

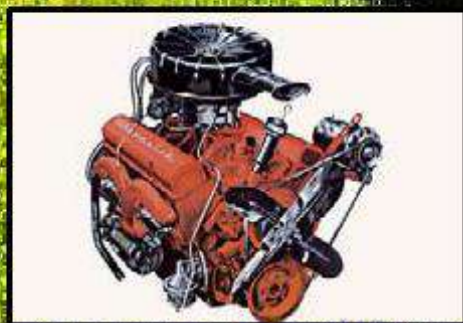
collectible & classic

RETROAUTOS

March 2015 #42

P76: The BIG Australian

RetroRacing at
Mt Panorama in 1949!



Chevrolet Small
Block @ 60



Riding with the Bandit:
1979 Pontiac Firebird



Building the 1st
Shelby Cobra



World's Best
Vauxhall Website




RetroRacing
1966 US F1 GP



Styling the 2nd Generation
Pontiac Firebird

AUSTRALIAN PANELVAN NATIONALS 2015



40TH ANNIVERSARY BATHURST



BathurstVanNationals.com



You're invited to the

NSW COUNCIL OF MOTOR CLUBS CENTRAL COAST

HERITAGE DAY

Hosted by the Central Coast Historic Car Club Inc.



Sunday 17th May, 2015 9am - 3pm
Memorial Park, The Entrance, NSW

See displays of Vintage, Historic & Classic cars from up to 15 local and Sydney Car Clubs

Plus many more private owners. From a 1911 model "T" Ford to immaculate Jaguar "E" Types, vintage Rolls Royce, nostalgic 1930's to 1950's Buicks, Chryslers, Fords, MG's, Austin 7's, all the British classics plus Holdens and Falcons of all ages from 1948 to mid 1980's and just about everything in-between.

All in perfect working condition

ALSO: Vintage & Classic Motorcycles, Farm Machinery and Fire Engines. PLUS: Charity Sausage Sizzle, Food & Ice Cream Stalls, Kid's Rides, Face Painting etc, Live Entertainment plus much much more



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Old Car Social Club

11th Annual Show & Shine

Sunday 22nd March 2015

(Wet Weather Date: 12th April 2015)

At Flower Power, Moorebank

In conjunction with

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

Gates open 7.30am - Cars in position by 9.00am

Trophies will be presented at 2.00pm

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

Flower Power
Newbridge Road,
Moorebank



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Entry Fee: Display Cars \$10.00 (includes Driver and passenger)
Spectators \$2.00, Family \$5.00

Entry form available at www.ocsc.net.au

For further enquiries contact: Neil - 0418 943 518, Ray - 0411 251 120

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Club Publicity

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

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Image copyright Ray Green 2015

Welcome to the March 2015 edition of Retroautos online.

This month we bring you some rare photos that were taken on the January day in 1962 when Carroll Shelby transformed the British AC sports car into the Cobra, in Dean Moon's workshop. Legend has it that it took Shelby, Moon and some of Moon's staff just eight hours to do the conversion. Looking at the images, we suspect it took a little longer.

Leyland P76 Targa Florios are rare cars, and Phil Hall talks to us about his distinctive and original Targa, painted in the little seen Aspen Green livery.

We celebrate Chevrolet's 60th anniversary of the small block V8. This is the motor that set a standard back in the day and one which continues to be the benchmark.

David Booker operates a website devoted to all things Vauxhall. It contains a treasure trove of never before seen images of Vauxhall prototypes. Plus, there are brochures, advertising and insider stories. We reckon it is the world's best Vauxhall website.

From the RetroRacing vaults come some great old photos of motor racing at Mt Panorama in 1949. Time has erased who was driving what, but the images show a simpler time, and a decided lack of safety fences!



We have also found black and white and colour photos of the 1966 US Grand Prix, staged at Watkins Glen. It is in the RetroRacing section.

Steve Hutton shows us around his 1979 Pontiac Firebird and we support his story with a photo feature showing many never seen before styling proposals and prototypes for the 2nd generation Pontiac Firebird.

And we introduce a new feature, *Ray's Relics*, with some stunning images from the camera of Ray Green, as seen above. We hope you enjoy this 42nd edition of Retroautos.

Retro News



Machines and Macchiatos

In a world where we all seem to be busy, the old idea of devoting a full day on the weekend for a club cruise in your classic car is becoming increasingly difficult.

Many classic car owners we have spoken to are deciding not to participate in regular club events simply because they do not have enough time.

Sam Princi from Sydney Machina Social Club has decided to do something about it

Having seen the growth of the Cars and Coffee idea in the USA and also in Melbourne and Sydney, Sam has worked hard to establish a monthly *Machines and Macchiatos* get together on Sydney's Northern Beaches.

"It is an opportunity for owners of classic and vintage cars, hot rods, customs, resto mods, exotics and motorcycles to get together on a Sunday morning once a month and have a chat about their machines over a coffee or breakfast" says Sam. "Anything with a motor is welcome", he adds.

The inaugural meeting was held on 15th February 2015 at Clontarf Reserve. If you want more information, contact Sam at sydneymachinasc@gmail.com or 0438060821.

Sam has already attracted sponsors and the monthly meeting will support three worthwhile charities. These are the Men's Shed NSW, Beyond Blue and the Cure for Brain Cancer Foundation.

Logo

Club logos are a quick and impactful way of conveying a message.

The Citroen Club of NSW has one of the most striking and evocative we've seen in a long time. This fabulous piece of artwork lets you know in one glance what they are all about.



www.citroencarclub.org.au

Pontiac Nationals

If you want to see lots of American cars, the Pontiac Nationals will invade Goulburn at Easter.

Heritage Day

The Central Coast Historic Car Club is hosting Heritage Day at Memorial Park, The Entrance, NSW, on 17th May 2015. It will run from 9am to 3pm, and comprise around 15 classic cars clubs.

Paris to Ban Classic Cars

The city of Paris has vowed to ban all old cars from its city limits. In an effort to curb air pollution the city council adopted a plan that will progressively restrict access by older vehicles to the city starting this July.

By 2020 it hopes to ban all vehicles built before 2011. No exceptions for classic cars have been announced.

The protests have already begun and if previous attempts by Parisian officials to ban old cars are anything to go by, the outcome will be a quiet retreat. But, like all of these things, once one city is successful, others will follow. Berlin already bans old cars from its centre.



HD Heartstrings

Holden is currently running advertisements which tug at our heartstrings and show a 179 HD Premier in the background. That's great for the 50th anniversary of the HD, and recognition that is long overdue for a car that broke new design ground here.



Electric Restoration

Audi has restored one of the two remaining electric DKW Schnellaster vans. Between 1955 and 1962 DKW produced 100 electric versions of its front-wheel drive Schnellaster van, primarily for electric companies, utilities and battery makers. The van took several years to restore..

DKW was one of the four constituent brands of Auto Union, alongside Audi, Wanderer and Horch. After Volkswagen's take over of Auto Union, the Audi marque was only one that survived.

DKW fans claim that the front wheel drive Schnellaster van is one of the forerunners of the mini van, more so than the rear engined VW Kombi.



**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.

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



Directions:
Regardless of which direction you come from, when you get to Sealark roundabout, turn onto Ethel St, turn onto Kananga 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.



Retro



Who said the Germans invented the four door coupe?

Auctions



RM Auctions are offering this wondrous 1958 Cadillac Eldorado Brougham at Amelia Island, March 2015. Photo by Darin Schnabel. Go to www.rmauctions.com



RM Auctions have a lengthy list for their Amelia Island auction in March 2015.

Above left: Without reserve, this 1959 Morris Minor Traveller will certainly be snapped up. (Erick Fuller photo)

Left: 1959 Rolls Royce Silver Cloud I drop head coupe. (Photo by Gary Kessler)

Top Right: 1953 Ferrari 212 Europa Coupe by Vignale. (Photo by Glenn Zanetti)



A 1932 Lincoln with a special body by Judkins coachbuilders



Darin Schnabel took the photo of this 1930 Duesenberg, with a dual cowl phaeton body by Le Baron coachbuilders. He also captured the 1934 Packard coupe, below. RM Auctions.



Auctions America, Fort Lauderdale, March 2015.



This 1953 Kaiser Dragon could be yours for about \$USD30,000. (Drew Ripley photo)



A cute Ford Sunliner pedal car. How's an estimate of \$USD18,000 sound to you? Real ones go for a little more than double this estimate.



\$USD30,000 could see you in this 1961 Jaguar Mark II. (Teddy Pieper photo)
www.auctionsamerica.com



Goodings and Co are also fronting Amelia Island in March 2015. Here's a selection of their offerings.

Top left: 1961 Ferrari 250Gt series II. This has a guide of two million dollars!

Left: 1963 Mercedes 300 SL Roadster. It will lighten your wallet by about \$USD2,000,000

Top right: Want a 1960 Fiat Jolly? It can be yours. Price guide is \$USD80,000-\$100,000.

What is it with Landcruisers? This is a 1977 example and Goodings have a \$USD70,000-\$90,000 guide on it. Who buys these things and why are they so expensive?



Mean Green V8



P76 Targa Florio

“Less than 100 were painted *Aspen Green* and only three are known to be mobile these days. One of them is Phil's.”





Phil Hall's Leyland P76 Targa Florio V8 is a doubly rare car. For a start, it is green. Second, it is one of the last Targas and P76s ever built.

Leyland made about 900 Targas in 1974. P76 experts estimate that 600 were sprayed navy blue, 200 were painted *Nutmeg*, a metallic bronze.

Less than 100 were painted *Aspen Green* and only three are known to be mobile these days. One of them is Phil's.

"My P76 is basically an original car", says Phil. "It has its original engine, automatic transmission, interior, air conditioning, power steering and paint".

Phil has replaced a few seals and the brake booster is new, but apart from those running repairs, it's as it came from

the factory in October 1974. "It even has 1975 air in the spare tyre", jokes Phil.

"I'm the third owner," he explains. "The first owner was a Leyland executive and then it went to a Leyland engineer who kept it garaged until I bought it in June 2014. It has only done 114,000 km."

The unusual colour of the Targa always draws comments. Says Phil: "Because most Targa's were painted in the navy blue colour with white stripes, many people think my car was blue and I've had it repainted."

Built in October 1974, Phil's P76 was one of the last P76S and Targas that went down the line before Leyland stopped production in November of that year.



Phil is no stranger to Leyland's big car having owned seven of them over the years. Right now he has two other P76s in his garage. One is a V8 four speed manual Super sedan resplendent in its classic 1970s bright orange colour, called *bitter apricot*. The other P76 is a V8 Deluxe in an eye catching purple. "The factory called this colour *plumb loco*", says Phil.

Since acquiring the Targa Phil has driven it between Melbourne and Sydney four times. "It has not missed a beat", he says.

The Targa Florio model was an option pack on the 4.4 litre V8 Super model. It was released by Leyland late in the life of the P76 in response to the car achieving winning the Targa Florio section and placing 13th overall in the 1974 World Cup Rally.

Leyland offered three models of the P76, all sedans: the Deluxe, the Super and the Executive with six and V8 cylinder engines.

The body was styled by Italian-born automotive designer Giovanni Michelotti who also designed well-known models for BMW, Maserati and Triumph. The distinctive wedge-shaped body set it apart from its competitors at the time.

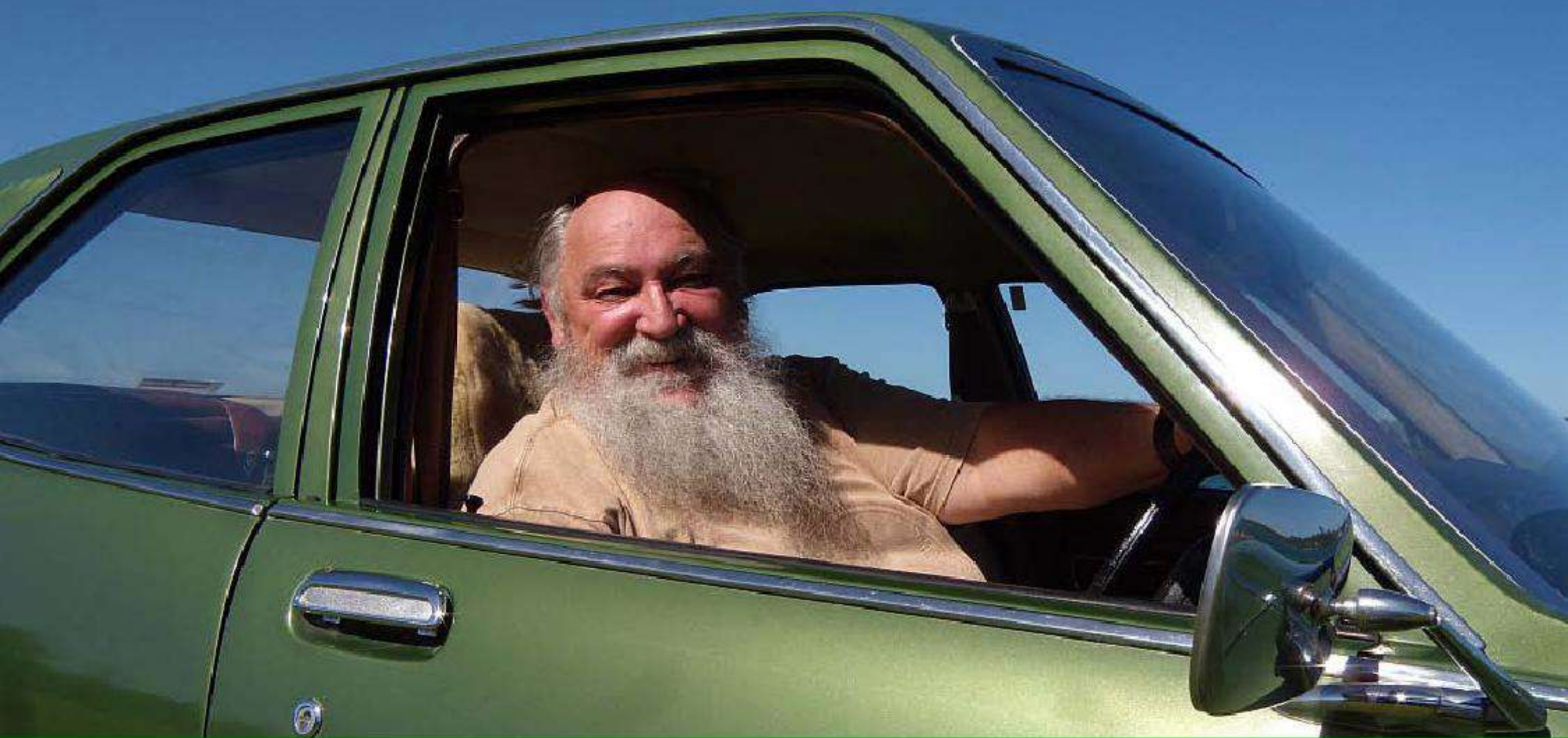




An original survivor, this Targa Florio was one of about 100 painted in *Aspen Green*. It is just one of three known to be on the road in 2015, making it a very rare car.







Above: Owner Phil Hall.

Below: The ex-Buick, ex-Rover V8. From its 4.4 litres it produced 192bhp.





Above: The Targa Florio featured the highest level of interior appointments.
Below: New for Australian built cars were hidden wipers and a glued-in windscreen.



Vauxpedia



Every once in a while we happen across some fabulous classic car websites, and www.vauxpedia.net is one of them.

Devoted to Vauxhall and run by David Booker in the UK, Vauxpedia is a gold mine of written and pictorial information about production and prototype Vauxhalls. This is THE site for Vauxhall devotees, and significantly outshines Vauxhall's own heritage site.

The site was launched in 2013 and has its origins in a book which David had planned to write.

"I started to write a book about Vauxhalls styling designs, prototypes and engineering back in the 1990s", David explained to Retroautos. The growth of the internet led David to think about a web-based alternative rather than a publication.

"Also, my motivation was to correct the huge amount of errors about Vauxhall that inhabit Wikipedia", David says. "I corrected information on Wikipedia on a number of occasions and then someone would change it back", he says, "so I thought 'sod it' I'll start my own version".

And he has. David has collected information over many years and has been

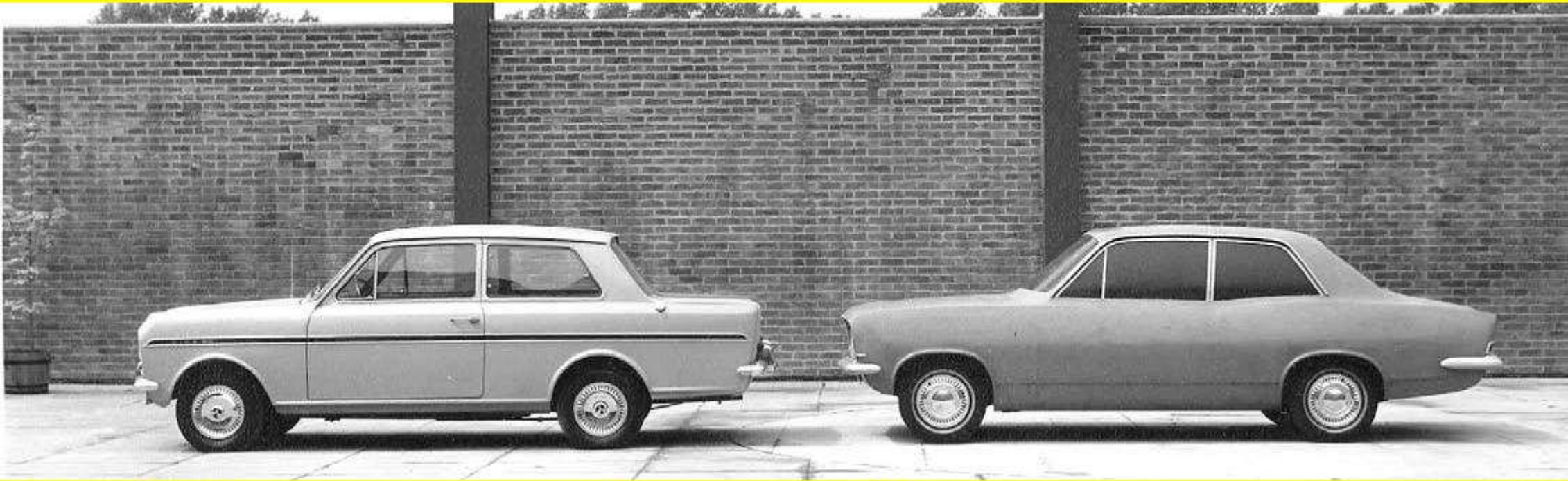
Above: The original proposal for the HB Viva, at right. This concept was criticised at GM's styling headquarters in Detroit and Leo Pruneau given the task of restyling it. Imagine if the car shown above had gone into production. If so, this is what the first Holden Torana would have looked like. We wonder if it could have been stretched into the LC Torana and then made into the GTR XU1.

given information as well. As a former employee of Vauxhall and having spent part of his working life in Vauxhall dealerships, David is well placed to access all of the little known stories and facts.

Across the following pages we showcase a sample of what is on David's site, including the original styling proposals for the HB Viva (looking very boxy) before it was restyled by Leo Pruneau into the Viva/Torana shape we now know.

There are also fascinating images of an MG-type sports car that Vauxhall considered but never produced. In addition, David has discovered the original renderings of the PA Velox/Cresta and a still-born FD Victor coupe that was styled by Leo Pruneau and planned for release in 1969.

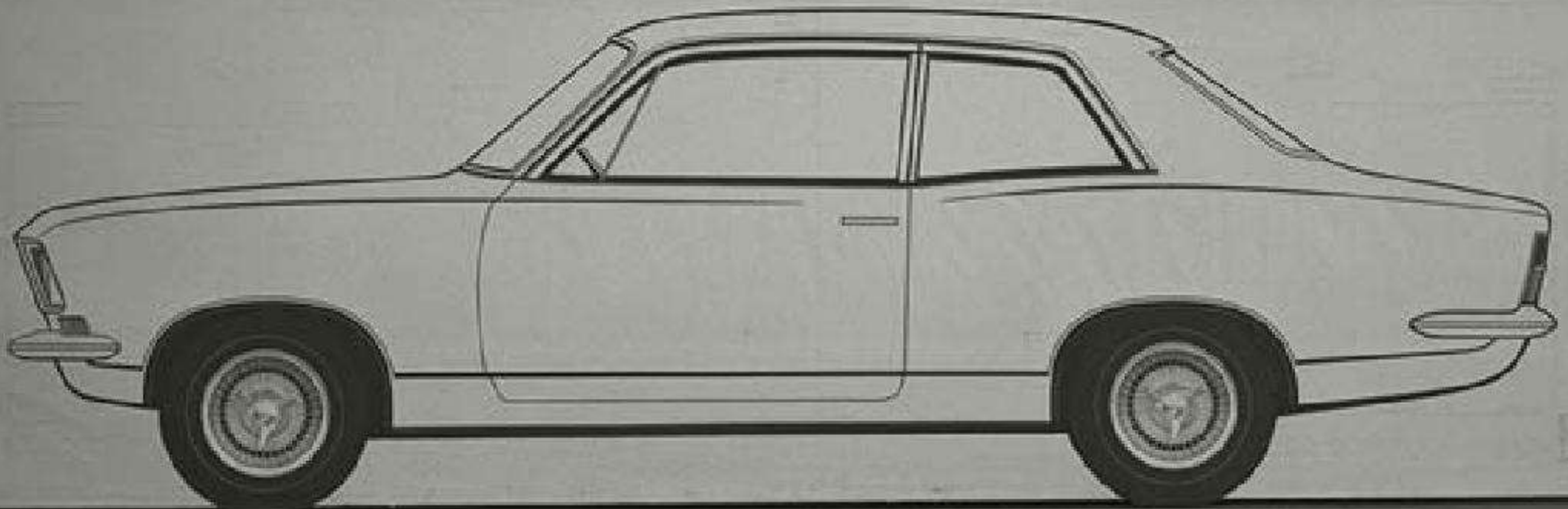
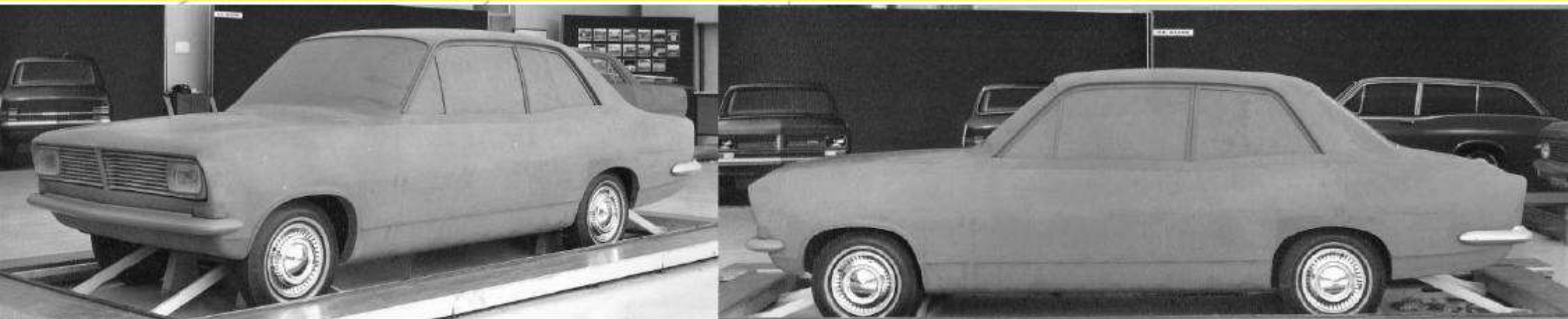
World's Best Vauxhall Website



Above: The HA Viva compared to the Pruneau penned HB Version.

Left and right below: HB Viva clay prototypes.

Bottom: Leo Pruneau's line drawing of the HB Viva, which he did in Detroit during one lunch time. The production version is identical to the original drawing, a rare thing when designing cars.

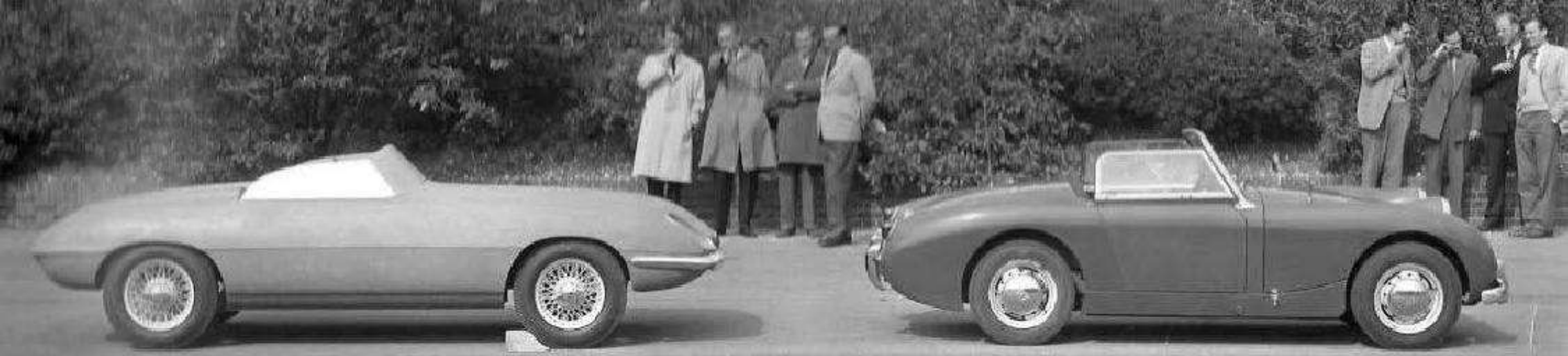


MAOLA

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Images copyright GM Media 2015

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The Vauxhall sports car, seen here being compared with an Austin Healey Sprite.





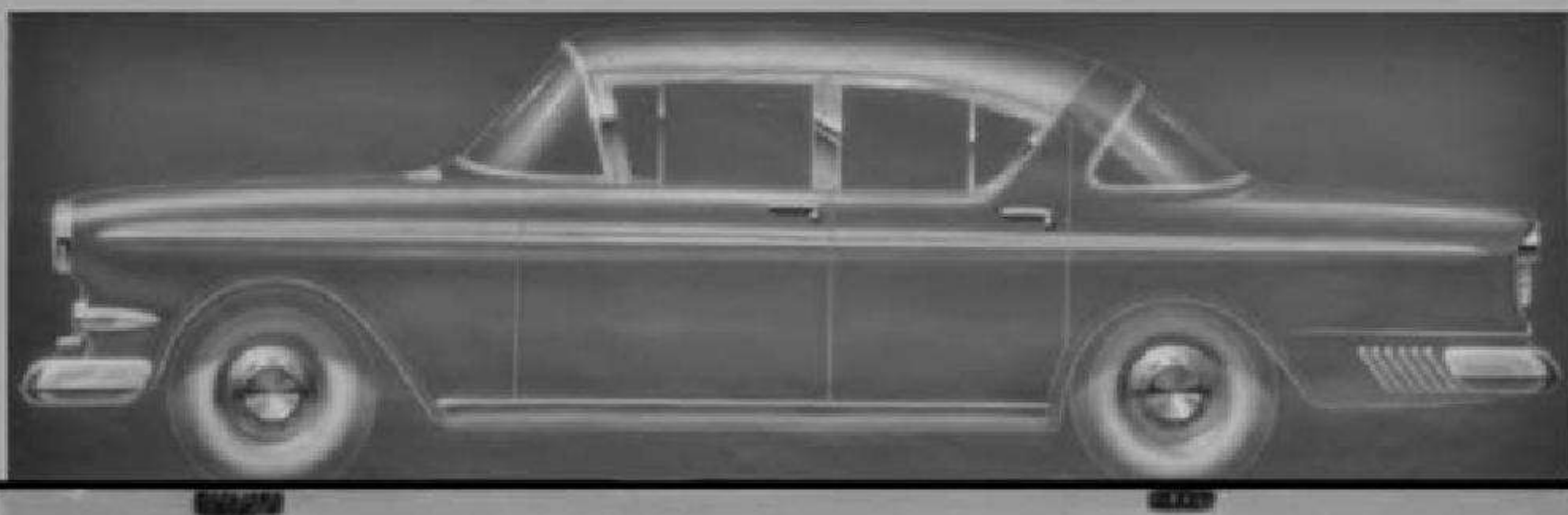
The sports car proposal went from clay prototype to a well finished fibreglass concept, but never made it into production. Read more about this car at www.vauxpedia.net

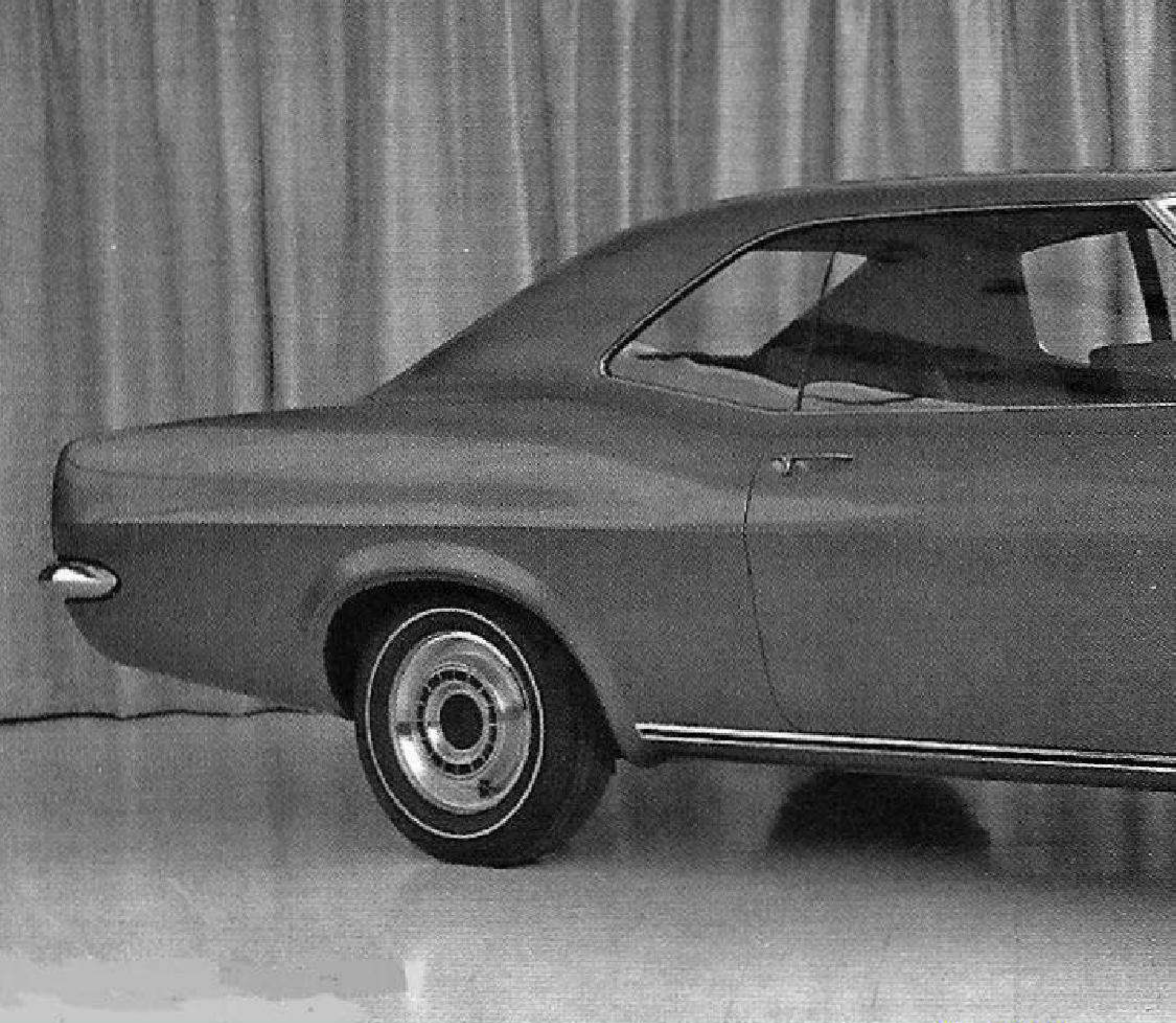




Above and on next page: In mid 1955 these renderings were the start of the American flavoured Vauxhall PA styling development.
Below: Various PA rear end styling ideas are seen here. In the right hand corner is UK developed concept for the PA.. This proposal was dropped in favour of the American inspired car.







The FD Victor coupe proposal was a two sided model. The left side featured pillarless styling and a roof line that drew inspiration from the 1965 Chevrolet Impala. The right side was a pillared design, with a more upright rear quarter panel and vertical rear side window shape.



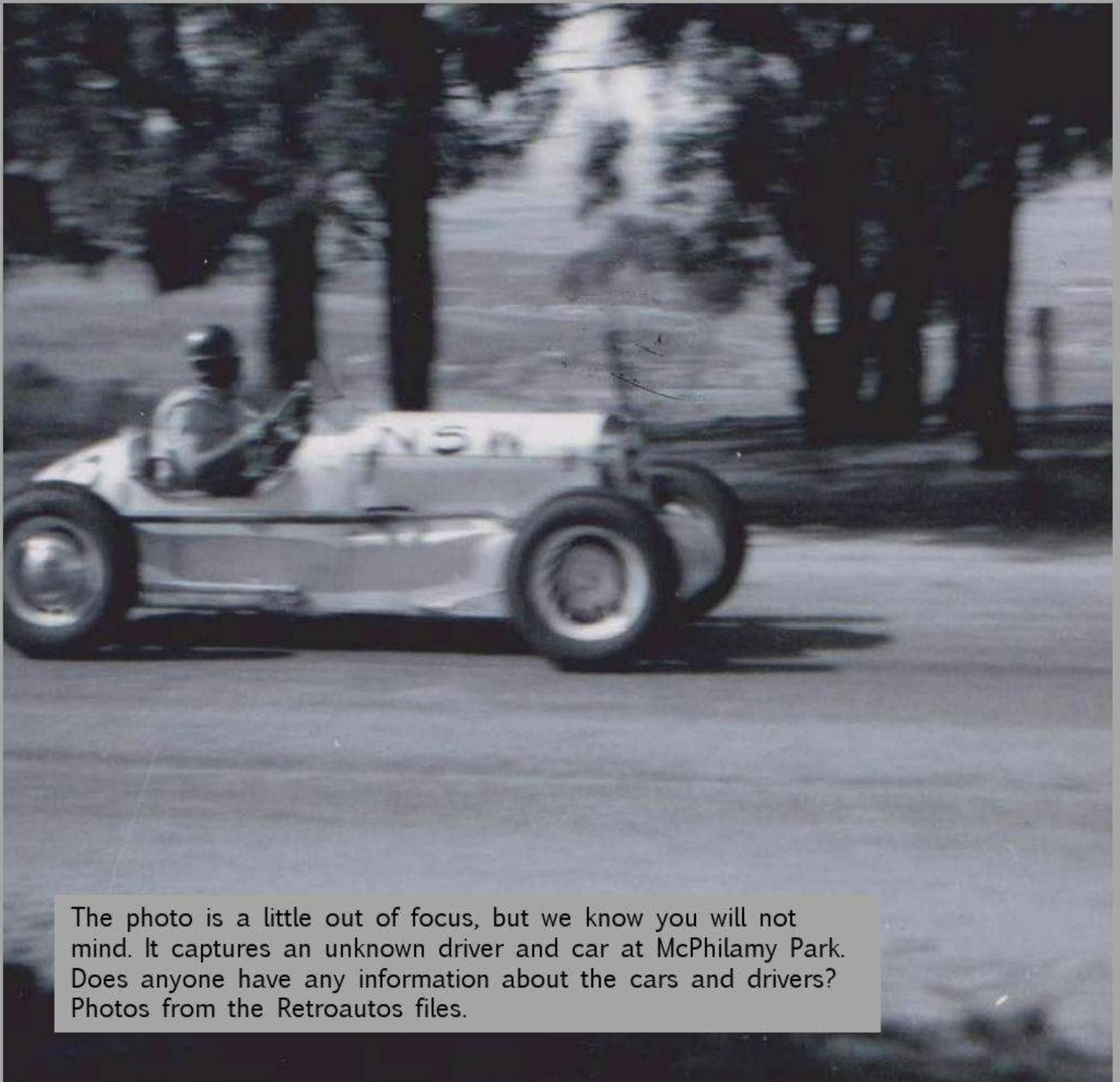
The FD Victor four door sedan was an exceptionally clean and lithe design. Vauxhall sold it with four and six cylinder engines.

Its dimensions matched that of the LH Torana.



Mt Panorama 1949

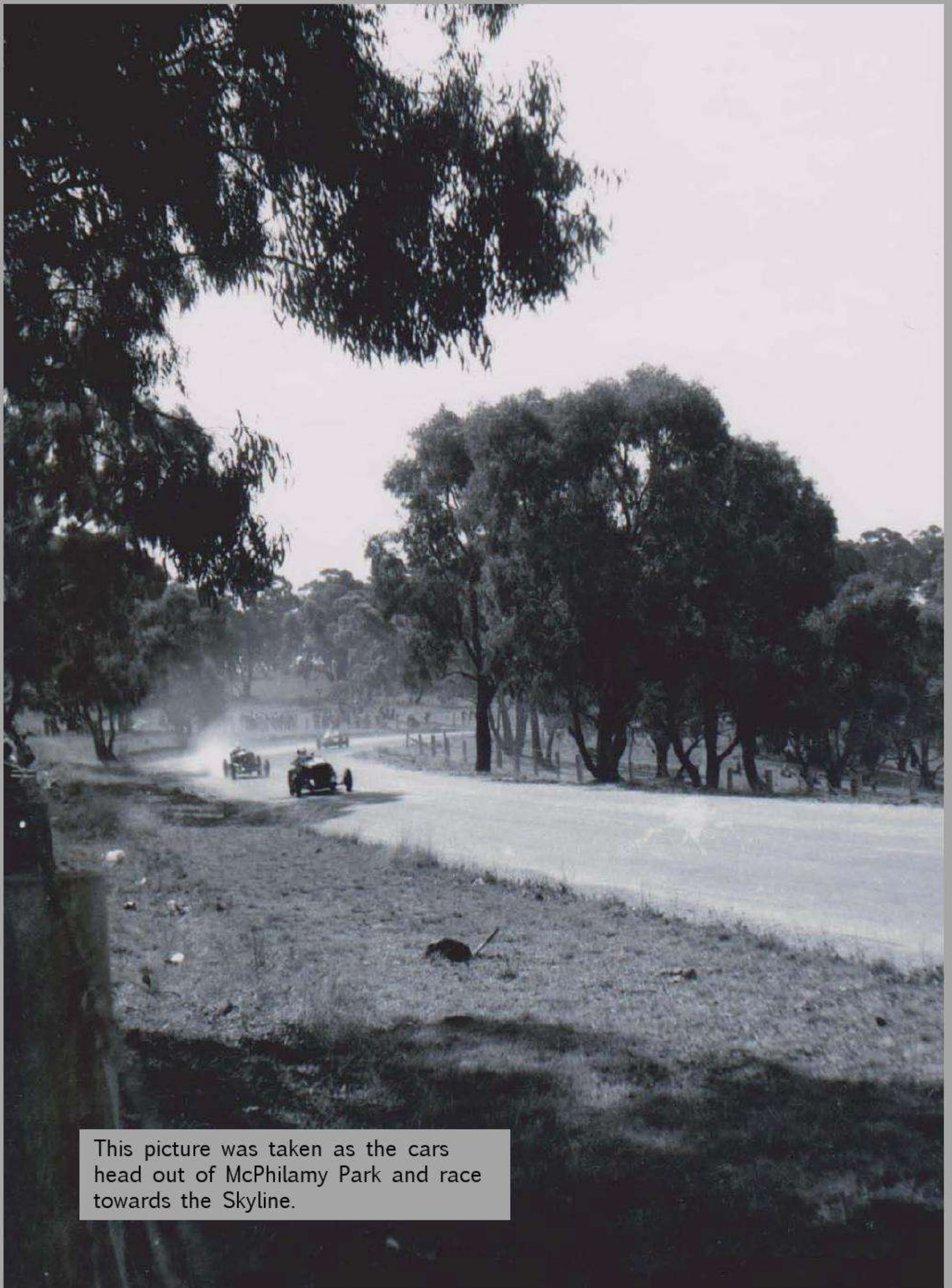
RetroRacing



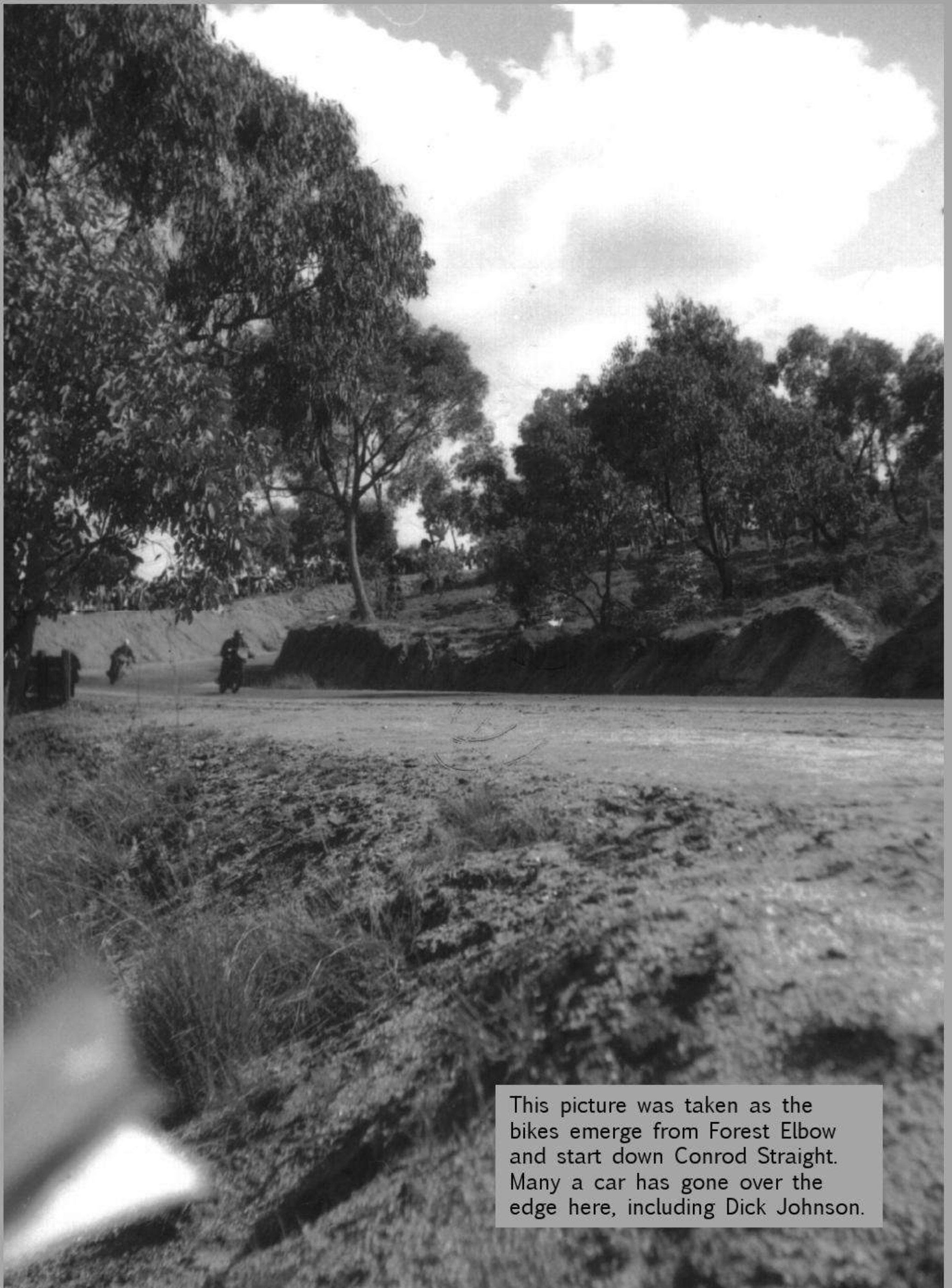
The photo is a little out of focus, but we know you will not mind. It captures an unknown driver and car at McPhilamy Park. Does anyone have any information about the cars and drivers? Photos from the Retroautos files.



Time has erased just who is racing who, and in what, in this photo taken in the Sulman Park area.



This picture was taken as the cars head out of McPhilamy Park and race towards the Skyline.



This picture was taken as the bikes emerge from Forest Elbow and start down Conrod Straight. Many a car has gone over the edge here, including Dick Johnson.

Smokin' 1979 Firebird



Steve Hutton's 1979 Pontiac Firebird is the type of car you look at and think "who is the lucky guy who owns that!"

Painted in the black and gold livery made famous by the *Smokey and the Bandit* movies, and with a black interior, Steve's Firebird is the quintessential American luxury sports coupe.

The Firebird's appeal is simple. Here is a car where drop-dead styling absolutely dominates any of those pesky engineering requirements. The bonnet is one of the longest ever to grace a production car and the boot is short. It sits ultra low. The roof is barely waist height. The stretched-out driving position puts front seats back beyond the midpoint of the car. Stylists made the doors so long there is no need

for rear side windows. Up through the bonnet is a "shaker" air scoop. It feeds oxygen to the four barrel Rochester carburettor, which sits atop a 6.6 litre V8. In every way this car shouts out "look-at-me!"

"I've always wanted one," explains Steve. "I bought a model of the *Bandit* movie car when I was 14 and ever since then I promised myself that I'd get one if I could afford it".

It took Steve three years of searching to find his Firebird." It was on the internet. It had been imported by a guy in Melbourne in 2010 and I acquired it soon after that."



BURT REYNOLDS SALLY FIELD JACKIE GLEASON



Although the car was restored in the USA prior to him buying it, there was much to do before it went onto the road in December 2011. Steve explains: "It required many safety inspections and engineers' reports to comply with South Australian Motor Vehicles Standards." Steve has retained the left hand drive configuration of the car. "It is just more authentic that way", he says.

Steve's Firebird is packed with almost every option. It has air conditioning, and power assistance is attached to anything that might require physical effort. There's an AM/FM radio (new at the time) with the aerial wire moulded into the windscreen. In a nod to its *Bandit* heritage a factory fitted CB radio sits in the dashboard.

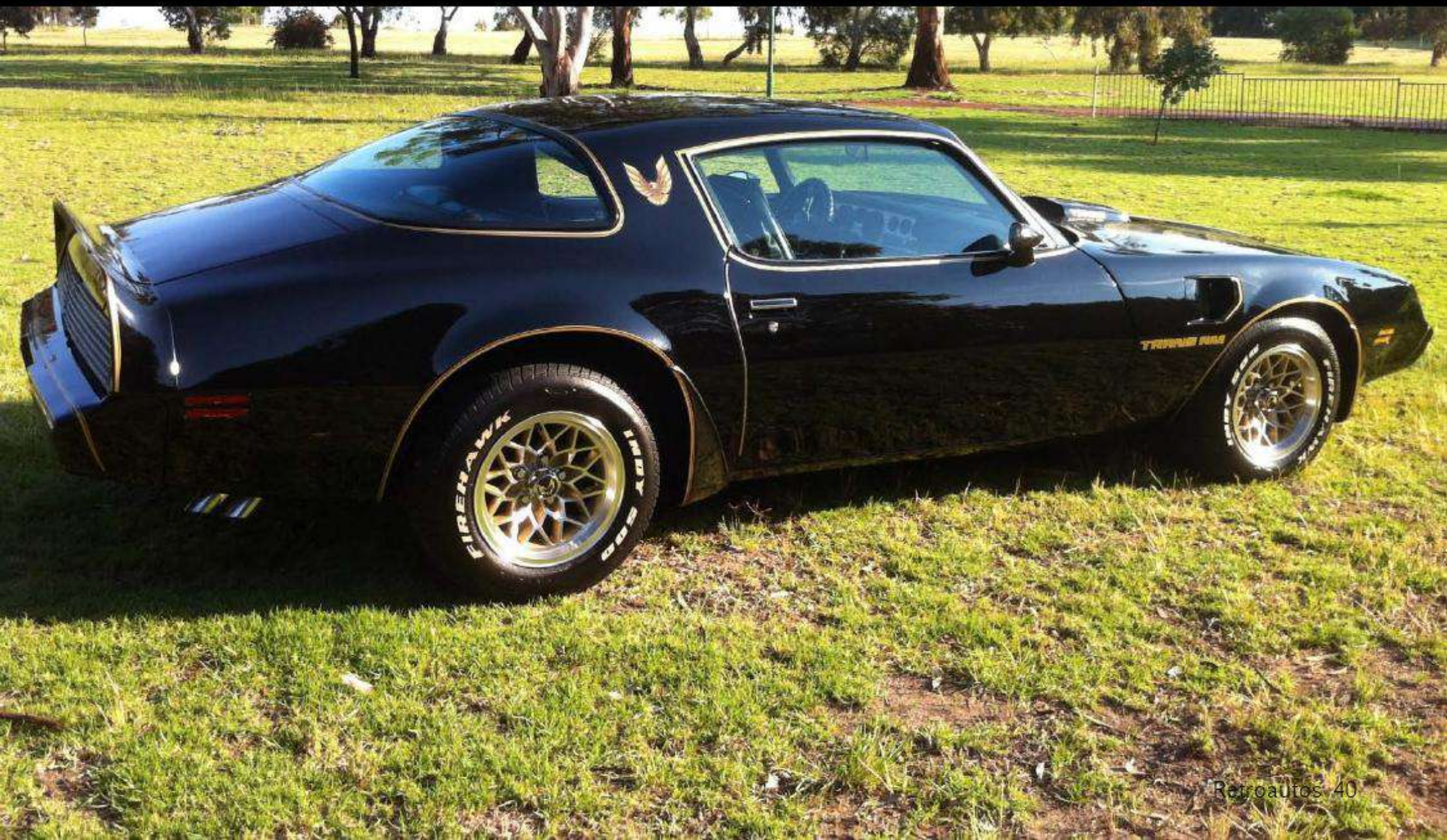
Steve's research of Pontiac's historical records online reveals that the car was built in the Van Nuys factory, in Los Angeles, in October 1978. It was the 20,600th Firebird made in that model year.







Steve and his Bandit 'Bird. It has been a dream since childhood to own one.





The longest front doors on a production car since the Oldsmobile Toronado.



Drawing Board to Driveway



Images copyright GM Media 2015

MAOLER 3-14-67

Styling the 2nd Generation Pontiac Firebird

"Rarely does an automobile gain legendary status, but Pontiac's Second-Generation Firebird has aptly earned that title. The body style ran for 12 consecutive years. This is a monumental feat for any vehicle. The most critical element to its success is the timeless styling." Rocky Rotella, Hot Rod Magazine, 2007.



75169

The design of the 2nd Generation Chevrolet Camaro and Pontiac Firebird went through many variations until slowly, a final form emerged. For Chevrolet, the lead stylist was Henry "Hank" Haga. For Pontiac, it was Bill Porter. What they had to do was develop a car that pleased both Chevrolet and Pontiac executives and, of course, GM's styling supremo, Bill Mitchell. This photo feature takes you through the various styling proposals undertaken in 1967 through to 1969 for the Firebird. Released in February 1970, the basic design was the foundation for the Camaro and Firebird for the next decade. It is universally acknowledged as one of the best automotive designs of the 20th century, and still looks fresh in 2015.



Above and below: From February 3rd 1967. This proposal has definite links to the just released first generation Firebird.

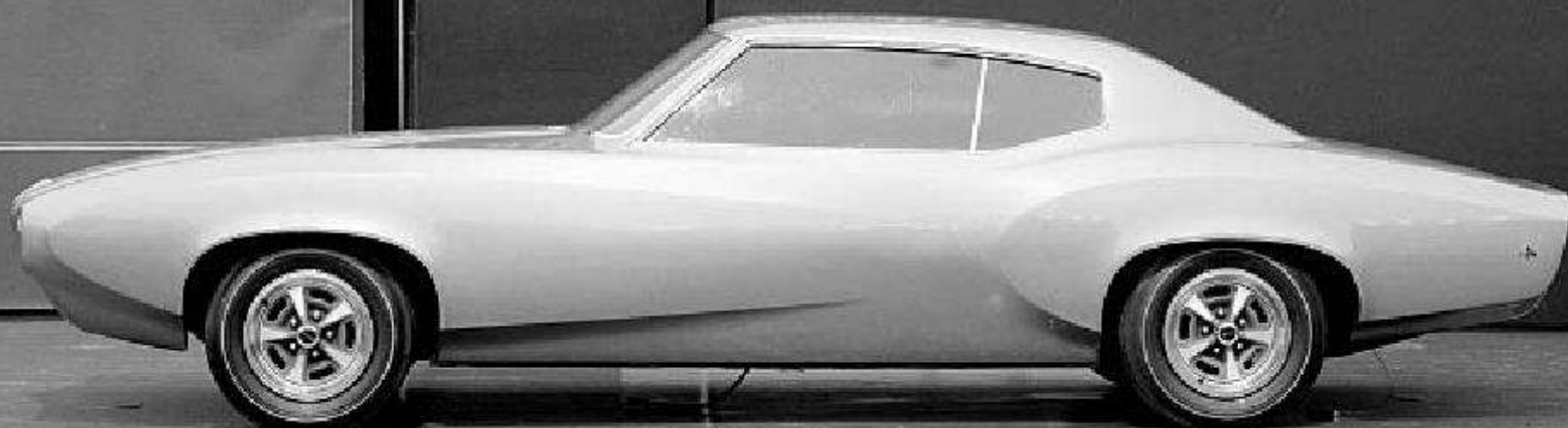




MAOLEE 2-14-67

75168

Above and below: A much more edgier design was also developed.



MAOLEE 2-14-67

75170



Above and below: As February 1967 rolls on, stylists are trying more ideas. The raised section of the boot was later used on full sized Chevrolet coupes.





Above: Another variation. Again, it has significant visual links to the first generation Firebird.
 Below: In April 1967 stylists created this proposal, with a slightly recessed rear window.





Above: This idea has a very heavy looking rear end, and is similar to what the 1969 Mustang coupe would ultimately look like.

Below: By August 1967 a softer, rounded form is starting to appear.





MAOLER 9-12-67

79015

Above and below: Work on the softer form car progresses.



MAOLER 9-12-67

79017



Above and below: By the middle of September 1967 there are two distinct styling themes. This aggressive grille shape was discarded, but the grille on the car in the background was selected for further development.



MADLER 9-19-67



Above and below: More images of the soft form styling theme from September 1967.



MAO662 9-19-67

79181



MAOLE 9-19-67

79122

Above and below: The final form of the Firebird grille is clearly in evidence here, but the rest of the car still has strong visual links to the 1967 production model.



MAOLE 9-19-67

79123 Retroautos 52



Above. There were experiments with this wide open idea for the grille, but it was decided to retain Pontiac's split grille motif.

Below: Now we are starting to see the final form emerge in this 1968 image.





Above: Although the one piece door and side windows are yet to appear, the overall theme of the final car is evident here.

Below: The rear end's shape is almost set, though tails pipes emerging through the valance panel under the bumper bar would not make it into production. The extreme "cut under" of the body, a Firebird and Camaro feature, gives the car a purposeful, wide track look. Note how high up the rear bumper bar is located, and how the boot lid opening separates the tail lights. On the production cars the boot lid runs straight across the rear end.





These images were taken on 30th October 1968. With a little under two years to release date, the final form of the 2nd generation Firebird is settled. It was Pontiac's Bill Porter who combined the B and C pillars and set the upper body styling language for both the Camaro and Firebird for the next 25 years. However, as you will see on subsequent pages, the shape of the rear window was still open to interpretation. The rear bumper bar is now lower and the boot lid does not separate the tail lights.





Above and below: Look closely you will see this is a two sided model. The left hand side has the wrap around rear window idea, while the right side has the design which went into production. The wrap around idea was used for the 1975 update. Images dated 14th February 1969.





Above and below: These images are dated 20th February, 1969 and show the final version of the 2nd generation Firebird rendered in fibreglass.



“Kick the hell
out of the
status quo.”

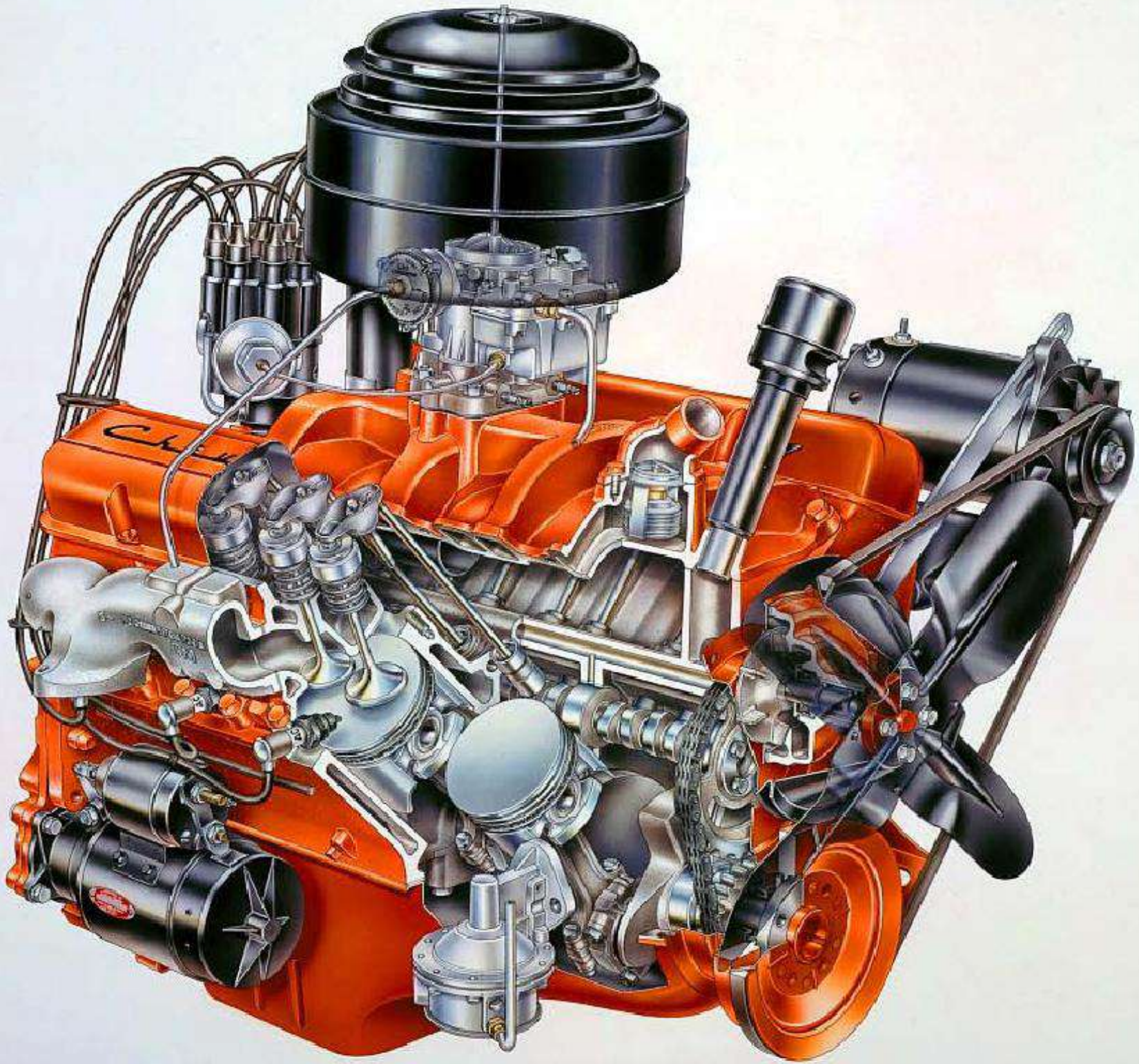
Motto of Ed Cole,
master automotive
engineer, and father
of the Chevrolet small
block



Images copyright GM Media 2015



Chevrolet Small Block @ 60



It is the 60th anniversary of one of the most successful mass produced engines in automotive history, Chevrolet's "small block" 265 cubic inch (4.3 litre) V8 engine.

How successful you ask? This simple and inexpensive motor started a performance and a horsepower race that influenced the entire automotive industry for decades. It literally saved the Corvette, which had suffered from lackluster performance and was about to be discontinued.

How successful? Well, in 2011 General Motors (GM) built its 100th million small block V8.

Developed by Ed Cole, who would go on to become President of GM, the engine was revolutionary for its light weight, compact

size (hence "small block" label), general simplicity, remarkable durability, almost limitless expandability and, most of all, its exhilarating performance. Hot rodders and racers very quickly ditched the Ford flathead V8 as their engine of choice.

The original 265 cubic-inch version was good for 195 hp when fitted with a four-barrel carburettor, a hi-rate intake manifold and dual exhausts. This was sensational by 1955 standards.

But Chevrolet had a longer game in mind. For 1957 they expanded the engine to 283 cubic inches (4.6 litres) and with fuel injection it pumped out 283 horsepower. And there was much more to come.



A replica of the Smokey Yunick prepared, Herb Thomas driven 1955 Chevrolet, which won the 1956 Darlington 500.

In 1962 the "327" hit the show rooms and in 1967, the best of them all, the iconic "350" cubic inch (5.7 litres) debuted in the then new Camaro.

Holden offered the 307 cubic inch (5 litres) version across its 1968 HK range and the 327 and 350 powered the Bathurst winning Monaros in 1968 and 1969.

In the 50s, 60s and 70s GM's divisions designed their own V8s, but it is the Chevrolet small block and its descendants that became the GM corporate standard.

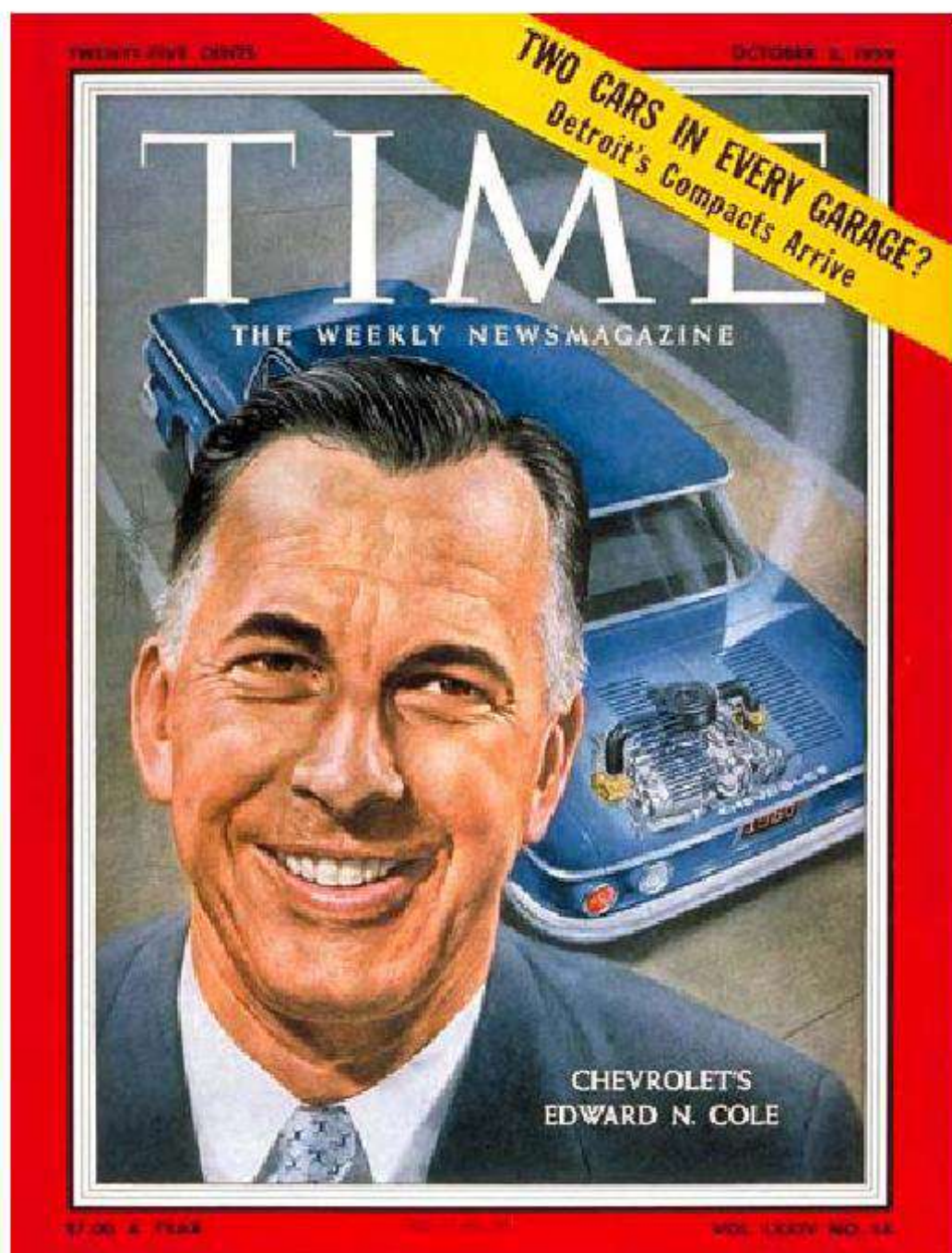
NASCAR and Road Racing

Cole got Chevrolet into NASCAR via a Smokey Yunick prepared car. Driven by Herb Thomas, the Chevrolet V8 won the 1956 Darlington 500.





Herb Thomas at Darlington



On the circuit scene, Cole, Yunick and Zora Arkus-Duntov developed three Corvette prototypes and won their classes in the 1956 12 Hours of Sebring event.

Both wins brought immediate attention to the new small block as a must-have engine.

Present day NASCAR, V8 Supercars, speedway late models and sprintcars all use a descendant of the small block.

The small block has evolved from its origins into successive generations of technologically advanced designs. However, you can still buy a new, original small block, which remains in production and is sold through GM's popular crate engine program. A global parts industry has grown up around it.

Quite simply, the Chevy small block is a self-perpetuating marvel of automotive history.

Building the *First* Shelby Cobra



Just how Carroll Shelby came to insert a Ford V8 into the British built AC sports car, pictured above, is an often told story.

For this Retroautos Photo Feature, we take you right back to the very day the AC was transformed into the Cobra.

In January 1962 the UK mechanics at AC Cars air-freighted a car, less motor and gearbox, to Shelby in Los Angeles.

Without a workshop of his own Shelby went to see his old friend Dean Moon, asking if he could use a part of Dean's workshop to assemble the Cobra.

Moon, who was already a hot-rodding legend on the salt flats and in drag racing, readily agreed.



Once it was unloaded off the plane, Shelby towed the AC to the Moon Speed Equipment workshop on Norwalk Boulevard in Santa Fe Springs, east of Los Angeles Airport.

Inside of eight hours Dean, Carroll and the Moon crew inserted the Ford V8 into the AC, cut larger openings for the bigger wheels and shod them with some 'humper' style tyres.

As soon as it was finished they went up the pacific coast highway to test it out.

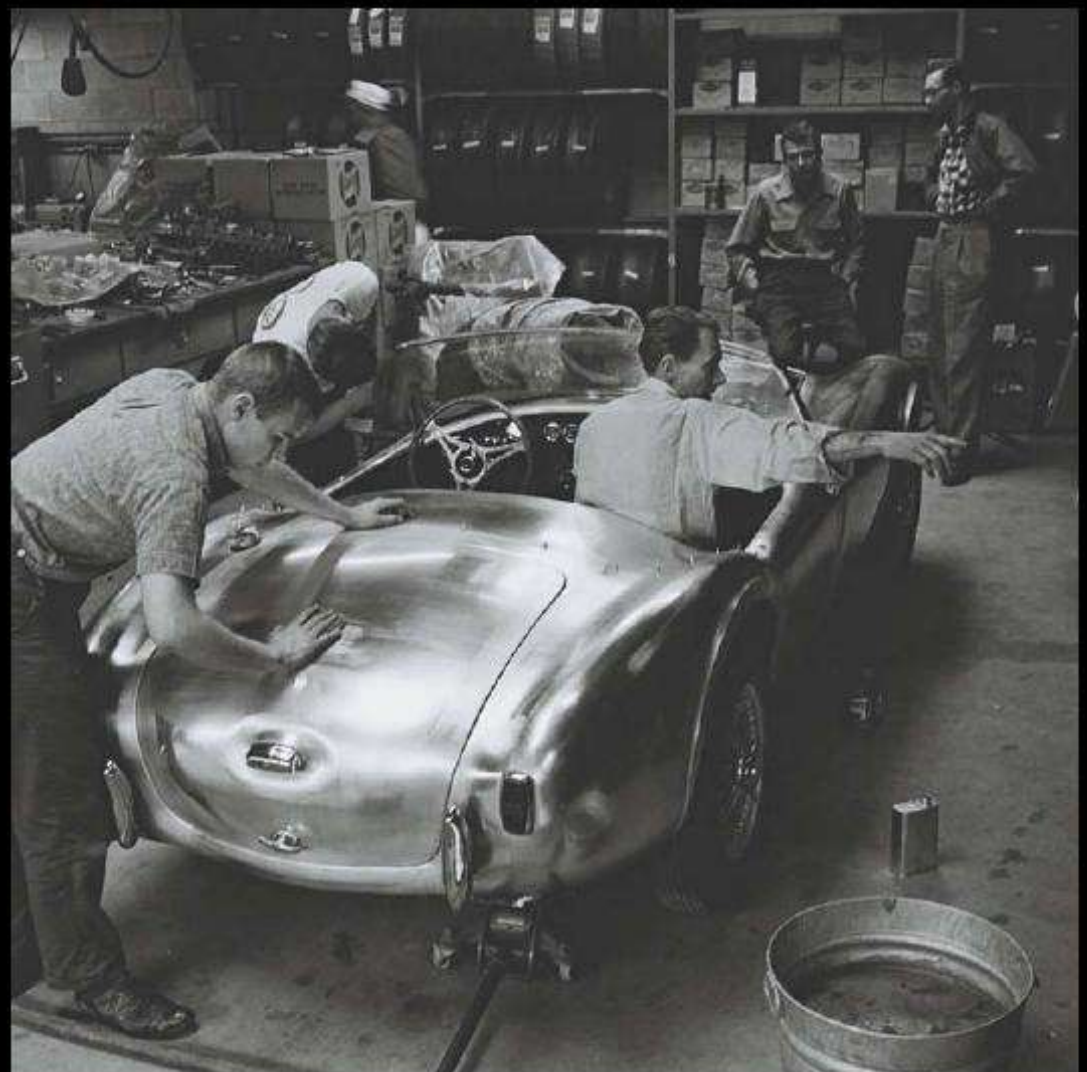
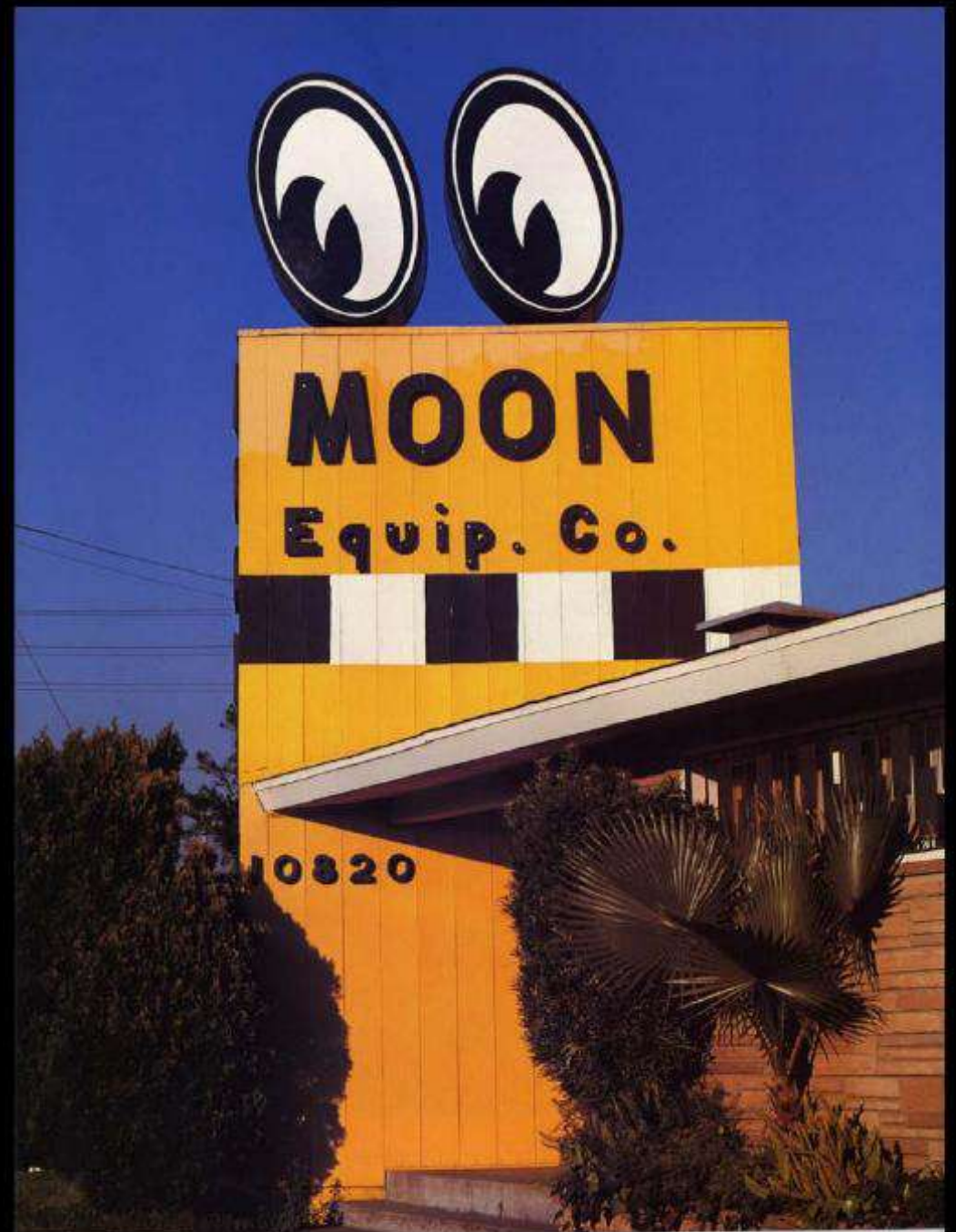
And a legend was created that still has impact today: 0-60 in 3.9 seconds.

Shelby named the car "Cobra", which he said came to him in a dream.

The first 75 Cobras (including the prototype) were fitted with the 260 engine.

After that the ACs were fitted with the larger Windsor 289 incher.

When asked to describe the reason for the success of the Cobra. Shelby simply said: "It's a massive motor in a tiny, lightweight car."



In March 1962 Shelby moved to his own workshop on Princeton Drive in Venice, Los Angeles, and named his company Shelby American, Inc.





Publicity photos of the first car taken north of Malibu, Los Angeles.



RetroCarPark



Chrysler Imperial: Photo taken in the car park of a Palm Springs restaurant on a recent Retroautos visit to the USA.



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

1958 Chevrolet BelAir: Thanks to John H. for these two pics taken in Pomona, California.

RetroRacing



Jim Clark

1966 US Grand Prix

Images copyright The Henry Ford Museum

International

A photograph of a white and blue Formula 1 car, the McLaren M23, with driver Bruce McLaren, on a racetrack. The car is viewed from the front, showing its distinctive nose and cockpit. The driver is wearing a white helmet and a racing suit. The background is a blurred racetrack surface.

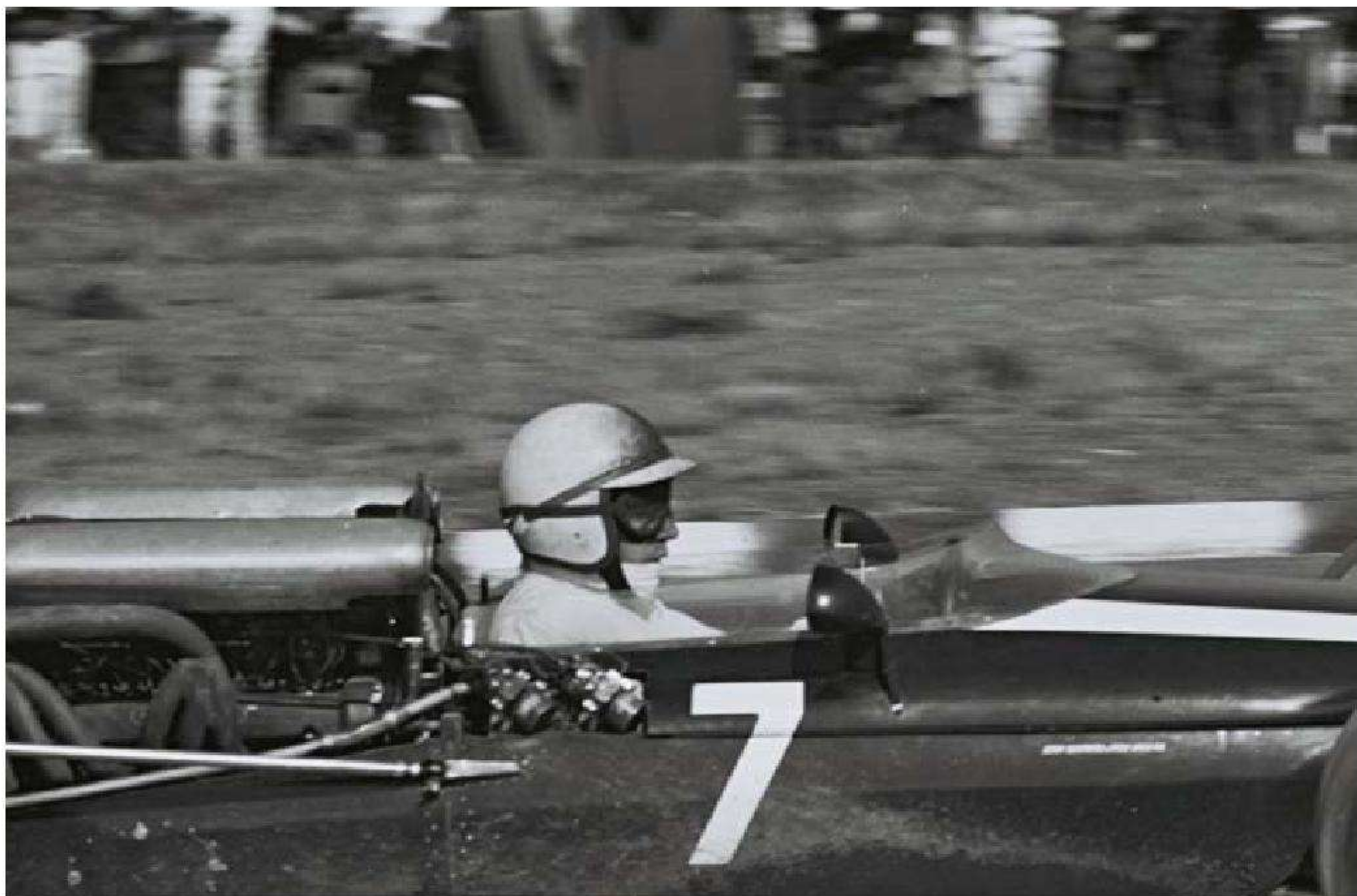
Bruce McLaren

Watkins Glen Raceway



The start of the 1966 US Grand Prix at Watkins Glen. Brabham set fastest time and started on pole. Along side him was Lorenzo Bandini and Jim Clark, who won.





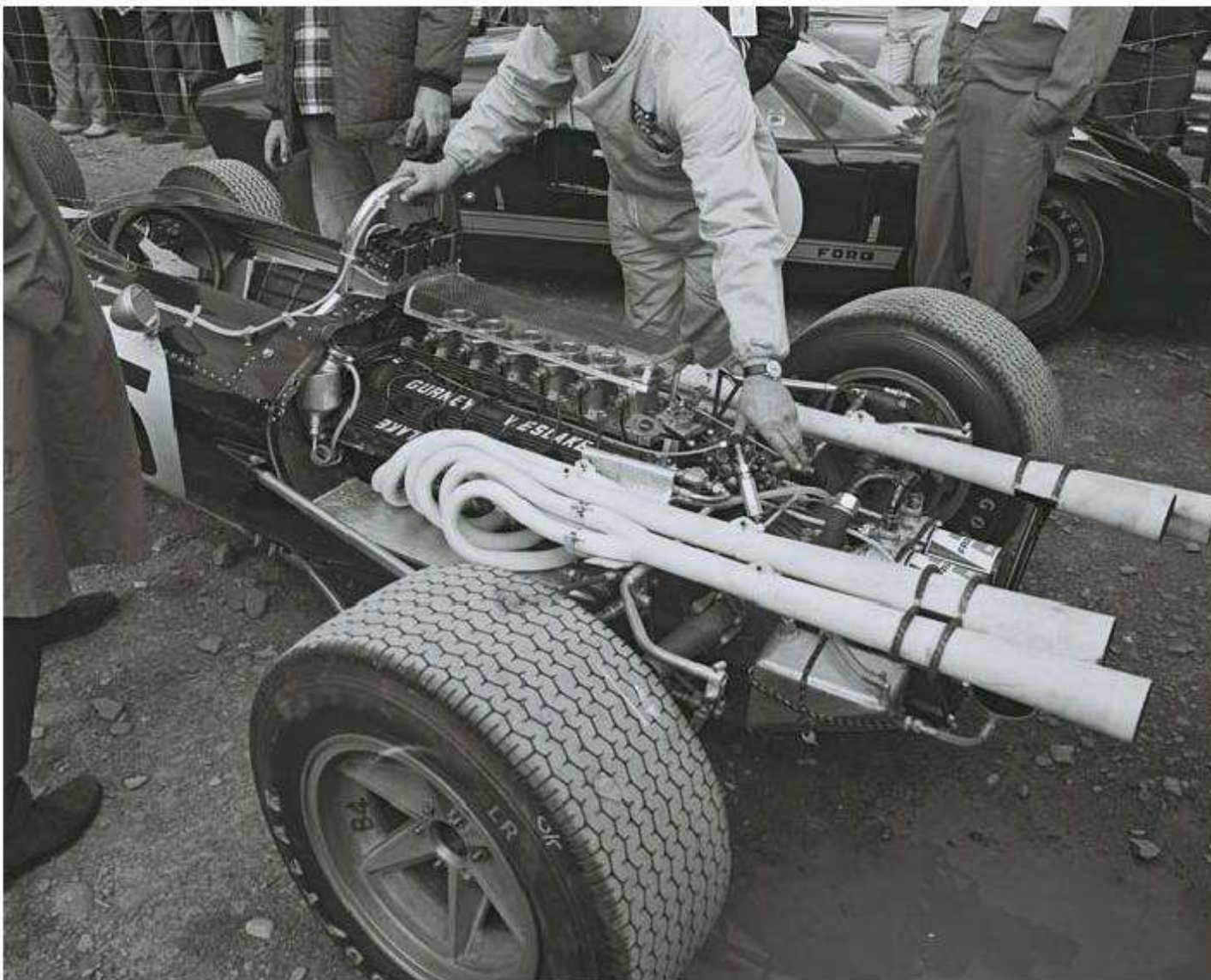
Above: John Surtees.
Below: Jack Brabham.





Surtees and Pete Arundell (#2) tangled early. Surtees ultimately finished 3rd, after coming from the back of the pack after the incident. Arundell claimed 6th.





These days no GP team would allow such close up and detailed images of their cars. Note that they are being worked on in the dirt.

Left is the Lotus team.

Below is the new Honda team. They have very different ideas about exhaust system design.





Above: Jo Siffert in a Cooper Maserati. He finished 4th.
Below: Pete Arundell for Lotus.





Above: Richie Ginther in the Honda.
Below: Surtees in a Cooper Maserati.





Above: Jochen Rindt in a Cooper Maserati came from 9th on the grid to finish 2nd, running out of fuel and lapped by Clark.
Below: Jo Bonnier in another Cooper Maserati.



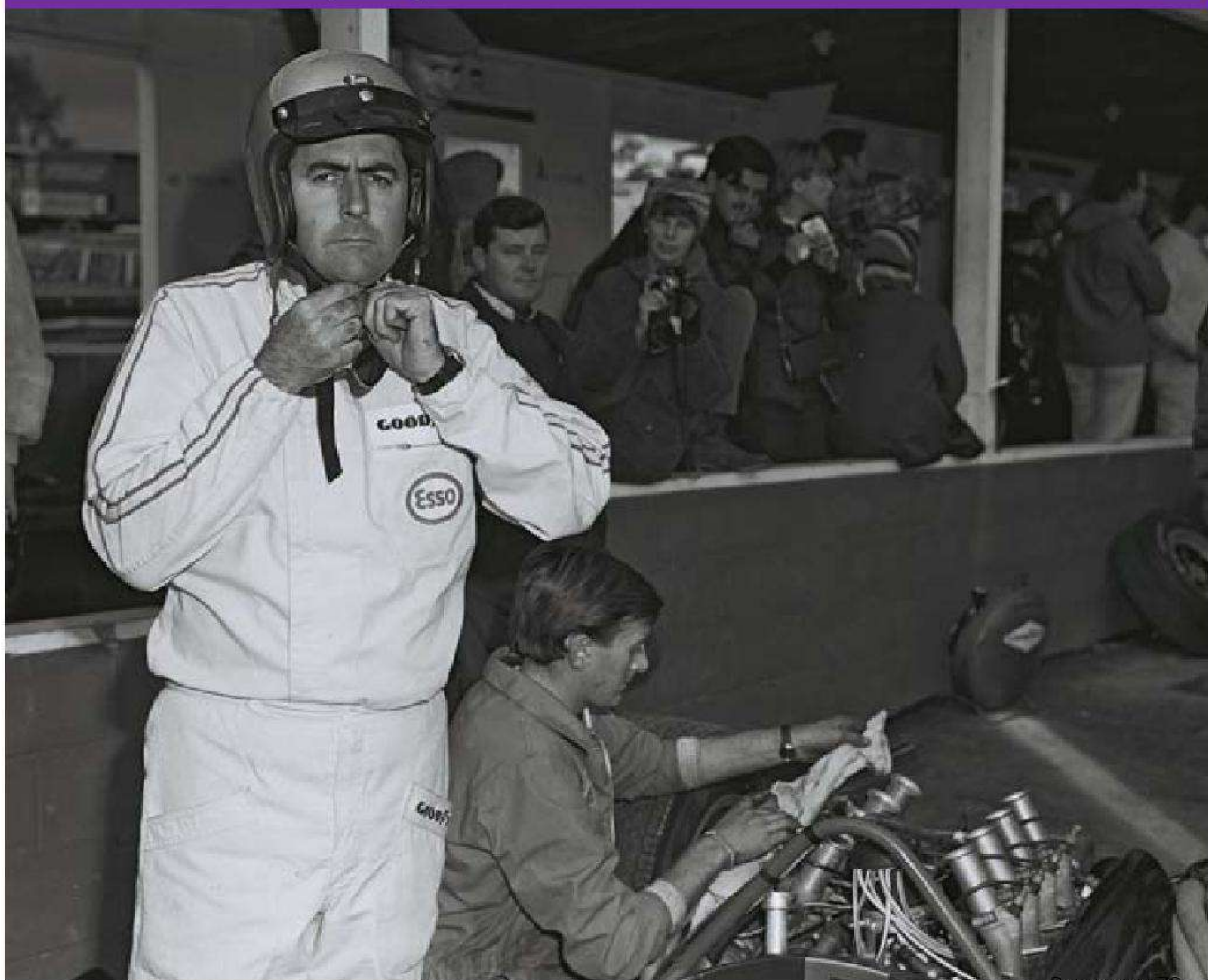


Jackie Stewart in a BRM(#4) and BRM team mate Graham Hill (#3).



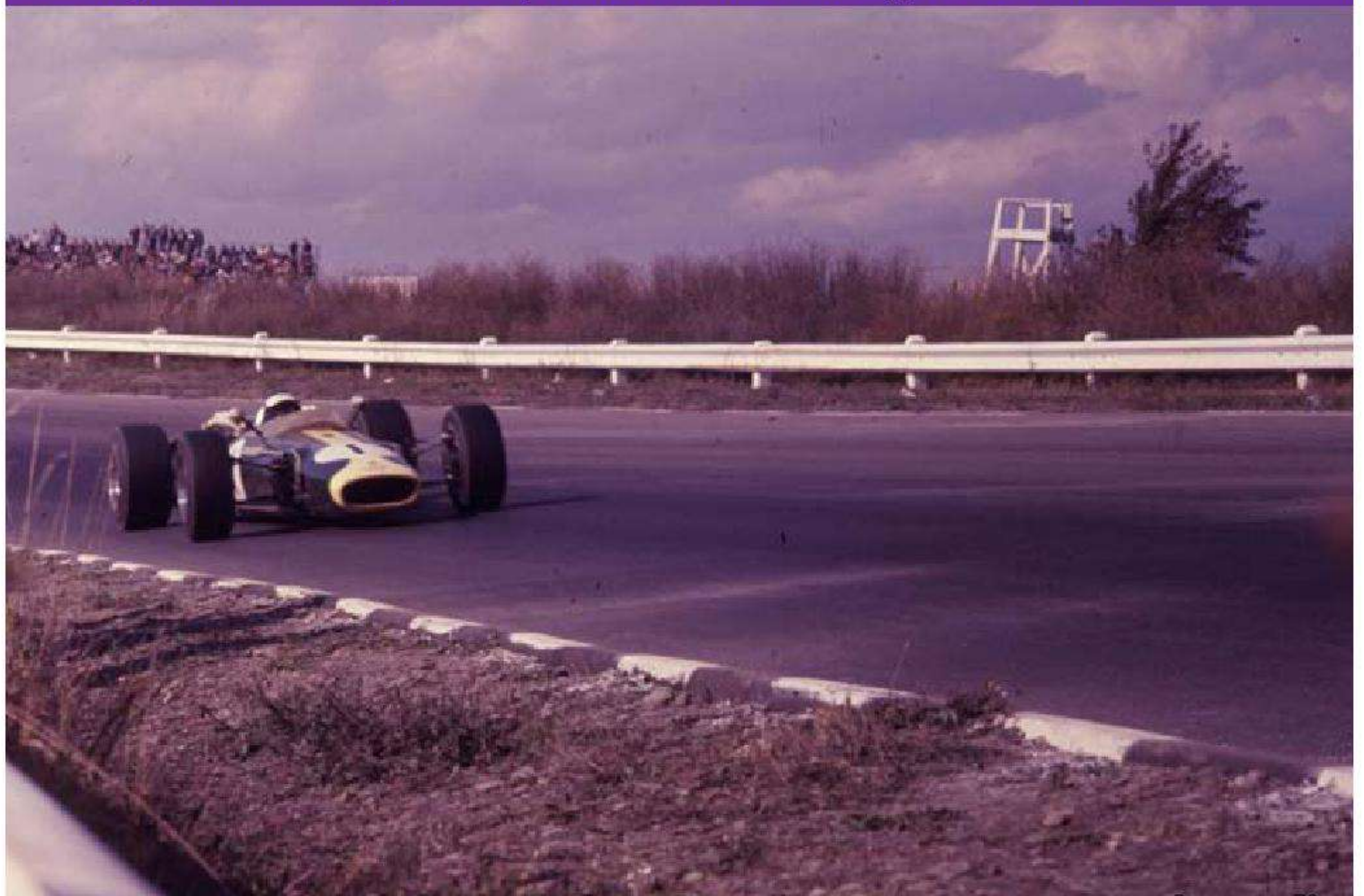


Jack Brabham (#5) was eliminated by engine trouble He'd already wrapped up the Drivers' and Constructors' Championship.

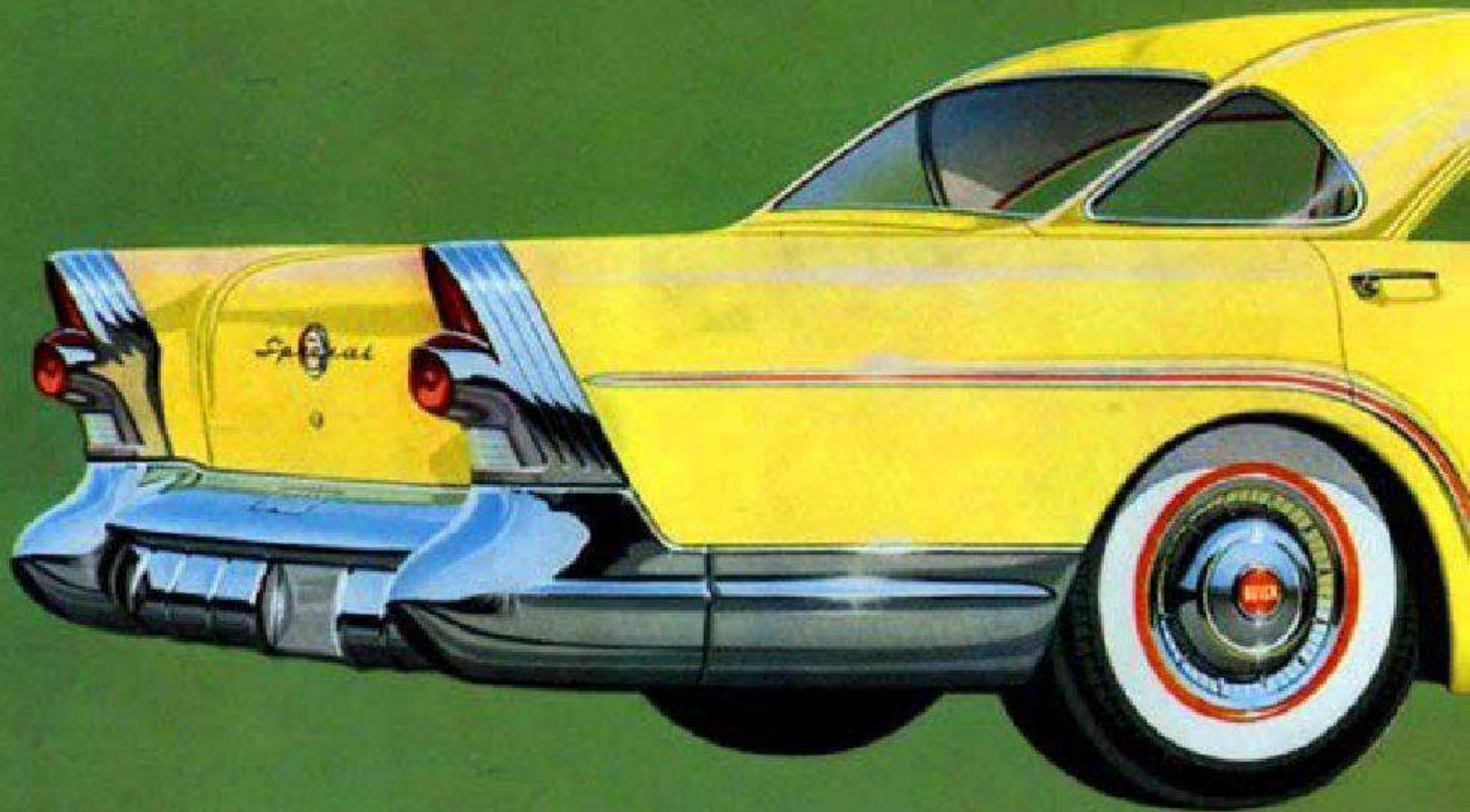




And might well Mr Clark grin. He's just won the race and lapped the entire field.



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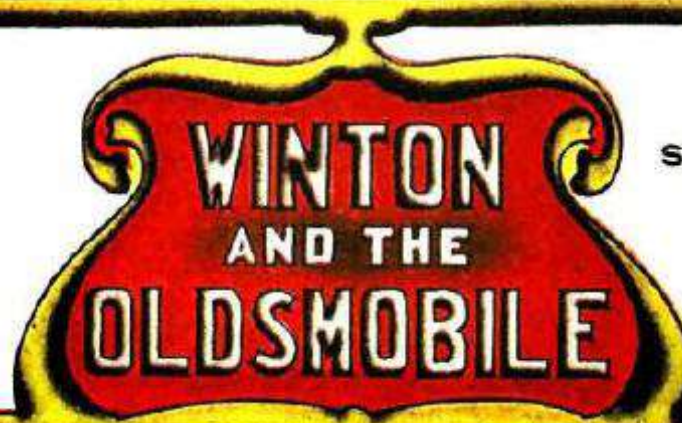
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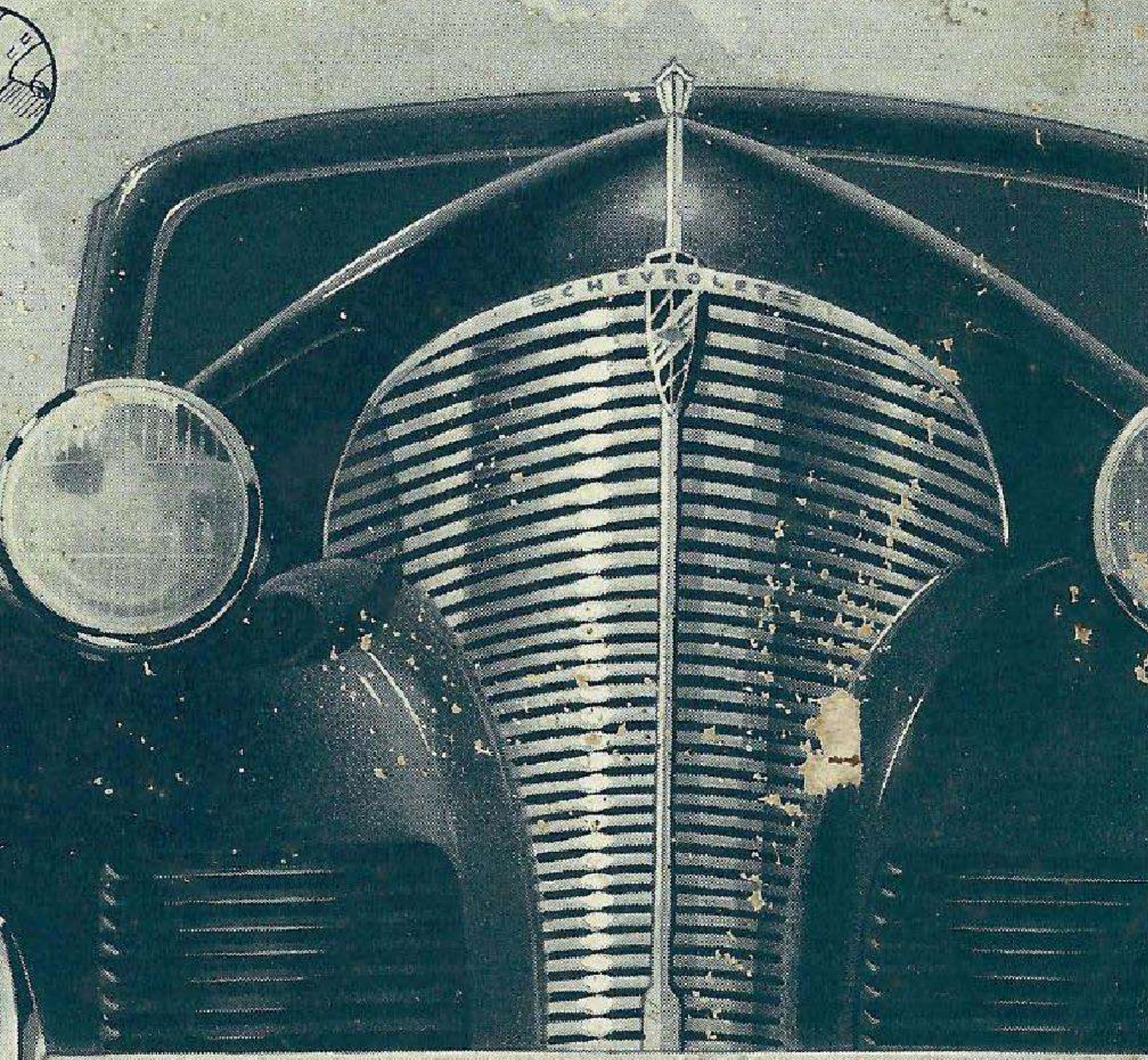
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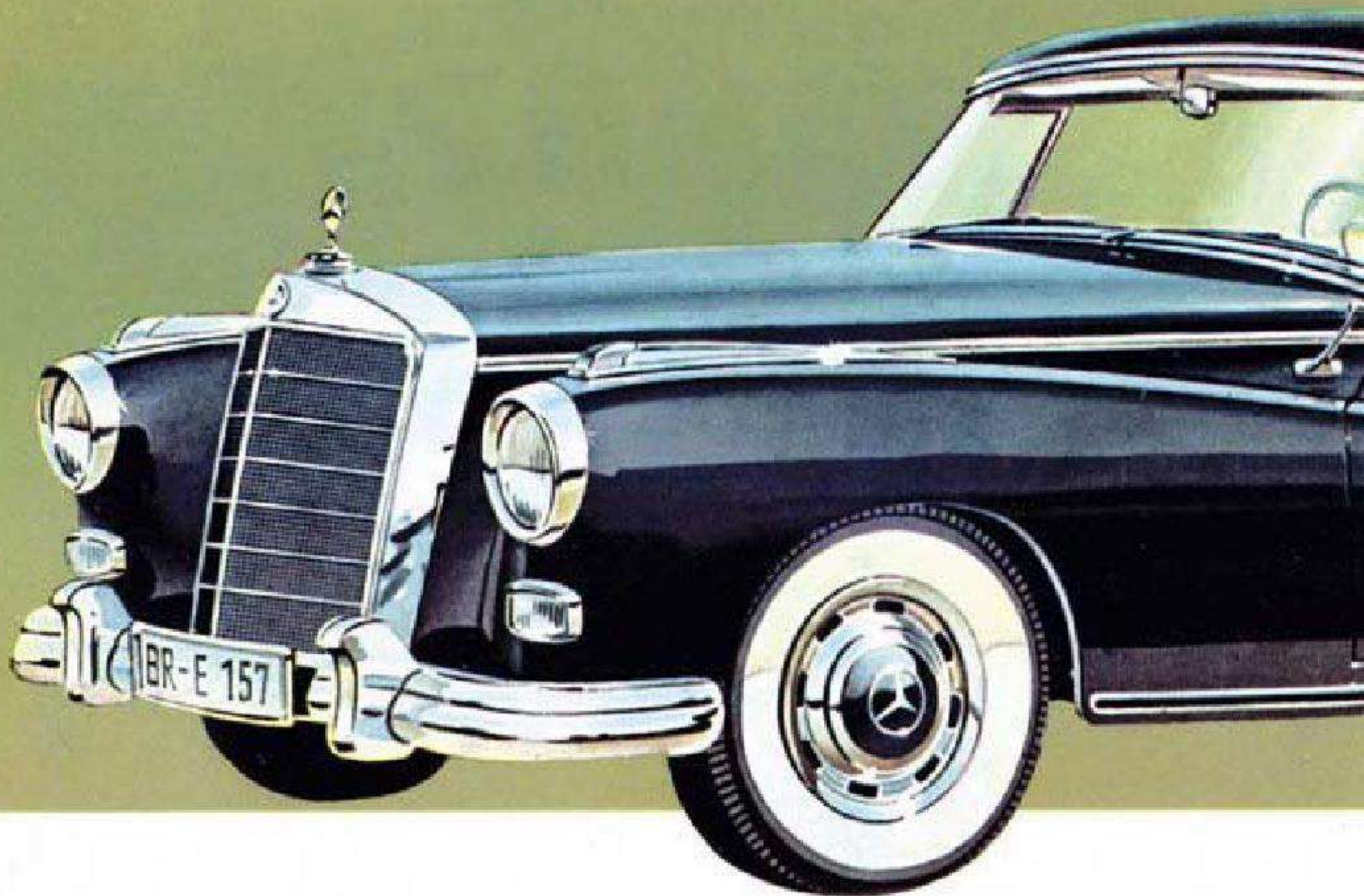
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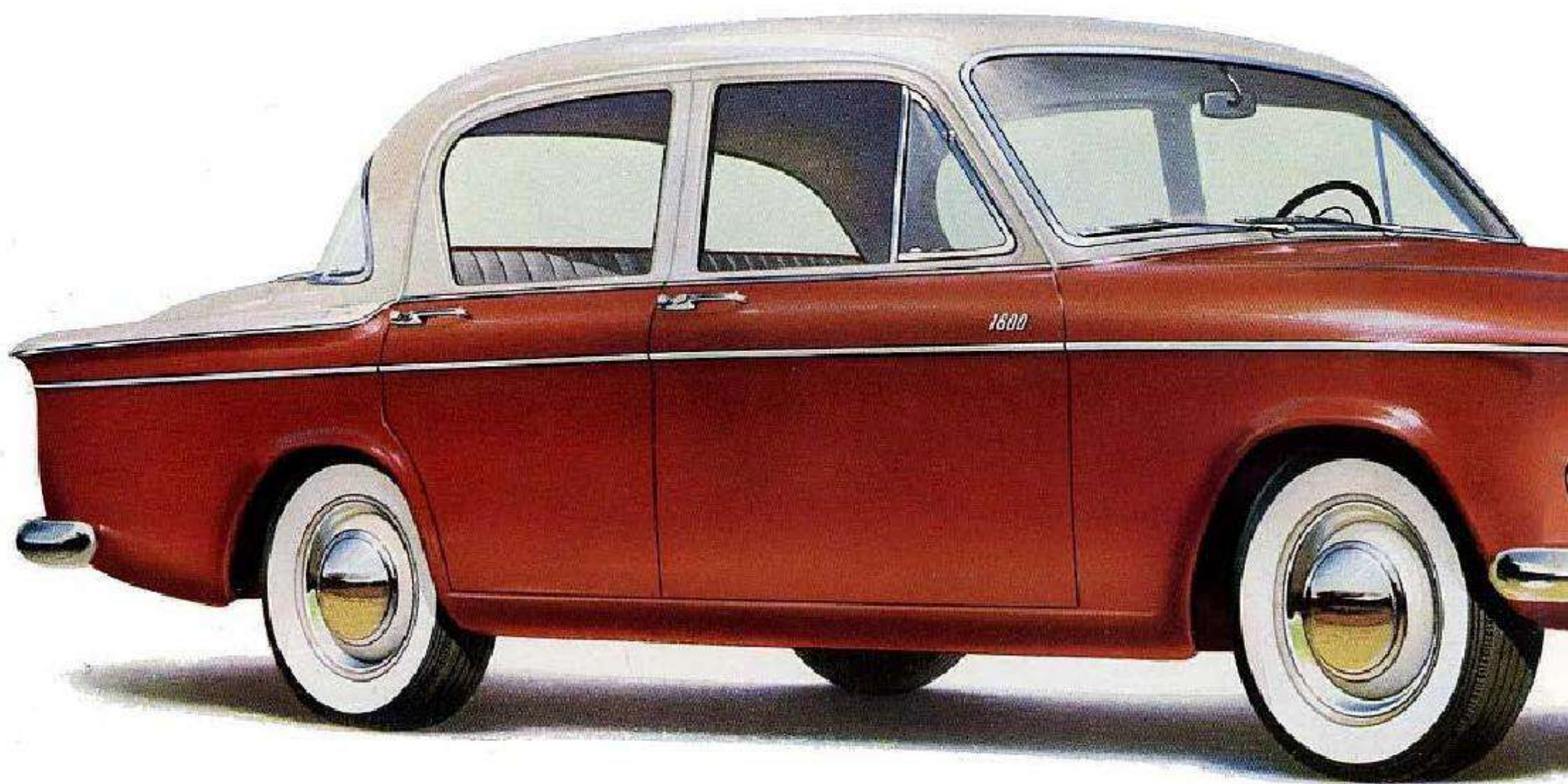


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