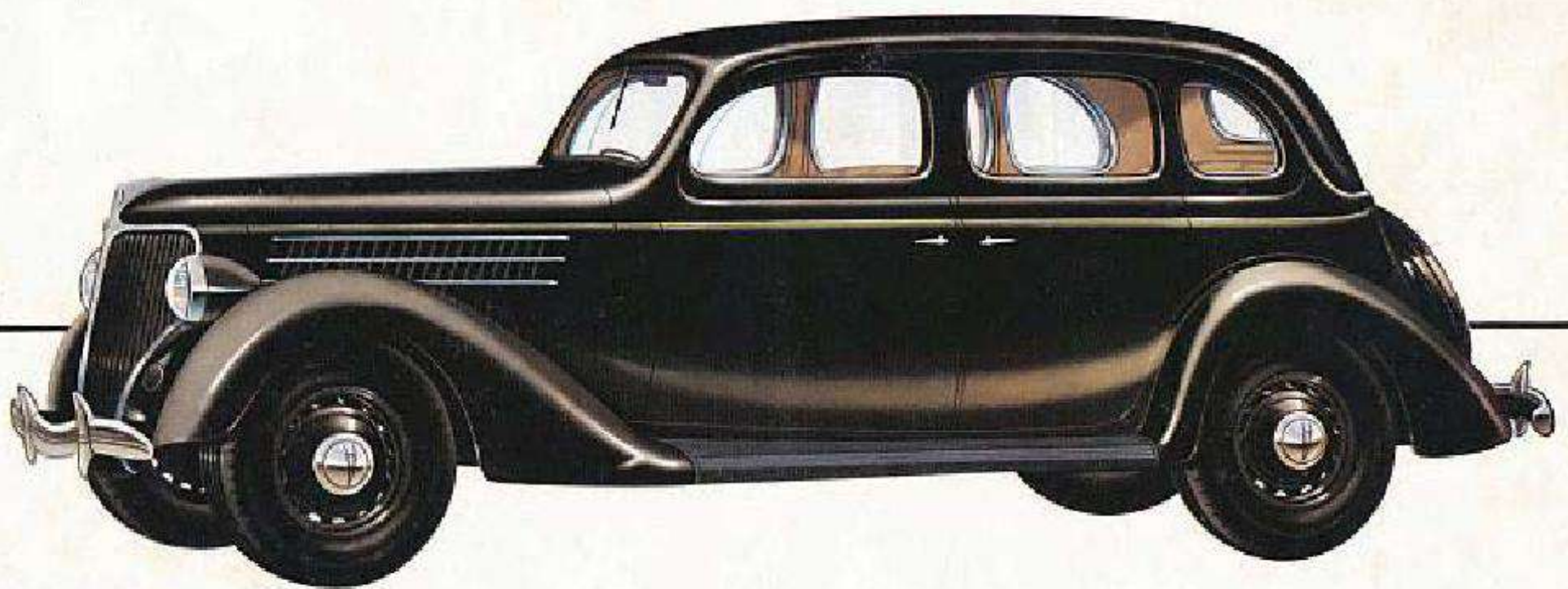
A beautiful coupe with unusual grace of line and contour. Safety Glass all round. All-Steel body. Three can ride comfortably in the wide, adjustable seat. Spacious parcel shelf at back of seat. Rear window opens. Dome light and two swivel type sun visors. Wide, comfortable, dickey seat. A Business Coupe is also available.





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# Fairlane<sup>500</sup>

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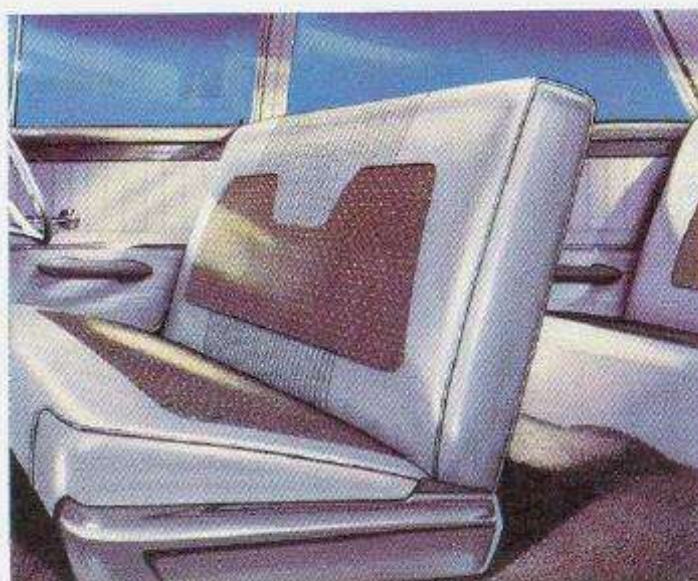




White Wall Tyres Optional, Extra Cost

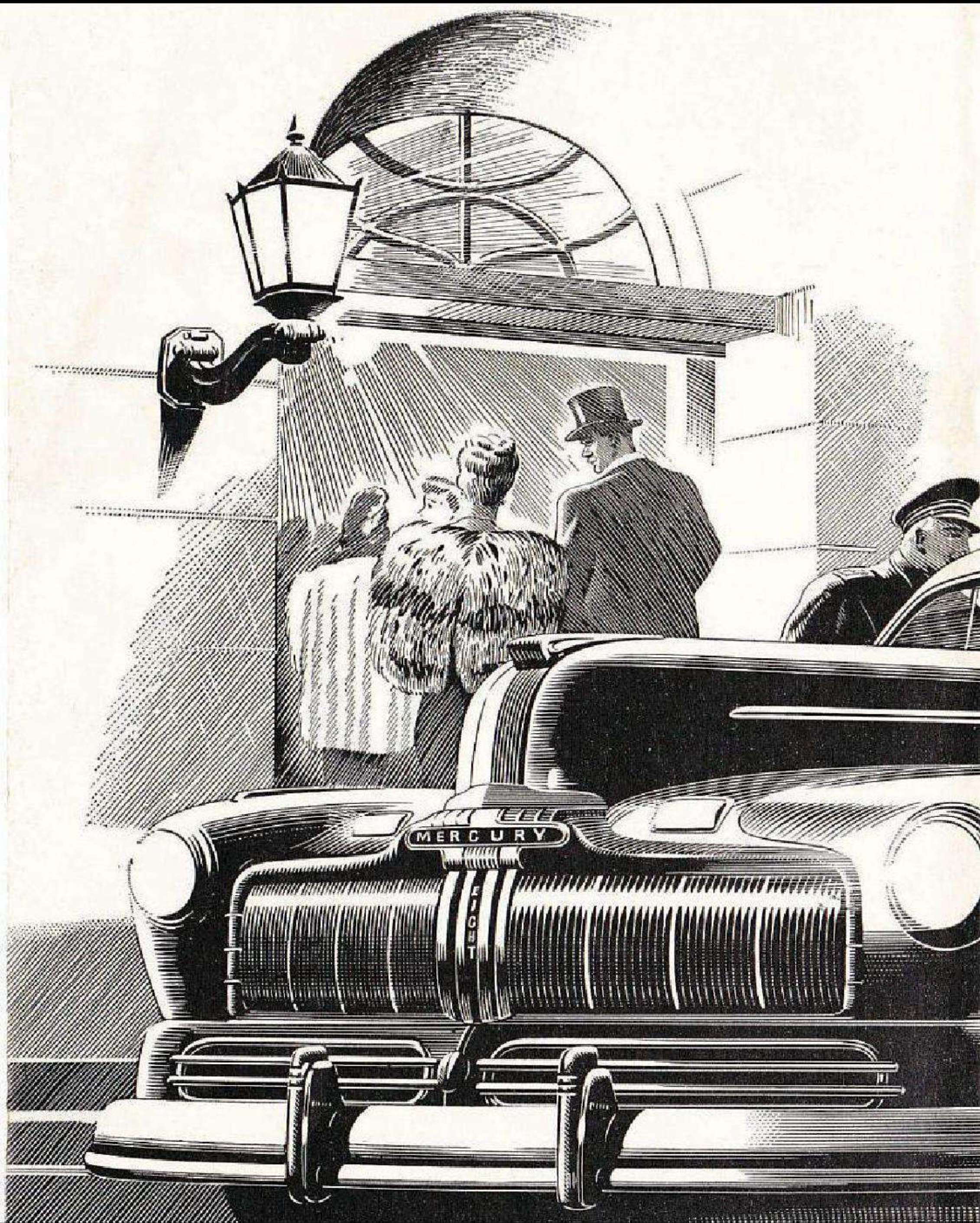
powerful and efficient V8 engine on the Australian road. But perhaps the best of all the good news is the effortless driving ease of Fordomatic Drive *standard equipment on Fairlane!*

And to make your pleasure complete, there's more head-room, shoulder room and leg room. Wider, softer seats. Wider doors. More glass area. And within Fairlane's bigger interiors, specially designed new trims and fabrics create an atmosphere of refinement and comfort that is without equal.



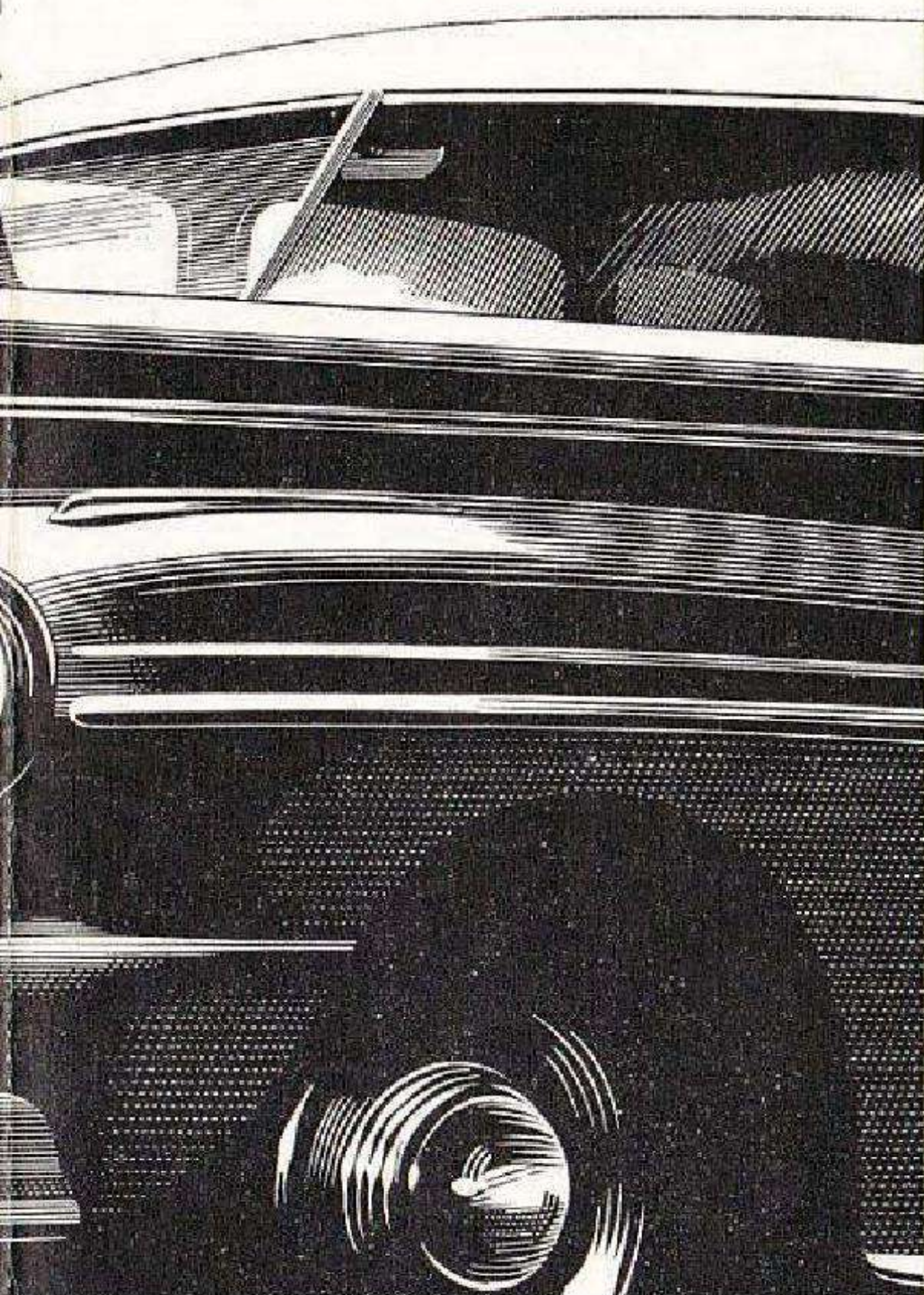
Long, low and beautiful as the Fairlane 500 is, new design interiors with skilled use of color and decorative materials make it still more elegant. There's luxury underfoot with rich, deep-pile carpets that are color coordinated with the basic trim color. Seat cushions have thick, foam-rubber padding. Soft, moulded plastic arm rests are on each door. The steering wheel, which is white to contrast pleasingly with interior colors is of the dished safety design. And to suit the position most comfortable for you, the front seat adjusts to 11 different positions.







Mercury





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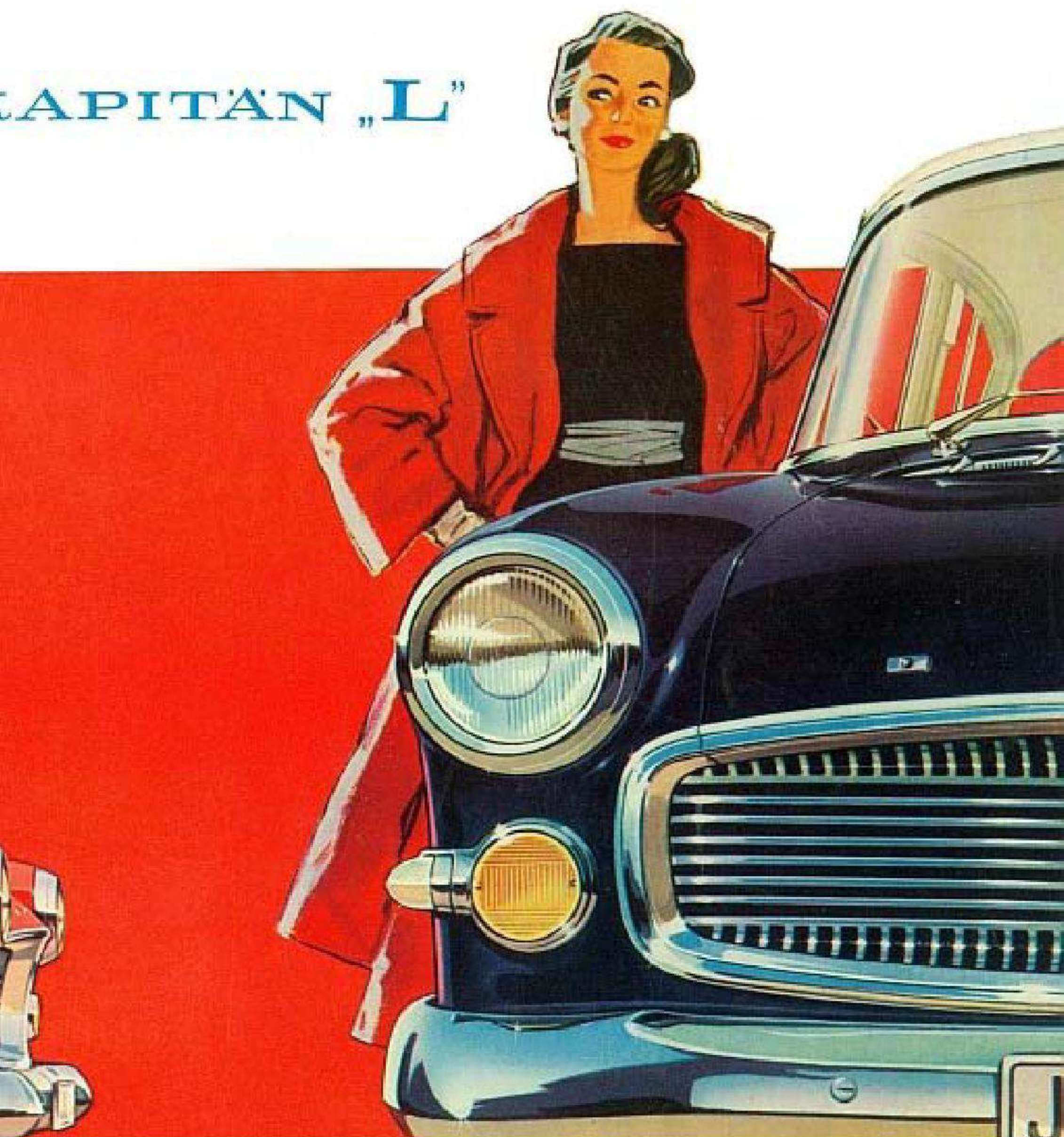


# OPEL KAPITÄN UND K





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# RetroCarPark

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](mailto:david@retroautos.com.au).

Chevrolet Impala hardtop. (John, Sydney)



BMW 320i. (Nick, Sydney)



Ford Escort. (Nick, Sydney)



# Rust In Peace



Thanks to John H. for these images



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