collectible & classic

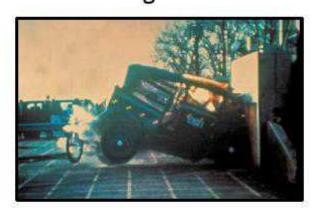
RETROAUTOS



1962 Premier: The EJ Life



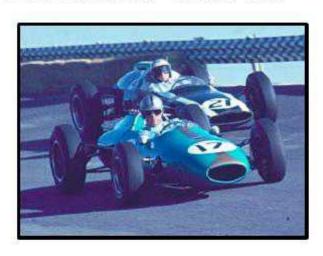
Crash Test: 90 Years at GM's Proving Grounds



2009 Buick BlackHawk Concept Car For Sale!



1962 Mexican Grand Prix



EJ Styling Prototypes



1963 Motor Trend 500







Proudly Sponsored by

MOTORWORLD AUSTRALIA | EXHAUST WORLD | GRAFICO | GO TO WO
ITALIAN AUTOMOTIVE SPARES | ITAL MOTORS | LANCE DIXON PRESTIGE
MILANO SPARES | PARKES BODY WORKS | PROJECT OFFICE INTERIORS
SHANNONS INSURANCE | SPLASHCOTE PAINTING | TERZINI MOTORE
THE ITALIAN JOB | V&L BODY WORKS | ZAGAME AUTOMOTIVE

Como Park, South Yarra Surday 12th April 2015

















FEATURING OVER 400 HISTORIC RACING CARS AND MOTORBIKES FROM 1920° TO 1980°

PADDOCK \$5.00

PRACTICE 9.00 AM.
RACING 1.00PM

RACING ALL DAY
FROM 9 DOAM

WINTON MOTOR RACEWAY, BENALLA, VICTORIA
WWW.HISTORICWINTON.ORG ENQUIRIES: 03 54282689











About Us

Managing Editor: David Burrell

Website:

www.retroautos.com.au

Postal Address PO Box 243 Jannali NSW 2226

Email: david@retroautos.com.au



Contributions

Want to have your car profiled in Retroautos? Please contact us at david@retroautos.com.au

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.

In this Issue

Special Features

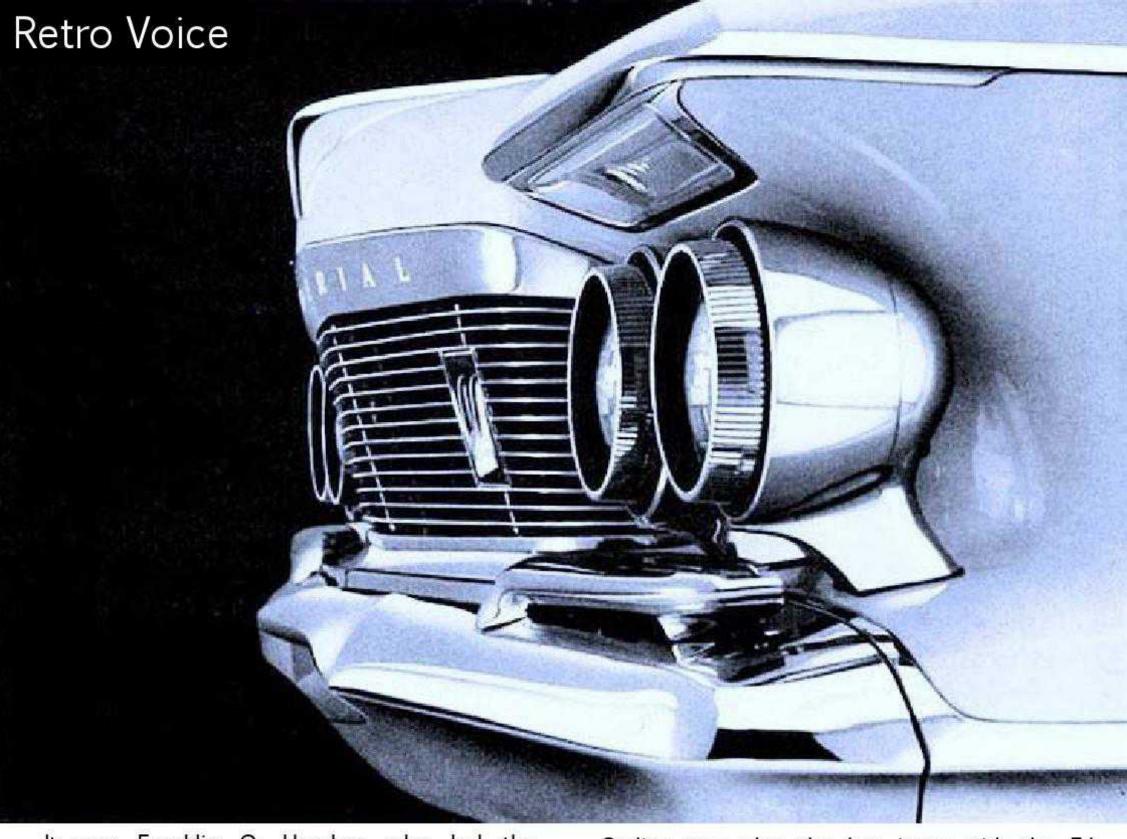
- 18 1956 Ford Thunderbird
- 28 Styling the First Thunderbird
- 38 And the Living is EJ
- 44 Styling the EJ Holden: Detroit Takes Over
- 56 GM's Milford Proving Grounds: 90th Anniversary
- 69 1962 Mexican F1 Grand Prix
- 74 1963 NASCAR Motor Trend 500



Regular Features

- 5 Retro Voice
- 6 Retro News
- 10 Retro Auctions
- 34 Ray's Relics
- 66 Retro Racing
- 84 Retro Ads
- 102 RetroCarPark
- 105 Rear View





It was Franklin Q. Hershey who led the shaped the which first Ford team Thunderbird. Before his stint as design chief at Ford, Hershey enjoyed a stellar career at General Motors (GM). He was instrumental in the styling of four influential cars. In 1933 he put the silver streaks on Pontiac and sales doubled. For Opel he penned the 1938 Kapitan, which previewed GM's styling language of the early 1940s. He was responsible for the fins of the '48 Cadillac which kicked-off a decade-long styling fashion. And in 1944/45 he was given the task of styling what would become the our 1948 FX Holden.

Seeing James Pantelis' beautiful 1956 Thunderbird, which is one of our main feature stories, reminded me of Hershey and the impact he had globally and how much the styling of a car determines its success, both when it was first released and now as a classic.

Styling was also the key issue with the EJ Holden. Have a look at Sam Princi's EJ Premier and then read how the EJ's styling was taken over by GM in Detroit and why Bill Mitchell, GM's styling boss, decided that the EH should be shaped BEFORE the EJ was finalised.

This month we take you to GM's Milford Proving Ground for its 90th Anniversary. Then it's off to the 1962 Mexican F1 Grand Prix and NASCAR's 1963 Motor Trend 500. Ray Green returns with two wonderful relics.

Retroautos readership continues to expand month on month, which is great for us. And you might also catch one of our classic car columns, which appear weekly in more than 100 newspapers across Australia.

We hope you enjoy this month's Retroautos.

Retro News



"Father" of Datsun/Nissan in USA Dies at 105

Yutaka Katayama, who died on Feb. 19 at 105, was widely considered the father of the Datsun 240Z. He is credited with almost single-handedly establishing Nissan's secure foothold in the United States.

His work is chronicled in "The Reckoning," David Halberstam's 1986 book about the auto industry.

After graduating from university in 1935, Katayama joined Nissan, working in its advertising and publicity departments. In 1958 he managed the team of two Datsun one litre 210 models in the MobilGas Round Australia Trial. They finished first in their class.

In a time when Japanese corporate culture mandated conformity, Mr. Katayama's maverick approach to business often antagonized his superiors. In 1960 Nissan executives transferred him to Southern California thinking it would be a punishment. Wrong!

Katayama started the Datsun brand there from a lowly base of little more than 1,000 vehicles a year in the entire country.

Running his office from a run down building in downtown Los Angeles, Katayama's first great success came with the Datsun 1600. Then came the 240Z, and the rest is history.



The winning Datsun 210 is now located in the Nissan Heritage Collection.





Retroautos 6

Sotherby and RM Join Forces

Sotheby's and RM Auctions are forming a strategic partnership with Sotheby's taking a 25 percent ownership stake in the RM business, which will now be known as *RM Sotheby's*.

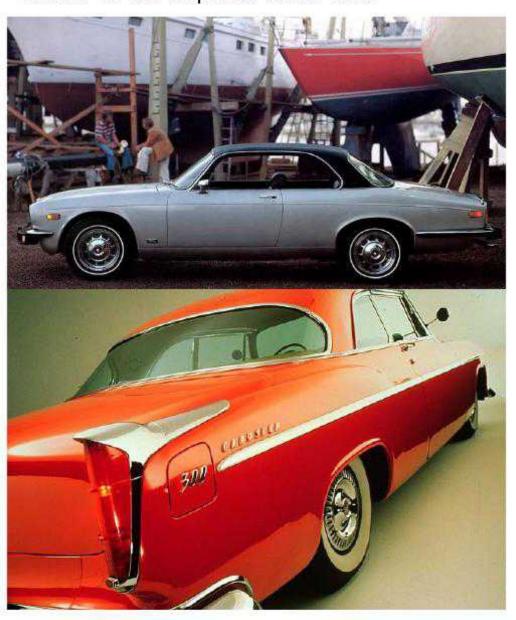
"Sotheby's is thrilled to join the clear market leader in this field," commented Bill Ruprecht, Sotheby's CEO.

No word yet on whether the newly merged auction powerhouse will start to make its presence felt in Australia. If it did it would definitely shake up the market.

Luxury Coupe Anniversaries

The Jaguar XJC coupe and the first of the famed Chrysler 300 letter cars celebrate their 40th and 60th respective anniversaries.

Jaguar sold 10,426 coupes from 1975 to 1978. The Chrysler 300 was the first American production car to have a 300 hp motor and featured a New Yorker body mated to an Imperial front end.



Hegerty Market Index Innovation

Last month, Hagerty, the world's largest insurer of collectible cars, launched the Hagerty Market Rating. It is an index which combines metrics sourced from auction results, "expert sentiment," and the private sales data of thousands of cars.

The index spits out a value each month from 0 to 100, taking the pulse of the industry. Any rating above 50 indicates the market is growing.

The most recent reading for February 2015 comes in at 70.6, which, according to Hagerty senior manager Rob Sass, means "the market is relatively healthy", and considered to be in growth phase. A reading between 80 and 90 would be "worrisome," he says. In other words, a "bubble" might be developing ahead of a fall. Hegerty also went back and calculated the index from 2007, finding a low point of 49 in 2009. Focused on the American market, the index is a great innovation. We just wish someone in Australia would do similar.

Hemmings Founder Dies

Ernest Hemmings, the founder of "the bible" of the collector-car hobby, *Hemmings* died in February at the age of 89 in his hometown of Quincy, Illinois.

He inherited an auto parts business from his father in 1945. To expand the business he hand-typed a newsletter that he distributed to about 500 people. Very quickly Hemmings Motor News had become a general-interest old-car forum and advertising vehicle for classic-car buyers and sellers By 1969 subscriptions had soared to 40,000, and Hemmings sold it to Terry Ehrich, a classiccar enthusiast. Hemmings Motor News and its three associated titles, Hemmings Classic Hemmings Muscle Machines Car. Hemmings Sports & Exotic Car, are now owned and published by American City Business Journals.





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 a 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

Sa came 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 serial 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 goodles 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 sydneymachinasc@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:

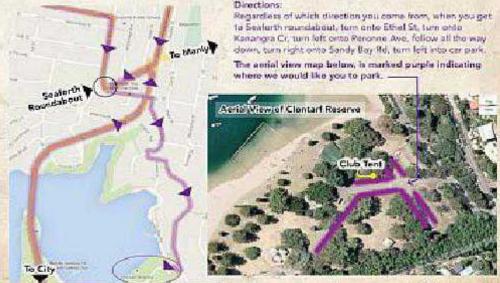
The local council charge the following rates for \$8 per hour or all day for \$16.

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: sydneymachinasc@gmail.com



CAR SHOW

Featuring Pre 1975 vehicles Trophies for Vehicles of Special Interest

Photo by Sail Hammard

VETERAN, VINTAGE, SPORTS & CLASSICS, HOTRODS & CUSTOMS, STREET MACHINES, COMMERCIALS & MOTORBIKES

SUNDAY MAY 31st 2015

Winton Motor Raceway - Via Benalla Presented by the Austin Seven Club IN CONJUNCTION WITH HISTORIC WINTON www.historicwinton.org enquiries: 03 5428 2689

Austin Seven Club Inc. A0003290N

Retro



RM Auctions presents the Andrews Collection in Fort Worth, Texas on 2nd May. Its quality, presentation and historical significance is impressive.

The collection represents years of acquisition by lifelong enthusiast and successful entrepreneur, Paul Andrews, and his son Chris. One of the stars is the 2009 Buick Blackhawk, concept car.

Auctions



The Blackhawk was sold to Andrews by General Motors at the height of the GFC for \$A600,000.

"We want to get down to a smaller number of cars – perhaps 15 to 20 – that we very much enjoy driving and use on events with the family," says Chris.



Sharp eyed readers will note that the Blackhawk has an uncanny resemblance to the 2005 Holden Effigy concept car. Even the colour is similar.

In total, the RM Sotheby's sale will offer an exceptional roster of 75 motor cars, joined by a wide assortment of memorabilia. All lots will be offered without reserve, selling to the highest bidder. Go to www.rmauctions.com

Photos by Darin Schnabel, 2015.





1935 Duesenberg Town Car. Photo by Darin Schnabel, 2015.

www.rmauctions.com



Above: A rare 1953 Mercury M100 Truck. Below: 1960 Watson built Indy Roadster Photos by Darin Schnabel, 2015. www.rmauctions.com













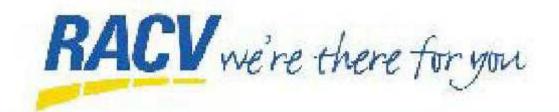




Auctions America, a subsidiary of RM Auctions, will hold its annual Sspring event, 7th May in Auburn, Indiana. Regarded as the Classic Car Capital of America, Auburn is home to the world-famous Auburn Cord Duesenberg Automobile Museum. Here are two early offerings. A blue 1937 Ford Fordor V8, at no reserve, and a 1935 Chrysler Airflow 8.

See more at www.auctionsamerica.com

Retroautos 15





Benalla and District CLASSIC CAR AND MOTORBIKE TOUR FRIDAY MAY 29th 2015 10.00 am. Benalla Art Gallery (assembly and registration from 9am at Art Gallery)

Entry \$10 per vehicle, includes RACV rally pack and RACV trophles for most interesting vehicles



HISTORIC FORDFEST

HONOURING 90 YEARS OF FORD AUSTRALIA



PRESENTED BY THE AUSTIN SEVEN CLUB INC.

www.historicwinton.org

Enquiries 0354282689



noelwikox@rocketmail.com





Searching for a T-Bird

Ask James Pantelis and he'll tell you that the Beach Boys got it right!

It is all fun, fun, fun when he takes his 1956 white Ford Thunderbird out for a cruise on warm Friday nights. "I make new friends at most traffic lights," he chuckles. "Everyone asks me about it".

James had a long held desire to own either a late 50s Chevrolet Corvette or a mid fifties Thunderbird.

"I found that the Corvettes were a little cramped for my frame and very few had factory cruising comforts, so I sort of gravitated to a Thunderbird" he says.

After speaking with a few people in Melbourne who had purchased cars 'sight unseen' and after hearing of the disappointment in importing cars only to find that they were duped by selective photos, James decided he really needed to see the car in himself before spending the money and the effort of shipping it to Australia.

His search across North America yielded six promising cars. Three were in California, one in Arizona, one in Portland and a '56 in Vancouver, Canada.

James talked with the various sellers, sometimes and he was encouraged by what he heard. So it was off to the USA to kick the tyres and go for some test drives.

After much looking and questioning he eventually found his T-Bird in Vancouver, Canada. James picks up the story: "The car was already restored, which suited me just fine, and it was in the colour



scheme I wanted, as well. The person who owned it was going through a divorce and wanted to sell it quickly, so I was lucky."

James organized for the car to be shipped to Melbourne and it arrived after an eight week journey.

"The restoration work on the car is very good", James says. "I didn't want to do

the restoration myself and have the headache of tracking down parts and finding a restorer".

What James wanted to do was to drive it!

The Thunderbird is equipped with an automatic transmission and all the power options: such as power steering, power brakes, power windows and 4 way power





seat along with both hard and soft tops.

The only changes James has made are the addition of wire wheels, an electric fan to help with the engine cooling, upgraded front and rear sway bars and an extra leaf spring in back to beef up the suspension.

"Fixing the handling means I can truly enjoy driving it and not just enjoy being seen in it," he says. "I drive it regularly. Of course, I always treat it carefully, but I'm certainly not afraid to get out in the car nor do I worry that it may overheat or not steer or brake safely."

"I would say that it drives and corners more like a '60s or even '70s Ford rather than a soft marshmallow fifties classic," says James. James has taken his T-Bird to many car shows in the past three years and collected some nice trophies.

The car was also selected by *Old Cars Weekly* for the cover of the annual Reader Rides Calendar and appeared on the front cover of the international Thunderbird club magazine



Retroautos 21



With the hardtop roof in place. Most people recognise the Thunderbird from the movie American Graffiti. The continental kit was standard on the 1956 Thunderbirds.

Legend has it that Henry Ford II complained he could not fit his golf clubs in the boot unless he removed the spare tyre, hence the continental kit on the '56 models.

For 1957 Ford engineers lengthened the boot by 15cm and the tyre went back inside.

The original Thunderbird used in the movie American Graffiti still exits.

It is owned by Clay Daily, who bought it as a used car in 1964 in Petaluma. It was in Petaluma that most of the night scenes in the movie were filmed, and Clay's car was rented by the film's producer George Lucas and driven in the movie by Suzzane Sommers. Check this site for more about American Graffiti.

www.unofficialamericangraffiti.weebly.com















Styling the Thunderbird

Design to Driveway: Franklin Hershey's Legacy

Just who gets the credit for the creation and styling of the first generation Thunderbird is open to debate. There are two main narratives.

The first, which is the official Ford version on their website, says that Ford executives Louis Crusoe and George Walker, were primarily responsible for the birth of the Thunderbird.

The second says that Franklin Hershey was the main driver of the Thunderbird development.

Thunderbird Version One

Crusoe was the Ford Division general manager. Walker was a styling consultant and would later become chief stylist.

The story goes that in October 1951 the two men were at the Paris Auto Show when Crusoe gestured toward one of the sportier cars on display, turned to Walker and said:

"Why can't we have something like that?"

"We have a job just like that in the works right now," was Walker's quick response.

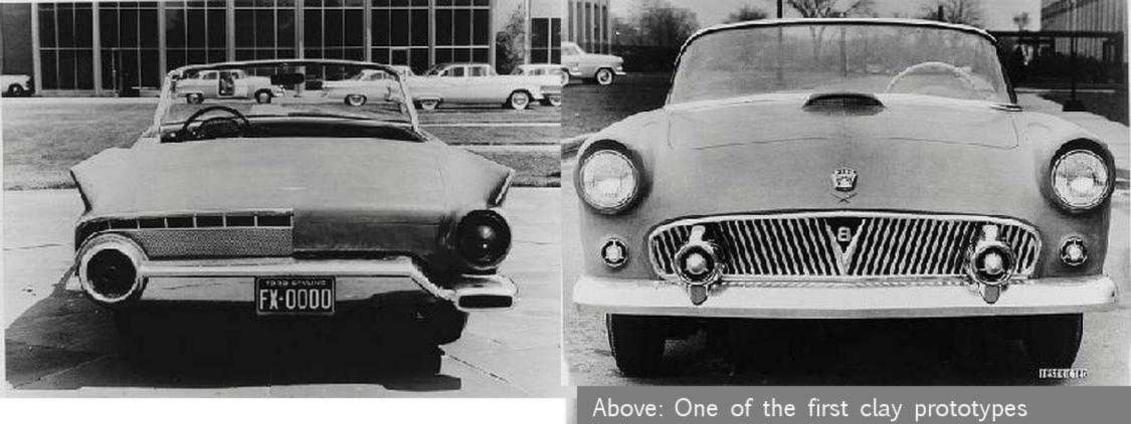
It was not quite so. Walker quickly found a telephone and talked with his team back in Dearborn. He told them to get some ideas together.

By the time Crusoe returned to the United States, there was indeed a "job just like that" waiting for him to inspect.

The initial development guidelines called for a two-passenger, convertible that would make maximum use of standard production components.

Design objectives included a V-8 engine, a balanced weight distribution, acceleration better than the competition, and a top speed of more than 100 miles per hour.

Images courtesy of the Ford Motor Company



The new Ford sports car also was to retain Ford product characteristics and identification to the extent necessary for a ready association with the standard production car.

The Ford Design Studio was given basic styling responsibilities. With no time for scale-model studies and the like, the first sports car styling suggestions were full-profile, full-sized air-brush renderings on paper of five different cars.

None of these proposals led directly to a final car, but each provided ideas for the full-size clay model that was taking shape.

During May 1953 Crusoe saw a complete, painted clay model for the first time. It closely corresponded to the shape of the final first Thunderbird.

Thunderbird Version Two

On the other hand, David Holls and Michael Lamm, in their book, *A Century of Automotive Style*, credit Franklin Q (for Quick) Hershey as the driving force behind the car.

Hershey had been at General Motors for 20 years until he switched to Ford in 1952.

In 1933 he'd given Pontiacs their silver streaks, styled Opels in the late 1930s and put the fins on the 1948 Cadillac. And he also styled the first Holden.



When he went to Ford Hershey knew GM were working on the Corvette, and believed Ford should also developing a "sports car". So, in early 1953 he bought a Jaguar XK120 and used it as a comparison template to develop Thunderbird concepts.

Moreover, when Holls (who was GM's executive designer) spoke to Hershey in the 1980s, he said the phone call from Walker came in 1953, not 1951, and it was in response to a comment Henry Ford II made to Walker while they were in Paris that year.

Hershey contends that it was his prototypes that Walker was referencing when he said: "We have a job just like that in the works right now." It was also Hershey's clay model that Crusoe saw in May 1953.

What ever the story, and we are inclined to believe the Hershey version, by mid-1953 Ford's chief engineer Bill Burnett had cut a Ford two-door sedan to the 102-inch



wheelbase of the sports car in order to test some ideas about problems such as handling and brake balance.

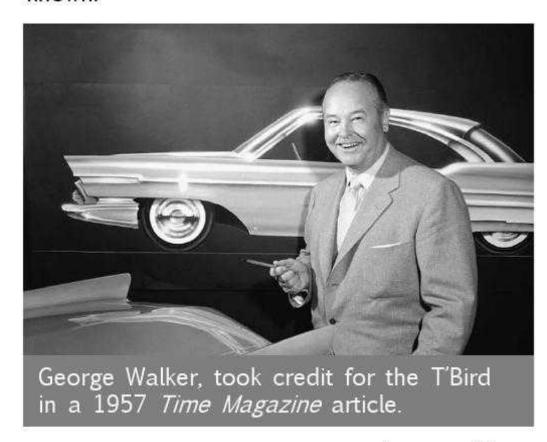
Hershey and his team styled the car by applying customising techniques. They chopped, channelled and sectioned their way through a full sized Ford and that's how the Thunderbird came to have all of the styling cues of the bigger Fords.

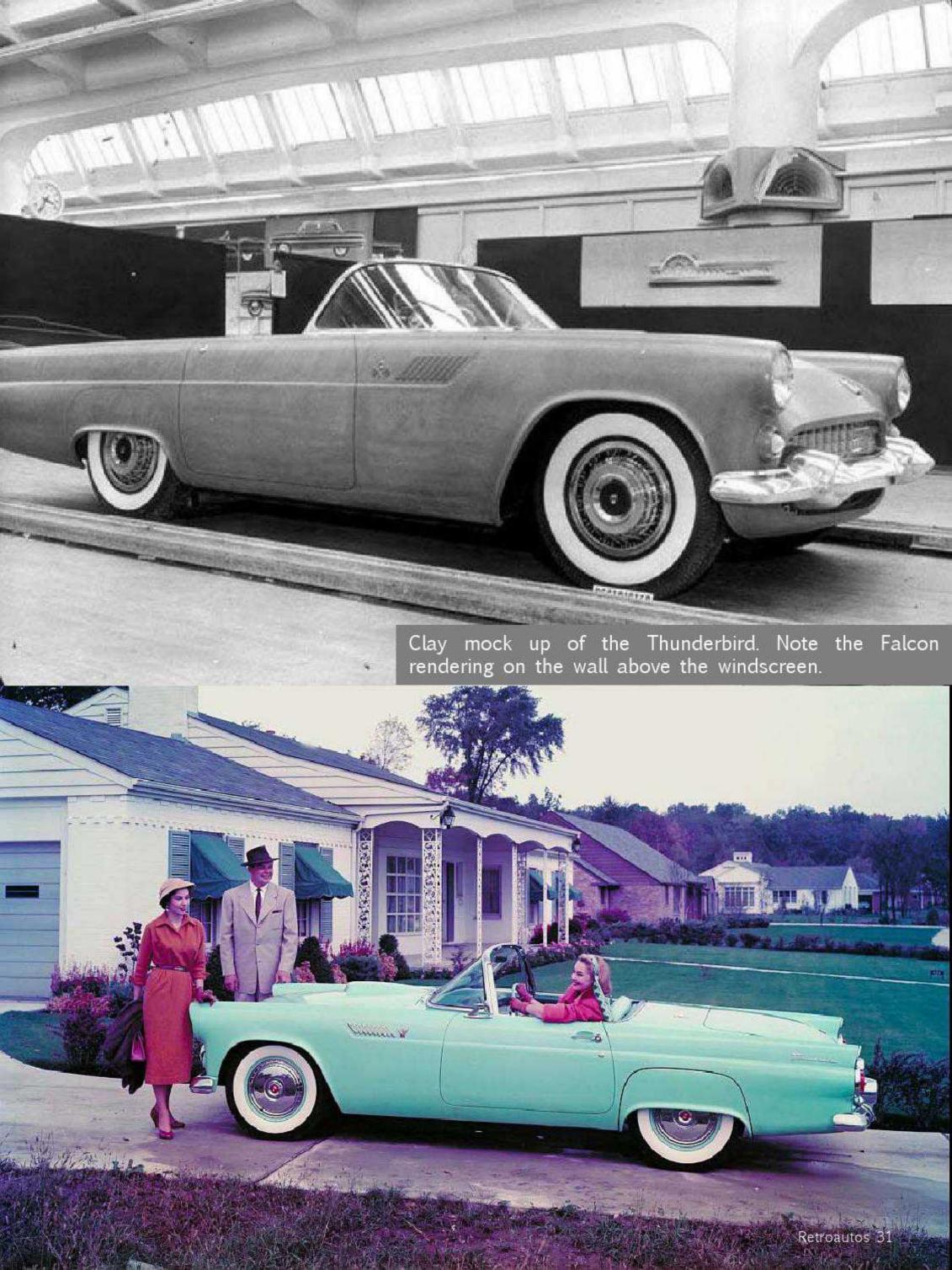
What ever the real story, in September 1953 a decision was made to build the car. Only one small detail remained and that was a name.

There were 5,000 names considered including HepCat, Beaver, Runabout, Saville, El Tigre, Sportsliner and Coronado.

A young Ford stylist, Alden "Gib" Giberson, submitted the name that would quickly earn

approval and eventually acclaim: Thunderbird. He thought of the name because he had once lived in the Los Alamos in the American southwest, where the legend of the Thunderbird was well-known.





HISTORIC COMMERCIAL VEHICLE SHOW



FEATURING PRE 1975 VEHICLES
TROPHIES FOR VEHICLES OF SPECIAL INTEREST

SUNDAY MAY 31ST 2015

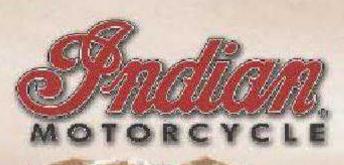
WINTON MOTOR RACEWAY – VIA BENALLA PRESENTED BY THE AUSTIN SEVEN CLUB

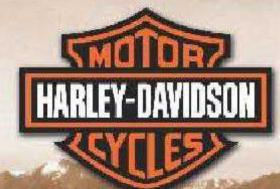
WWW.HISTORICWINTON.ORG

ENQUIRIES 03 5428 2689

NOELWILCOX@ROCKETMAIL.COM

HISTORIC MOTOR BIKE GATHER BIG THREE







SUNDAY MAY 31st 2015
WINTON MOTOR RACEWAY VIA BENALLA
In Conjunction with Historic Winton

PRESENTED BY THE AUSTIN SEVEN CLUB INC.

www.historicwinton.org

Enquiries 0354282689 noelwilcox@rocketmail.com

Austin 7 Club A0003290N

Retroautos 33

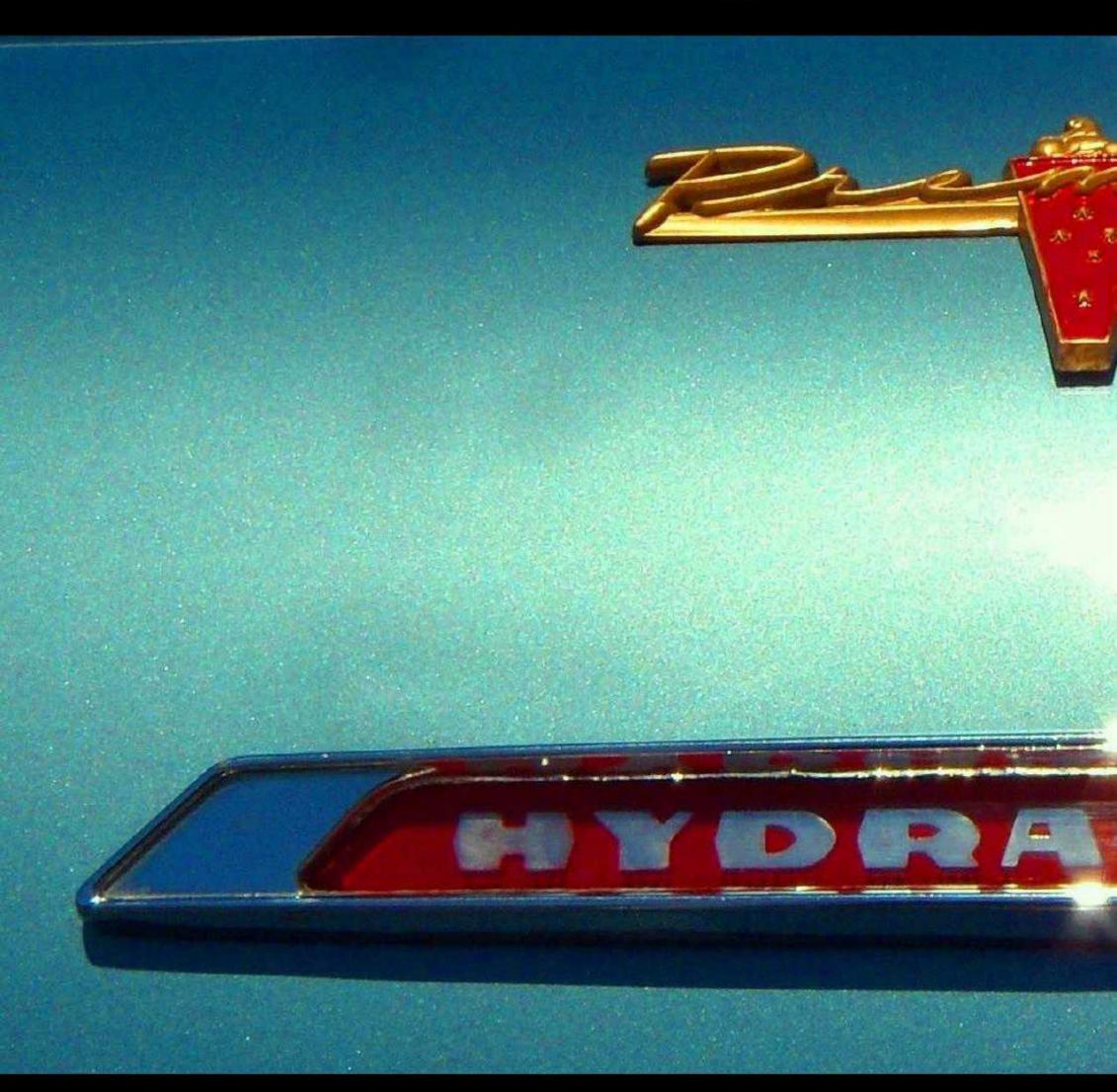


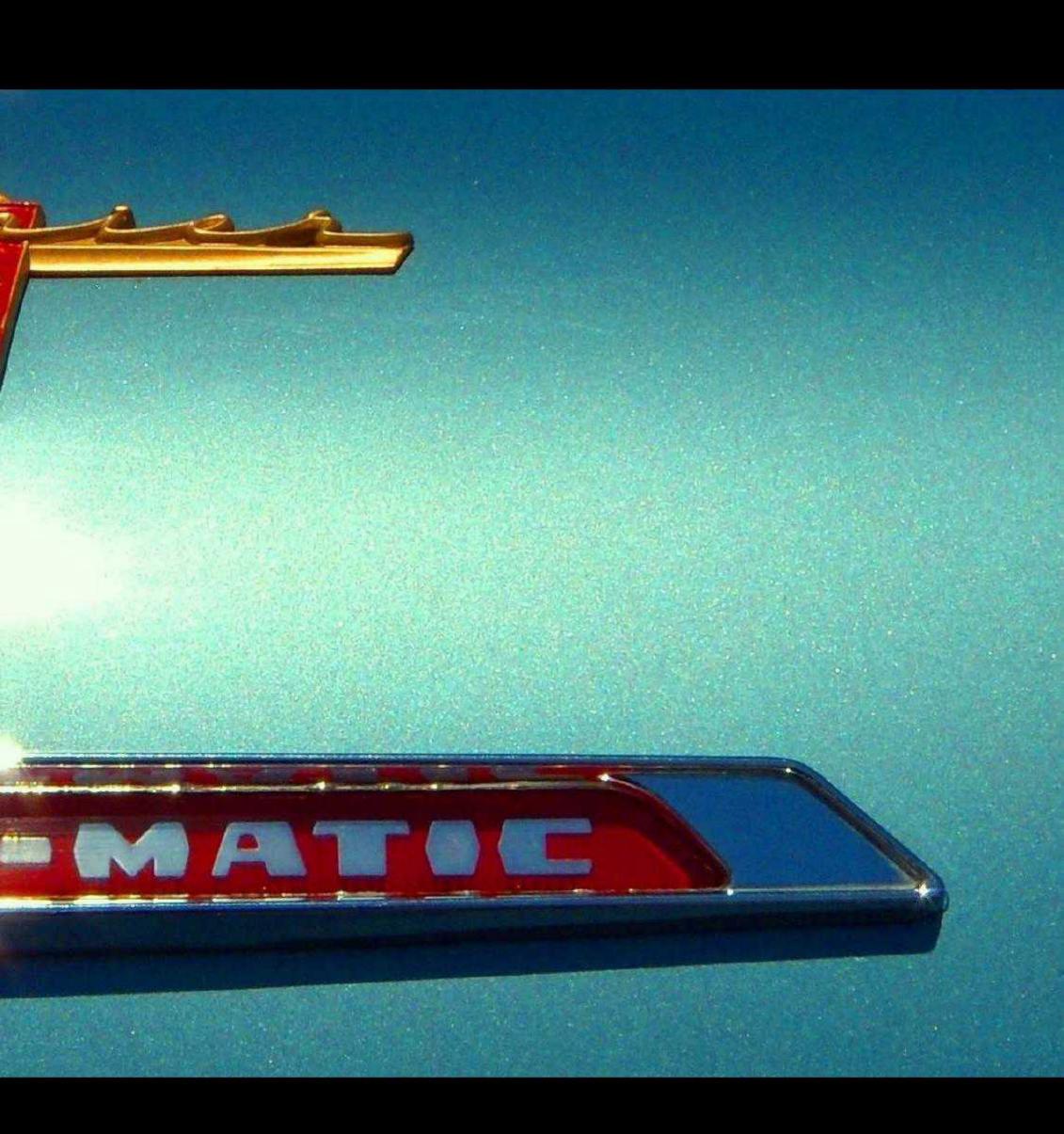






And the Living is EJ....







Sam Princi has a one of the first 1962 EJ Premiers produced in Holden's old Sydney factory at Pagewood.

"I grew up in a Holden family and always liked older cars and especially the shape of the EJ. I thought it would be great to have one as a daily driver," he told Retroautos.

He found a metallic blue, automatic Premier, with a white roof, at Shoal Bay in 2001. "The gentleman who sold it to me wanted an assurance that it would not be modified or hot rodded" Sam explains.

"In fact he personally delivered the car to me in Sydney".

Sam admits the car is not a show piece. Rather it is a classic car which he and his family enjoy almost on a daily basis.

He's fitted seat belts and there's a car safety seat in the back for his young daughter.

"I've had to do a lot of rust removal over the years" Sam says. "The restoration process has been a learning experience and I repair the car as the need arises."





On the road the EJ keeps up with the traffic flow. "It is not as responsive as a modern car. The Hydramatic transmission sucks power out of the motor and it has drum brakes which mean longer stopping distance, so I have to think ahead of the traffic," Sam says. It lopes along nicely and the bucket seats do a great job of soaking up the bumps the suspension ignores.

What is striking about the EJ is how compact it is when compared to today's cars. Think Corolla and you'll be in the ball park. The doors do not open to the same







wide angle that we expect in the 21st Century. Quite simply, people were thinner and shorter back then.

Back in the day, Holden targeted the Premier at an increasingly affluent 'middle Australia'. For half the price of a Chevrolet Bel Air you scored a heater, a centre console, arm rests on all four doors, colour coded dashboard, white steering wheel, leather faced bucket seats, white wall tyres and bragging rights in your street.

A radio was an option and most buyers ordered one.

Holden dealers were ecstatic with the Premier. Rival Ford had also identified the same market opportunity and launched the Falcon Futura, cloaking it in Thunderbird heritage, Holden needed something to fight Ford, and the Premier was the car to do it.



Retroautos 43

modern MOTON

evidened in Amstralia for transmission by past as a periodical.



Styling the EJ Holden

Detroit Dictates!

"But then Mitchell did something unusual. Rather than have his team re-style the EJ, they *first* started to work on its successor, the EH. By 25th October 1961 they'd fixed the EH's shape."

APRIL 1961 2'6

.. FULL PHOTOS, DETAILS (p. 42-47)

Retinautos 44



In April 1961 Modern Motor (MM) magazine delivered one of its famed front cover scoops. There for all to see, in a particularly ugly shade of bile green, was Holden's supposedly top secret EJ model fully exposed. MM thought it was the FB's successor, but they were misinformed. The EJ was still 18 months from release and Holden was about to foist the EK onto the Australian public.

Of course, Holden vigorously denied the EJ prototype was a production model. In hindsight it must have been particularly galling for Holden's senior executives to see the EJ plastered all over a front page so far ahead of its official release.

MM struck again in June 1962 with more scoop photos of the EJ and by then Holden were on a hiding to nothing. Their security at the Lang Lang test facility had

been well and truely breached and MM had been absolutely right in its predictions. Three months later the EJ was featured on all three car magazine front pages, with the big news being the Premier luxury model.

Behind the Scenes Tussle and Design Takeover

Despite a short production run of thirteen month, Holden sold a healthy 155,000 EJs.. Although the EJ was a sales success, it is the "behind the scenes" story of the internal tussle over the styling of the EJ and the impact that had on Holden's local styling efforts for more than a decade, which is absolutely fascinating. We have to go back to 1960 when the first design proposals of the EJ were done in Australia by a local team.



MODEL EJ 1963 HOLDEN

The basic shape of the EJ was set in August 1961, pictured above.

At that point a fully operating prototype (probably one of the cars photographer by MM) was shipped to General Motors' (GM) headquarters in Detroit for evaluation by the global head of design Bill Mitchell and his American team. That's when things got interesting.

Take a look at these previously secret photos from GM's archives and you'll have to agree that the EJ prototype was not a pretty car. Those who were there at the time say that Mitchell was not at all pleased with the appearance of the cars, particularly the clumsy and heavily chromed front end, the cheap looking egg crate grille, the strangely recessed door handles and fuel cap and the chrome strips which accentuated the angled rear fins.

Then there was the lack of a valence panels under the bumper bars which, when combined with a high ride height, made the car look like it was on tip toes.

In John Wright's excellent book 'Heart of the Lion' he relates GM designer Joe Schemansky's initial reaction when he first saw the EJ prototypes in Detroit.

"This is awful" Wright quotes Schemansky as saying.

Schemansky knew what he was talking about. After all, he was the guy who styled the 1959 Pontiacs, creating the iconic split grille effect, which lasted in various forms for over a decade. Oh, and he also oversaw the styling of the HK sedans and Monaro.





The full EJ range was prototyped, meaning that local stylists must have assumed that the official "OK" from the USA would be a simple matter. It was not. The USA did not like the car.





Quite simply, the EJ was inconsistent with GM styling trends at the time. Mitchell decided there and then to take control of Holden's current and future styling efforts.

But then Mitchell did something unusual. Rather than have his team re-style the EJ, they first started to work on its successor, the EH.

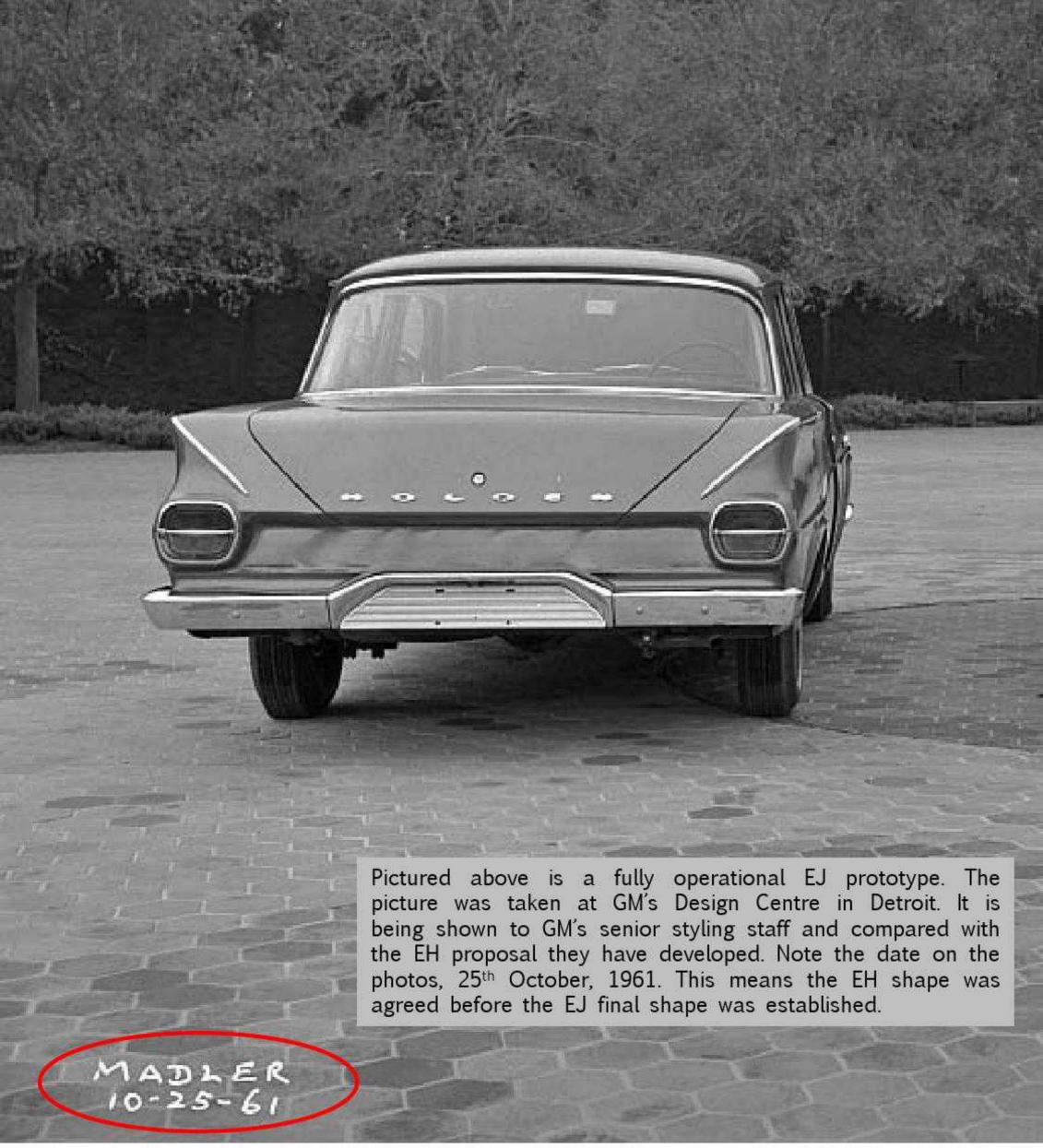
By 25th October 1961 (a full two years before the EH's release) Mitchell and his team had fixed the EH's shape and then compared it with the existing Australian styled EJ. Take a look at the two cars in the images dated 25th October and the differences are clear to see.

In short, GMH had no role in styling the EH at all.

As work progressed on fine tuning the EH shape the team turned its attention to shaping the EJ. Now that the designers knew they what they were aiming for they could integrate the EJ styling with the future EH.

The EJ's exterior lines were sharpened. The bumper bars were lifted to make the car look lower and it was visually widen with a set of fine horizontal blades in the grille. The door handle cut outs were filled in and the side chrome spears were straightened.

On the prototypes the belt line crease starts at the front doors and carries right along the car to the rear end. This was changed so that the belt line ran front to rear in one continuous horizontal line. This visually lengthened and lowered the car.



The Americans developed two concepts for the EJ.

The photos on this and following pages show the right hand side of the prototype is the familiar look of the rear pillar and the belt line which drops down at an angle over the tail light.

On the left side they widened the rear pillar to almost EH proportions and sharpened the belt line over the rear mudguard and down across the tail light.

То all cement in place Mitchell it transferred senior GM stylists to Melbourne to run the GMH design studio Retroautos 48





Theses images, dated 9th November 1961, show the changes made to the EJ prototype. Note how the rear mudguard shapes differ. The left side has a much sharper definition than the right side. Also evident here is the insertion of valance panels under the bumper bars, front and rear.





The right side rear pillar is what went into production. Note wider left side pillar



MADLER 9-11-61 36287 Retroautos 51 A clearer view of the wider left side pillar. This idea was considered in order to more closely align the rear pillar styling with the EH. Ultimately the original idea was retained.



MADLER 9-11-61

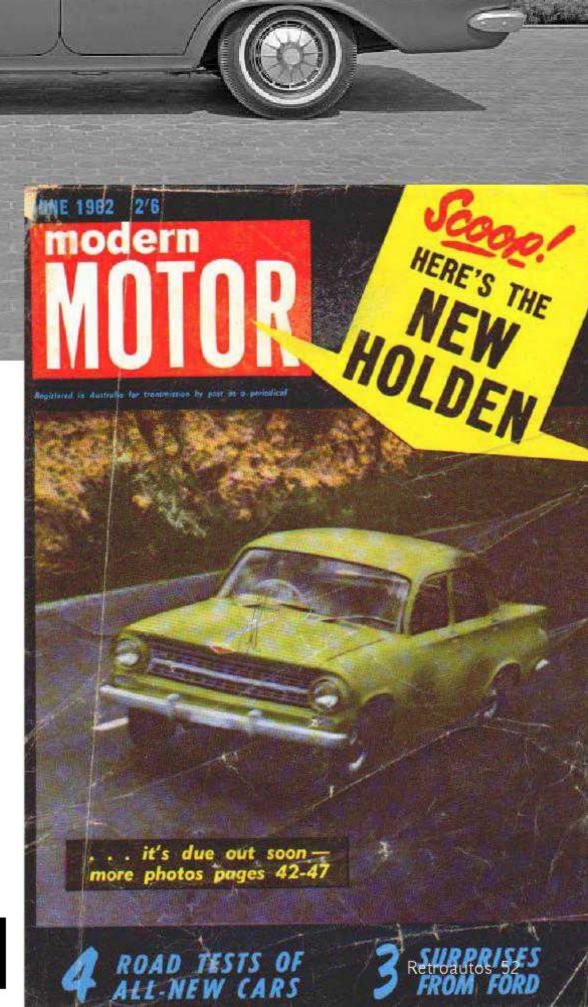
In March 1962 the re-styled EJ and EH were put in a box and shipped back to Melbourne with a message to "do it like this", or something similar.

Holden had very little time to make the required changes, as the EJ release was set for August 1962.

When MM ran its June 1962 cover (most likely taken in April 1962) the prototype EJs were still being driven around in the "old" body shape as Holden had not yet had the time to "re-clothed" them.

There will always be debate about the EJ's styling. But one thing is for sure, without the EJ, there never would have been the EH.

Prototype images copyright GM Corp, 2015. Thanks to John Kyros for the research.



modern MOTOR

HOLDEN'S SURPRISES

TEST REPORT INSIDE







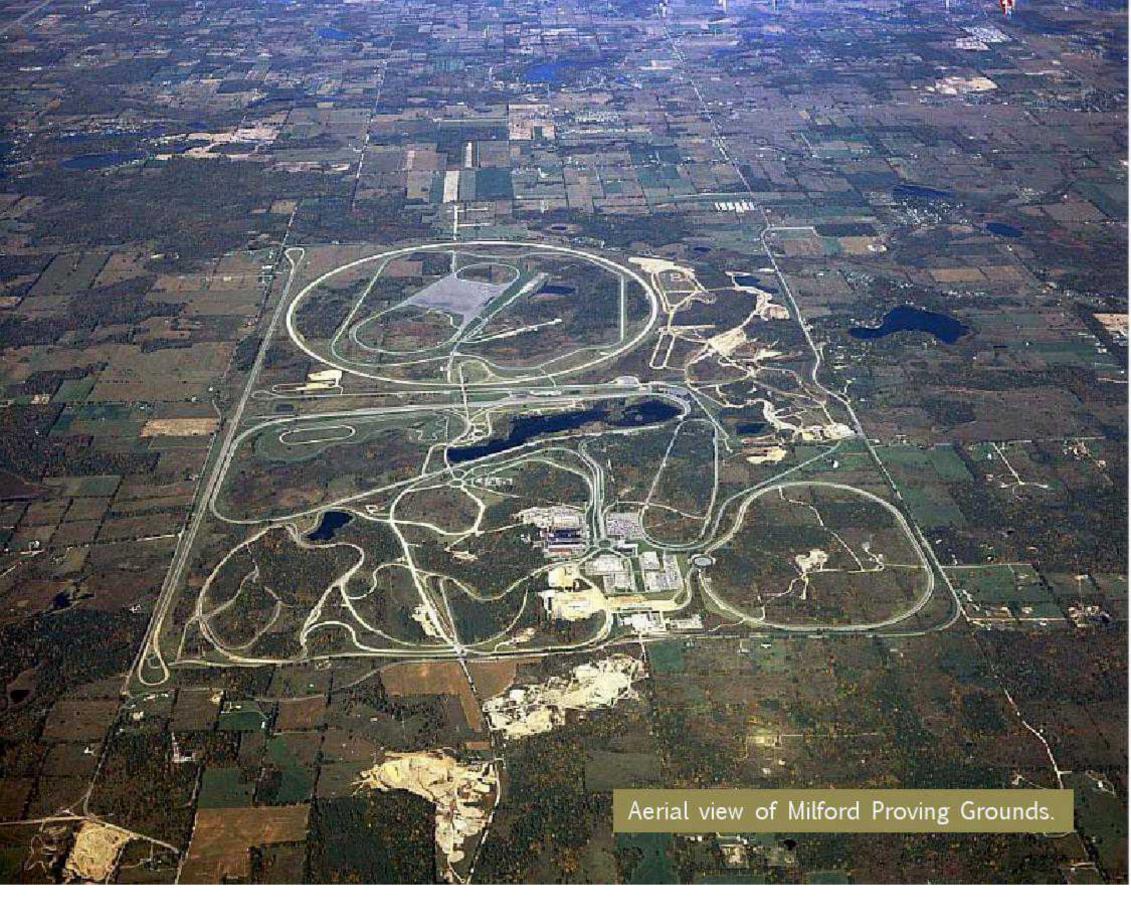


GM's Milford Proving Grounds



90 Years of Testing





Before October 1924 car manufacturers tested their cars on public roads. That all changed when General Motors (GM) bought some land in rural Milford, Michigan, then about a day's drive from Detroit, and built the world's first automotive proving grounds.

The original site consisted of a just 6.4 kilometres of gravel roads. The entire facility was only 4.6 square kilometres in size and had just a single employee who did the maintenance.

used more often. Later, as it was accommodation units were built on-site so testers could spend the week there.

The idea of a test track quickly caught on. In 1925 Ford opened its own proving ground in Dearborn and now almost every mainstream car manufacturer has one.

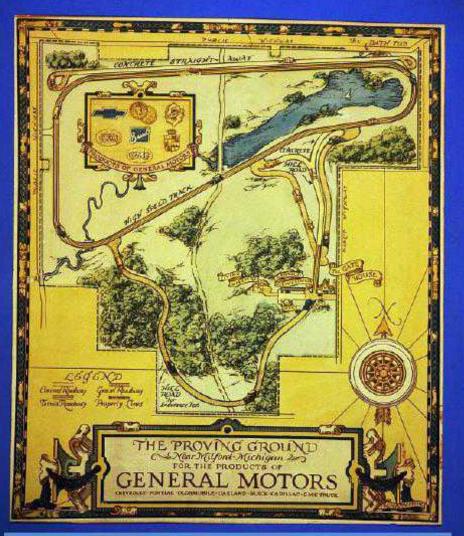
These days GM's Milford employs over 3000 professionals. lt covers 25 square kilometres and has 212 kilometres of road, from straightaways to loops, dirt, mud, tar and cobblestones. There's also an area known as The Black Lake, 30 hectares of flat pavement, where cars can be driven at top speed and tested under varying surface conditions.

In a video released celebrating Milford's 90th anniversary, clips of crash tests from the late 1920s and early 1930s show drivers jumping from vehicles just before they hit the crash barriers!

GM has used the testing grounds to develop and test countless new models. The prototypes of the 1948 FX Holdens were initially tested at Milford.

Retroautos 58





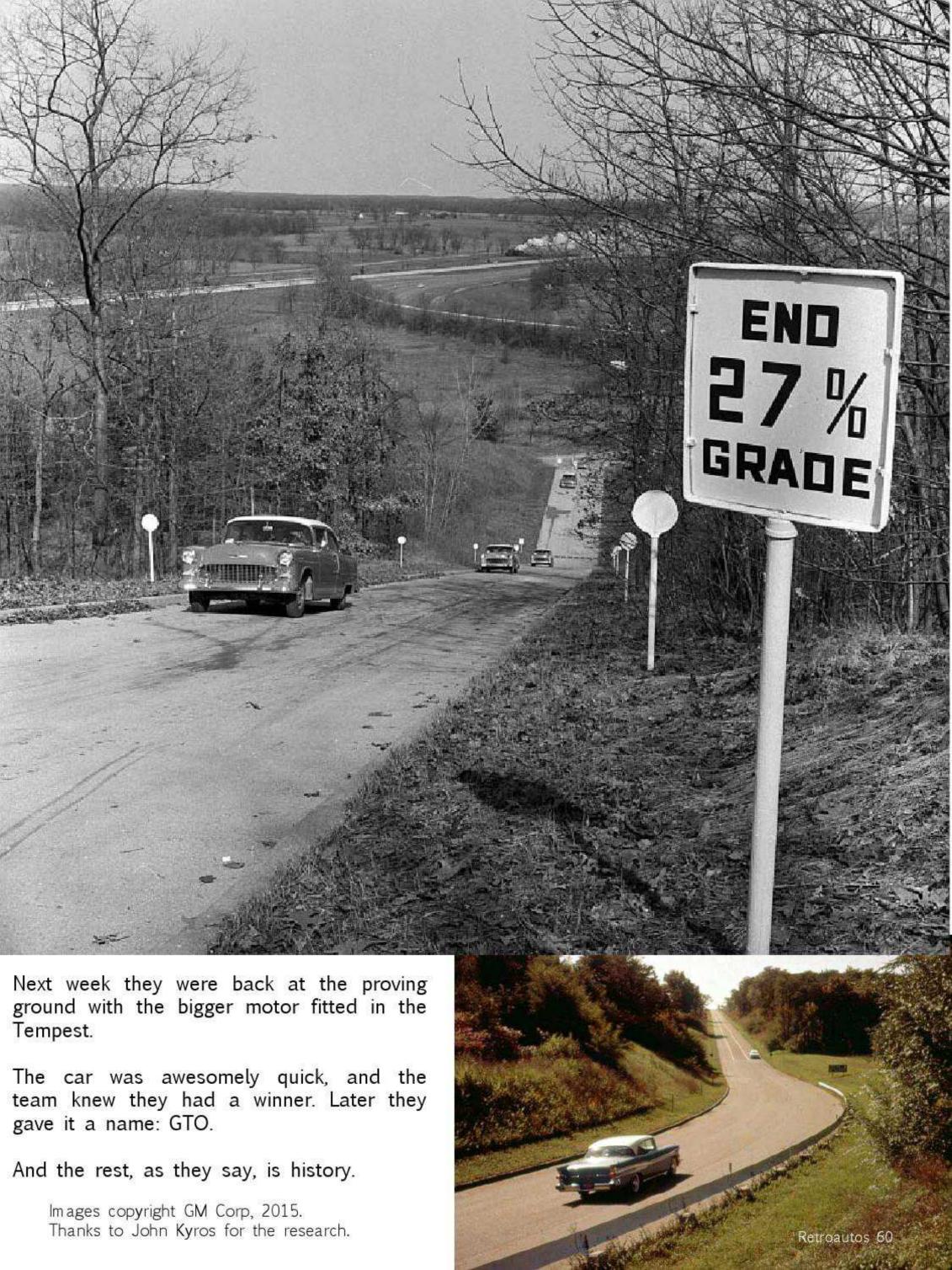
An early map of the proving grounds

The crash test dummy was perfected at Milford. In the early 1980s.

A GM safety team built a human dummy for crash tests which quickly became the universal standard and remains so today all over the world.

It was at Milford that one of GM's most iconic cars was created. On a Saturday morning in March, 1963, John Z. De Lorean, the boss of Pontiac, his adverting guru, Jim Wangers, and engineers Russell Gee and Bill Collins, were testing the new lightweight Pontiac Tempest.

It was Collins who observed "You know, we could put the big 6.5 liter V8 out of the Bonneville into this thing, and I bet it would be really quick".







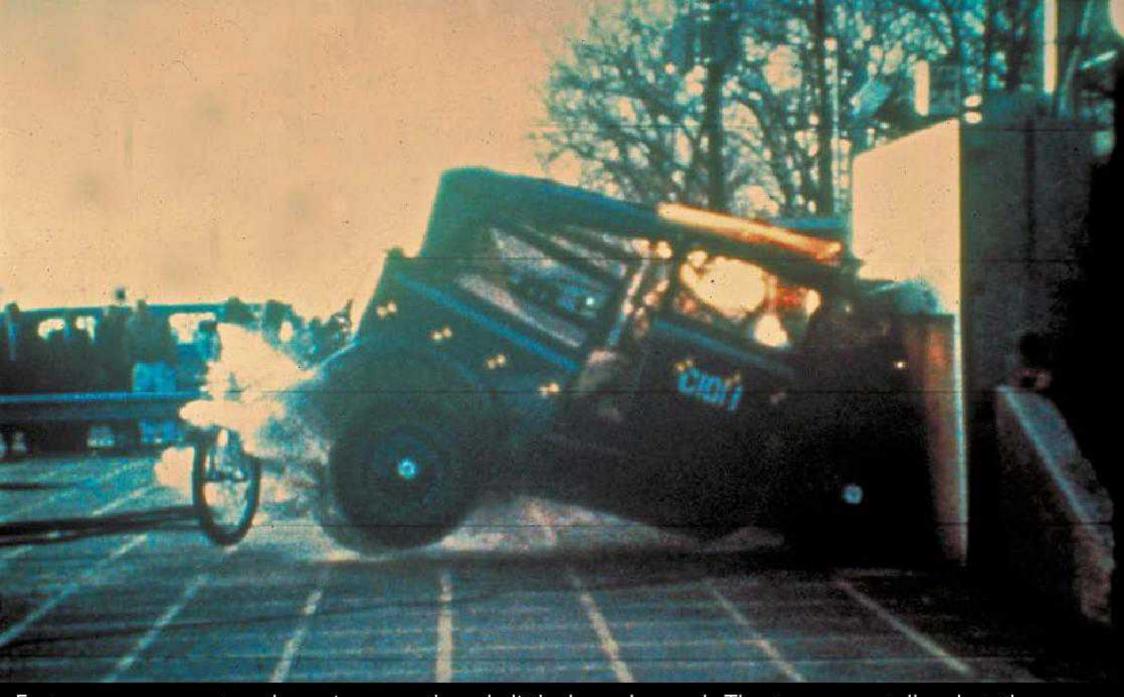


Retroautos 62







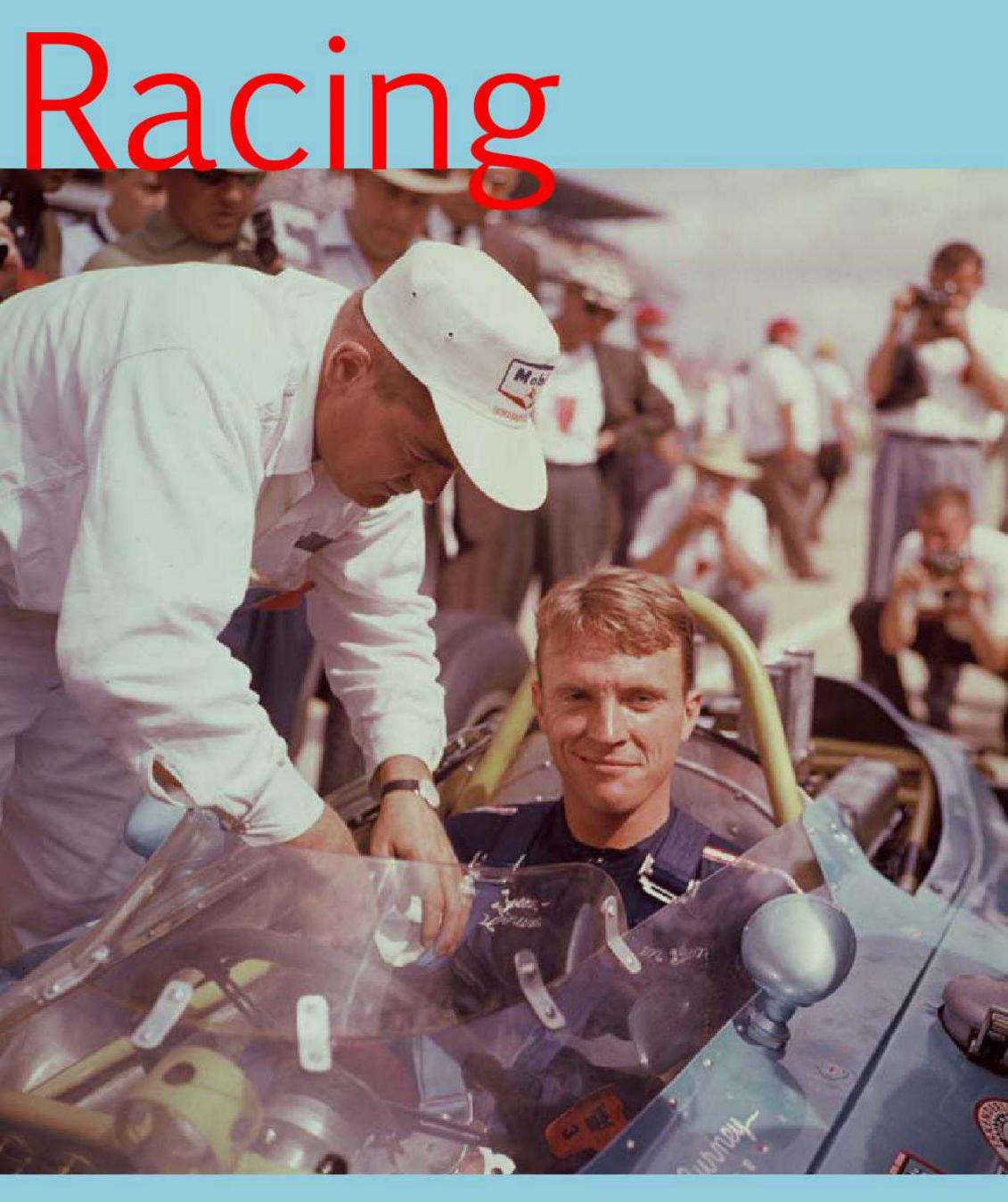


Forty years separates these images, though little has changed. The trees are taller, but the concrete ramming block is the same, as are the pavers on the roadway.



Proving Ground





Dan Gurney made his Indy 500 debut in 1962 aboard the John Crosthwaite designed space frame chassis, rear engined car, owned by Mickey Thompson. He qualified 8th and finished 20th, with gearbox problems. The car was powered by a stock block Buick V8.



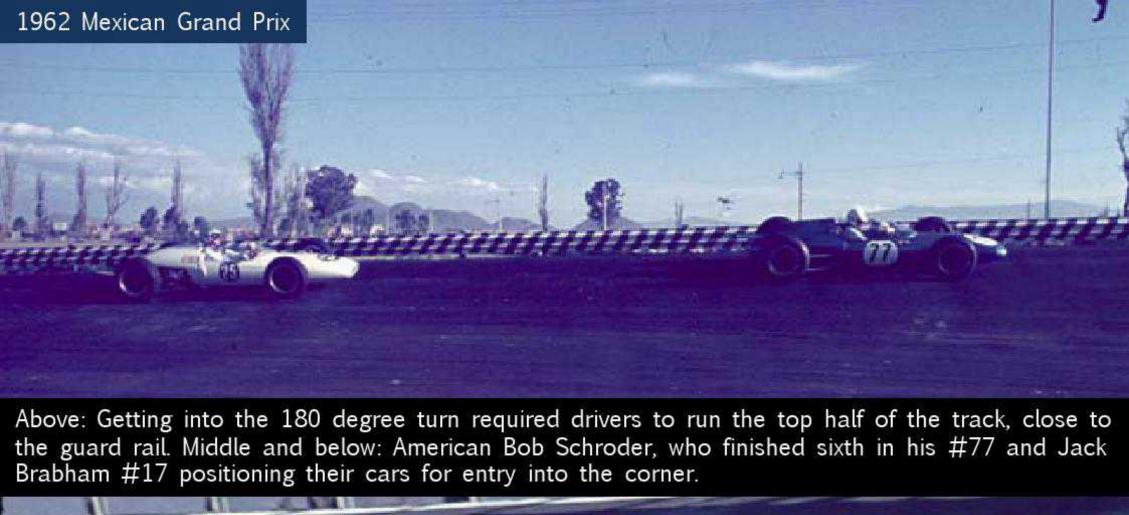
Dan Gurney wins in the Wood-Brothers Ford Galaxie at the 1966 Motor Trend 500 held at Riverside. Gurney drove one of the "Banana Galaxies". They were called that because in the search for faster speeds, body fabricators started streamlining the cars. They dropped the body on the frame, increased the slope angle of the windscreen, raised the tail and bent the front mudguards down. Compare the race car with a standard Galaxie 500, below. The most extreme example was Junior Johnson's Galaxie, which was painted bright yellow. These Fords, and Smokey Yunick's notorious "7/8ths" Chevelle, caused NASCAR to introduce production car templates in an effort to stop the streamlining.





The 1962 Mexican Formula One Grand Prix. Held at the new Magdalena Mixhuca circuit, it was the first international racetrack in Mexico and was built within a park in the centre part of capital city of Mexico City. The race offered unique challenges, being run at a high-altitude (2250 metres above sea level) and the drivers confronting a 180 degree banked corner. Above: Race winner Jim Clark. Below: Third placed Innes Ireland.









Above: Roger Penske in his driving days. He had gearbox woes and recorded a DNF. Below: Brabham sweeps under Bruce Mclaren. Brabham ran second while McLaren's Climax V8 expired and gave him a DNF.





Above: American Homer Rader is way to low to be competitive. Below: Schroder leads Jim Hall and McLaren through the 180. Hall finished fourth.





Above: Schroder and Hall exit the 180.

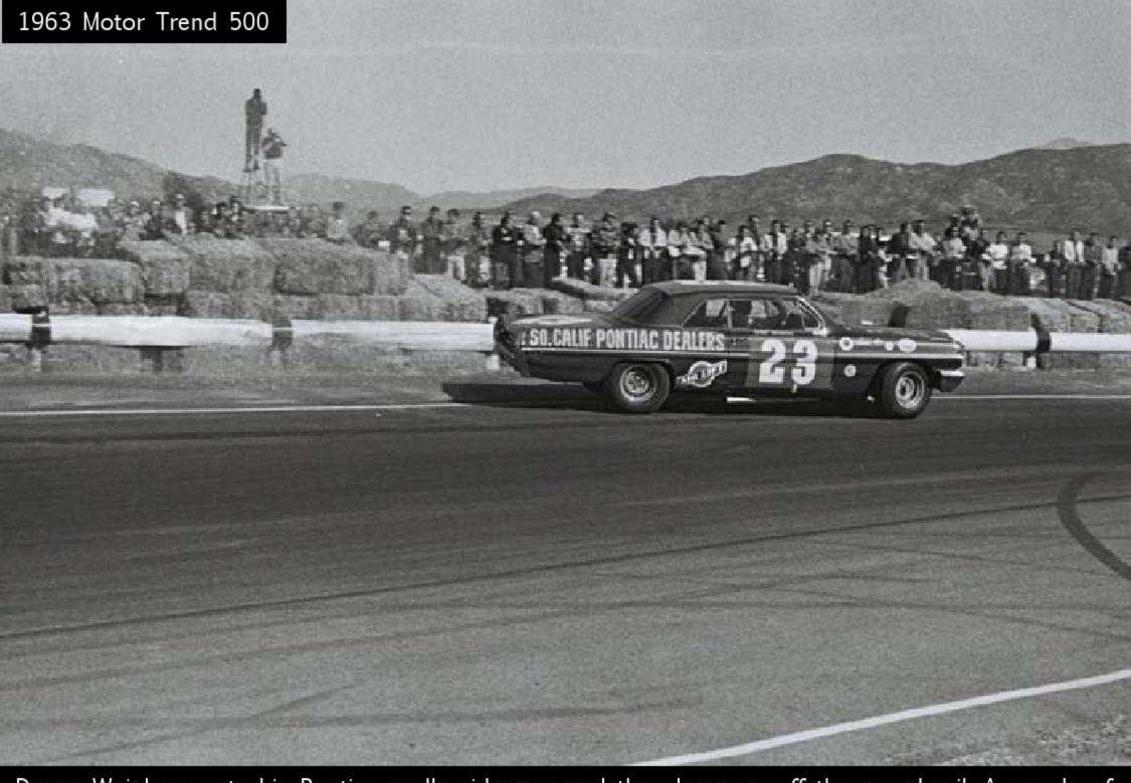
Below: Winner Jim Clark.





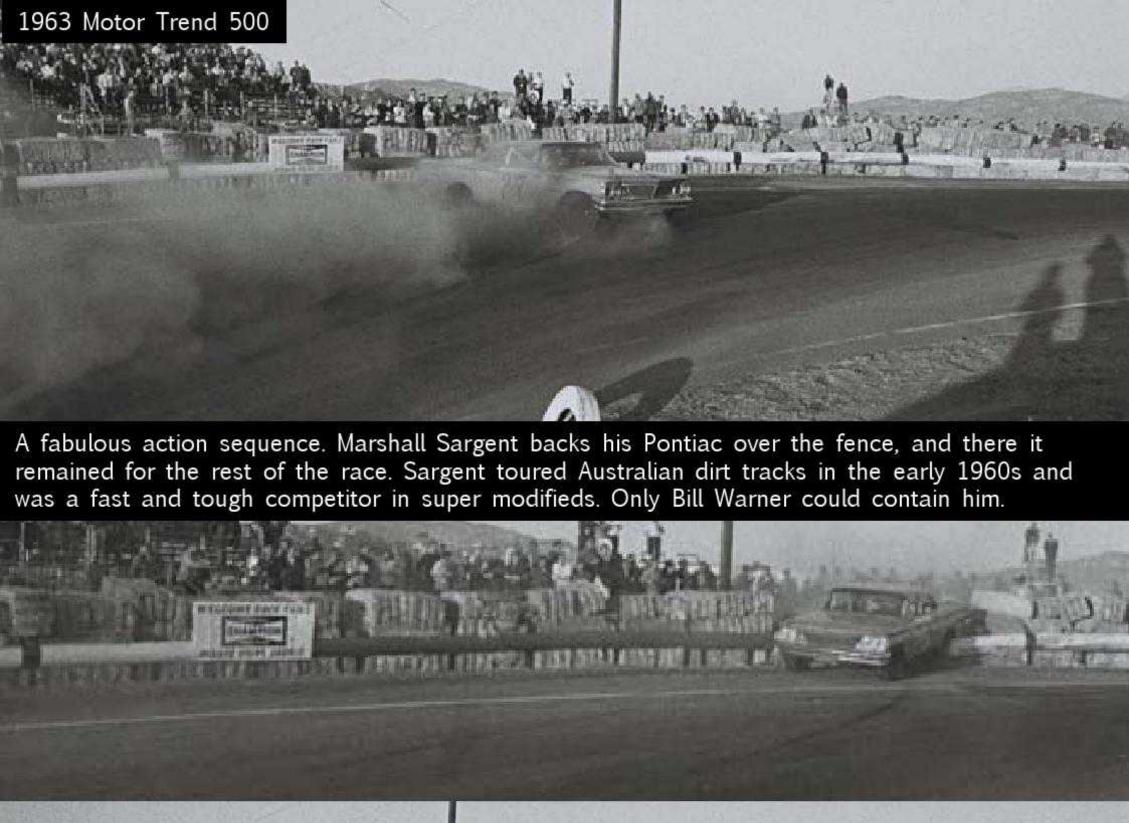
Whoa Baby!! Short track oval star, the legendary Marshall Sargent guns his 1960 Pontiac through one of Riverside's turns in the 1963 Motor Trend 500. That's second place hero, AJ Foyt, behind him in a 1963 Pontiac. This was NASCAR's first 500 mile road race and was a race of attrition, with only winner Dan Gurney and Foyt on the same lap at the finish.

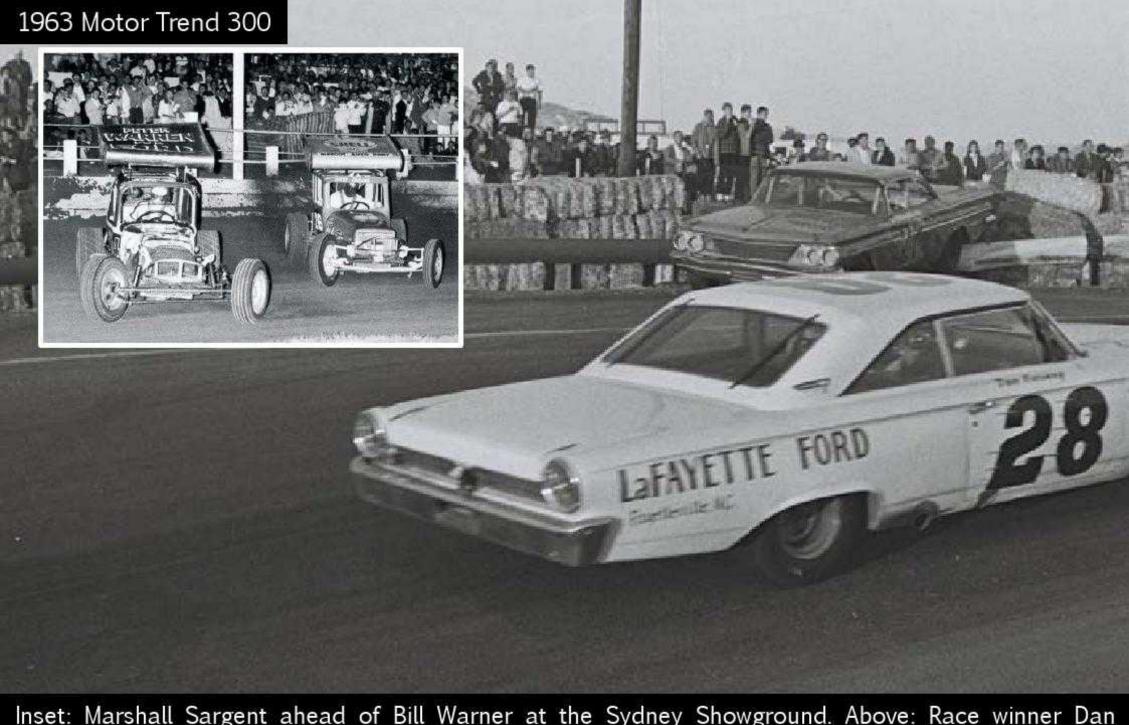




Danny Weinberg gets his Pontiac really sideways and then bounces off the guard rail. A couple of laps later he inverted his car in the same spot, which put him out of the race. He finished 42nd, just behind Richard Petty, who broke a transmission.







Inset: Marshall Sargent ahead of Bill Warner at the Sydney Showground. Above: Race winner Dan Gurney slides by the stranded Sargent car. Gurney's Holman and Moody prepared Ford still exists and has been restored. Below: Bill Foster gets exceptionally loose in his 1962 Pontiac.





Above and below: Ron Hornaday and a young David Pearson get it all wrong. Hornaday in the #97 Ford Galaxie finished 11^{th} while Pearson exited with no oil pressure on lap 113 and was credited with 33^{rd} . Hornday's son, Ron Jnr, competes in NASCAR Truck series., and is a four time champion of the series. Ron Snr was a two time NASCAR West Coast champion. Pearson won the NASCAR Title three times and is best known for his stint in the Wood Brothers Mercurys.





Above: Bill Wade, Dodge, finished 7th. He chases Harold Beal who finished 20th. Below: There were 12 Pontiacs in the 44 car field. This is Jim Pardue's. He garnered 8th place. The #41 Plymouth is driven by Jim Paschal for Petty Enterprises. He finished 36th.





On the opening laps of the race you just know something will happen. These big, V8, drummed braked American cars are all fighting for the same real estate and there is not enough room. Below: Dave McDonald in a Holman Moody prepared 1962 Chevrolet, claiming 400HP.





Above: Bamm! Danny Letner, in, of all things, a "breezeway" Mercury, gets around sideways. That's Ron Hornady in #97 and his team mate Don Noel in the Paul Galpin owned Ford Galaxies. Below: Letner ends up off the track, just short of the already sidelined Carl Joiner Jnr. Letner restarted and finished 9th. See next page for what the rear of Joiner's Chevrolet looks like.





Above: Carl Joiner Jnr's Chevrolet is a write off. He's lucky the petrol tank did not split. Below: Roger McClusky did not even make the event, putting his '62 Chevrolet on its roof.

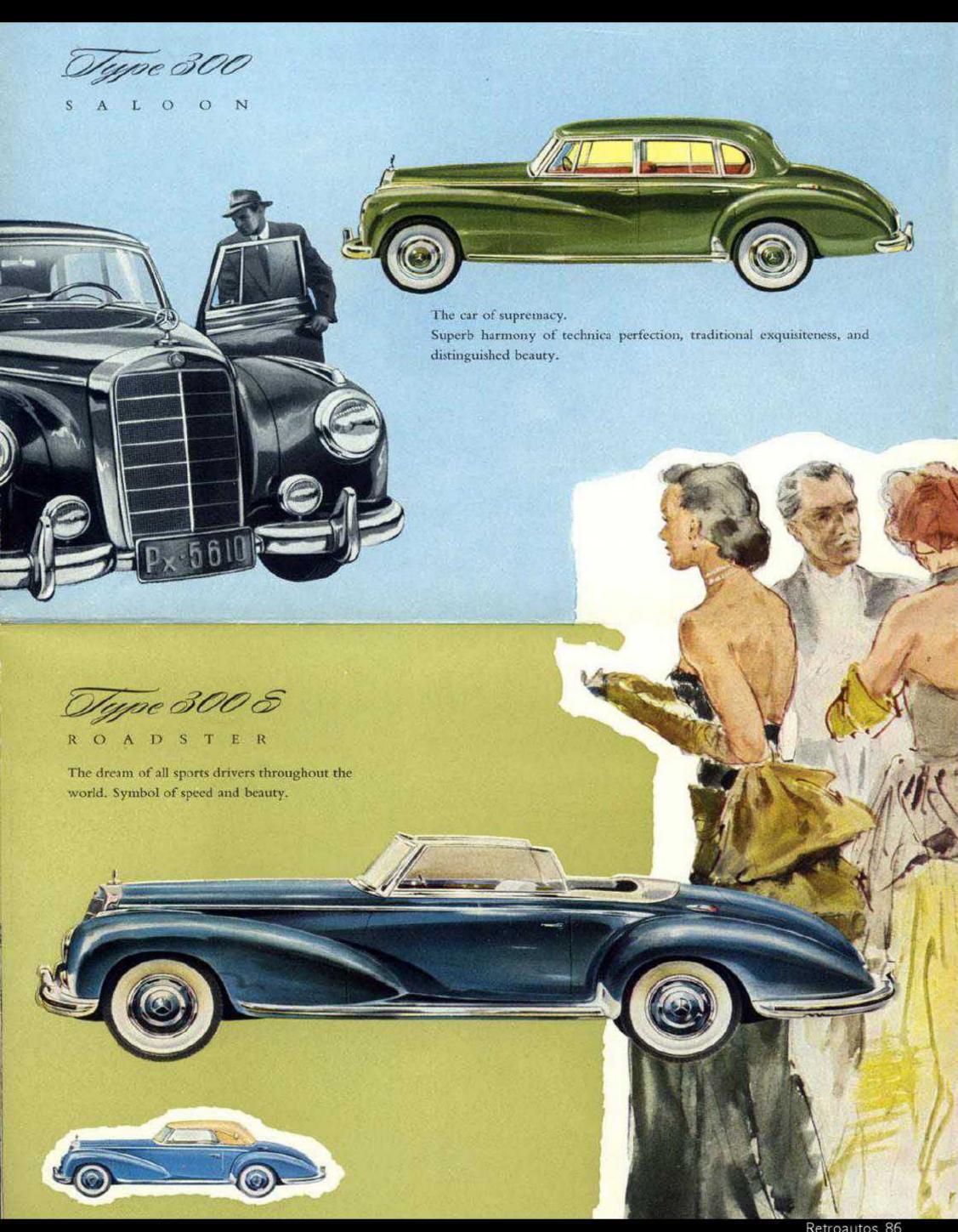


Retro Ads



Celebrating the Art of Automotive Advertising



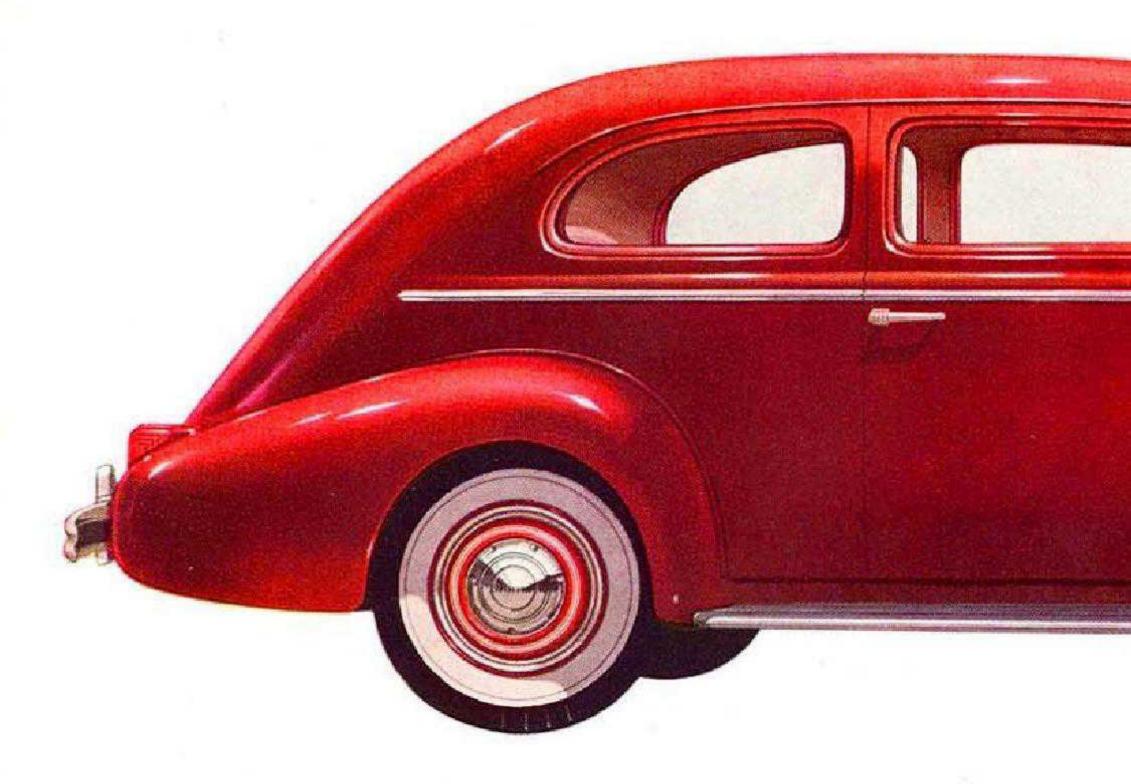




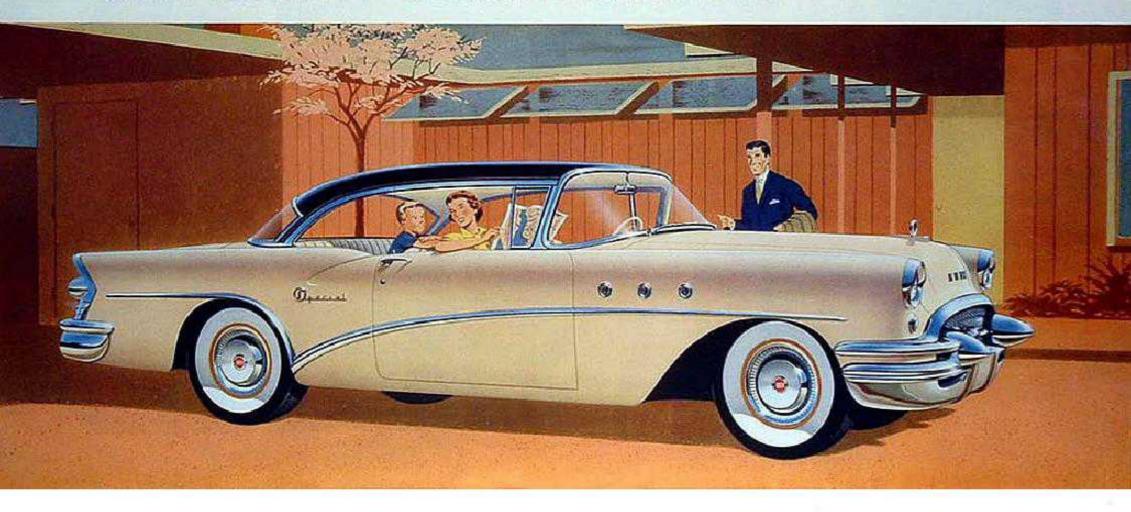
Ash the man who owns one

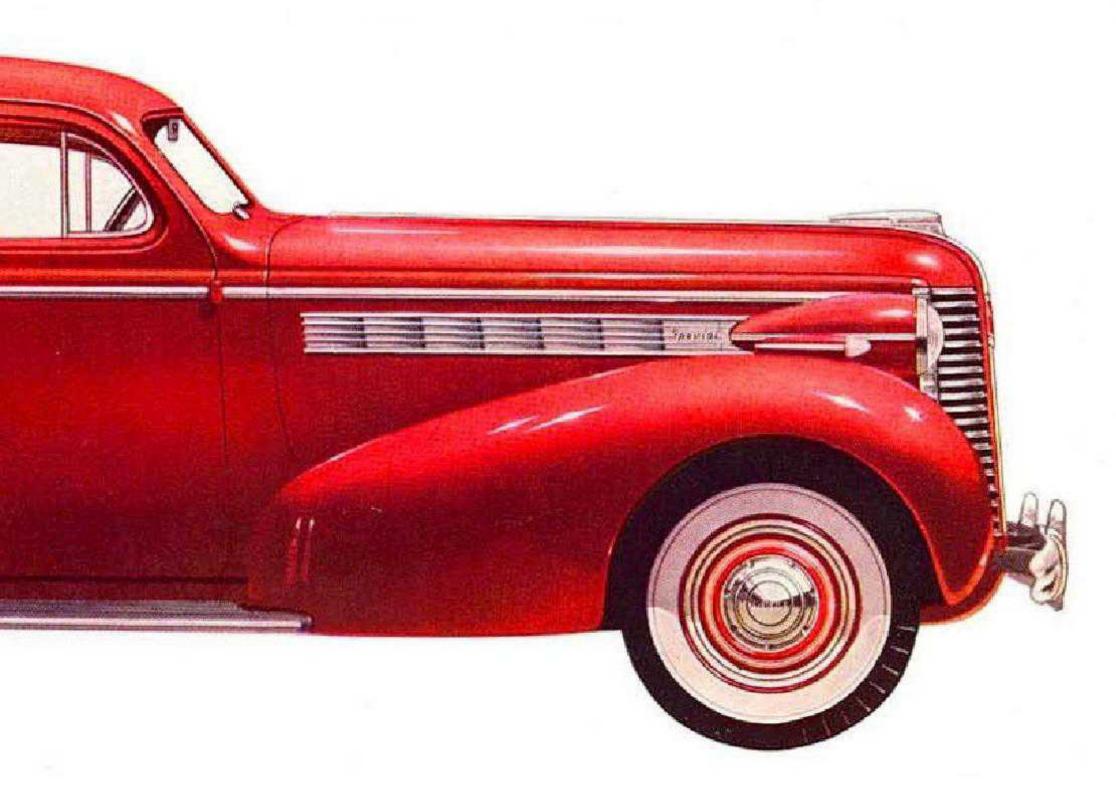
PACKARD

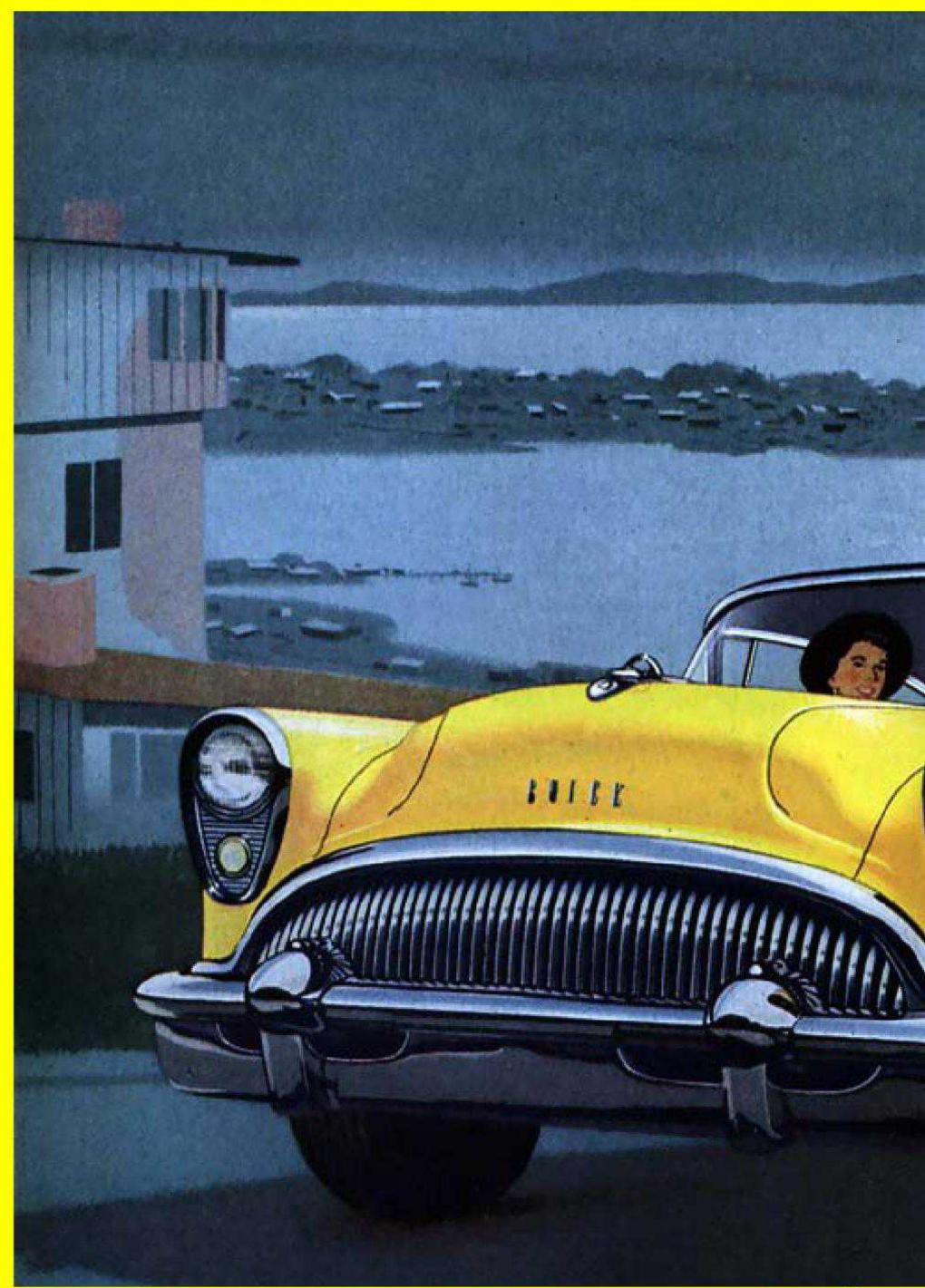


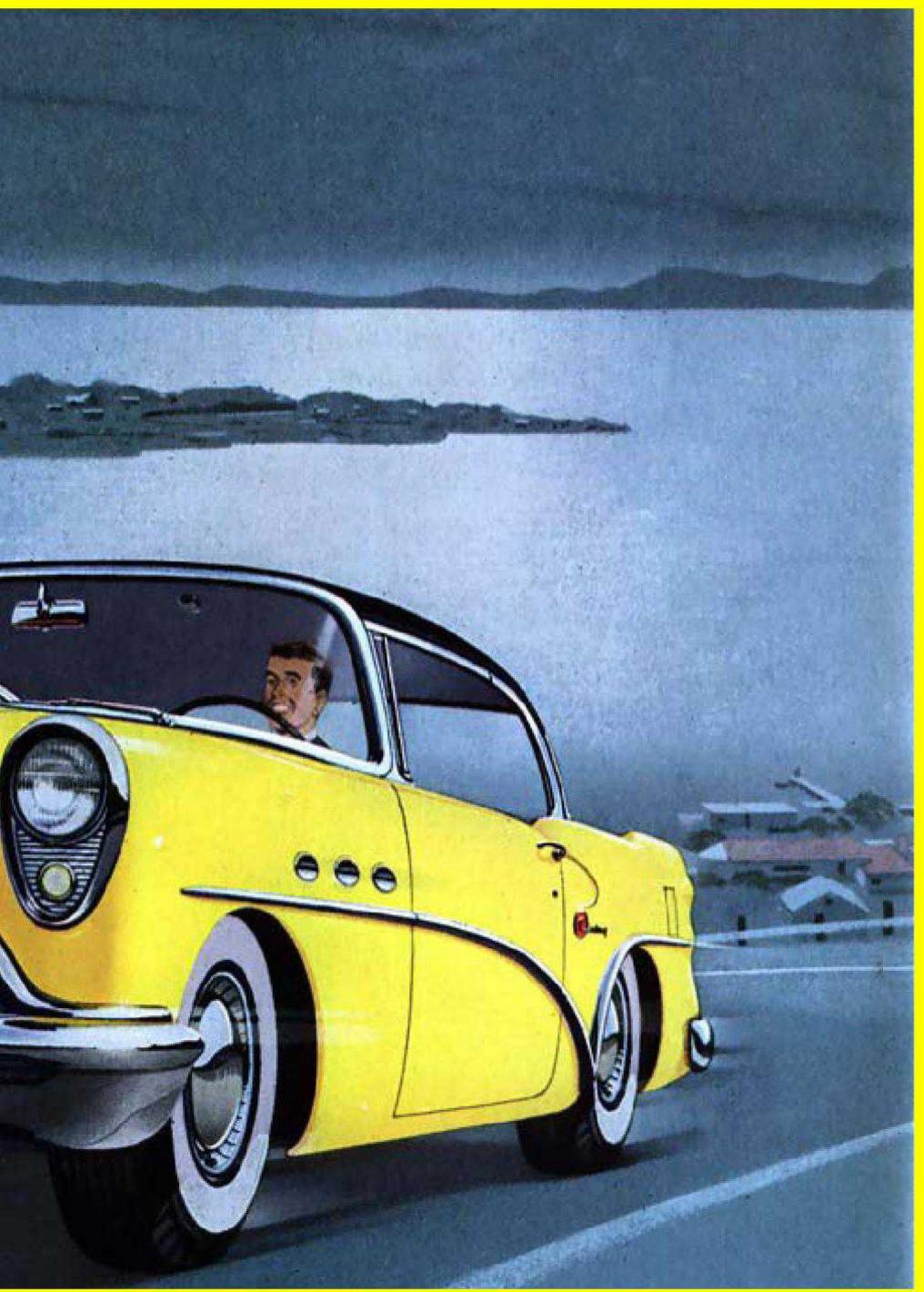


The SPECIAL — Buick life, lift and luxury at lowest cost







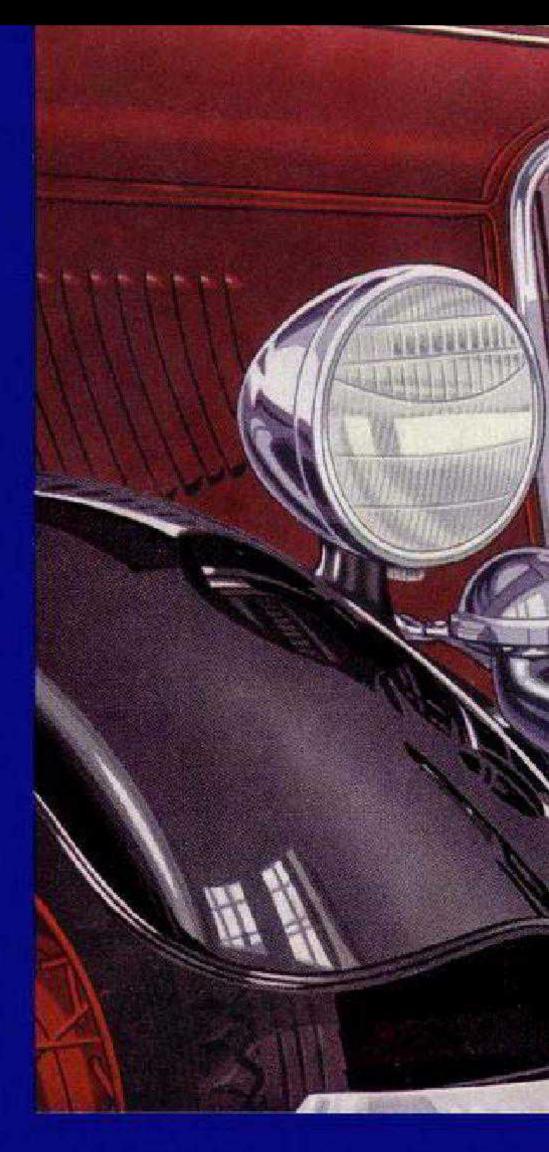


WHEELBASE

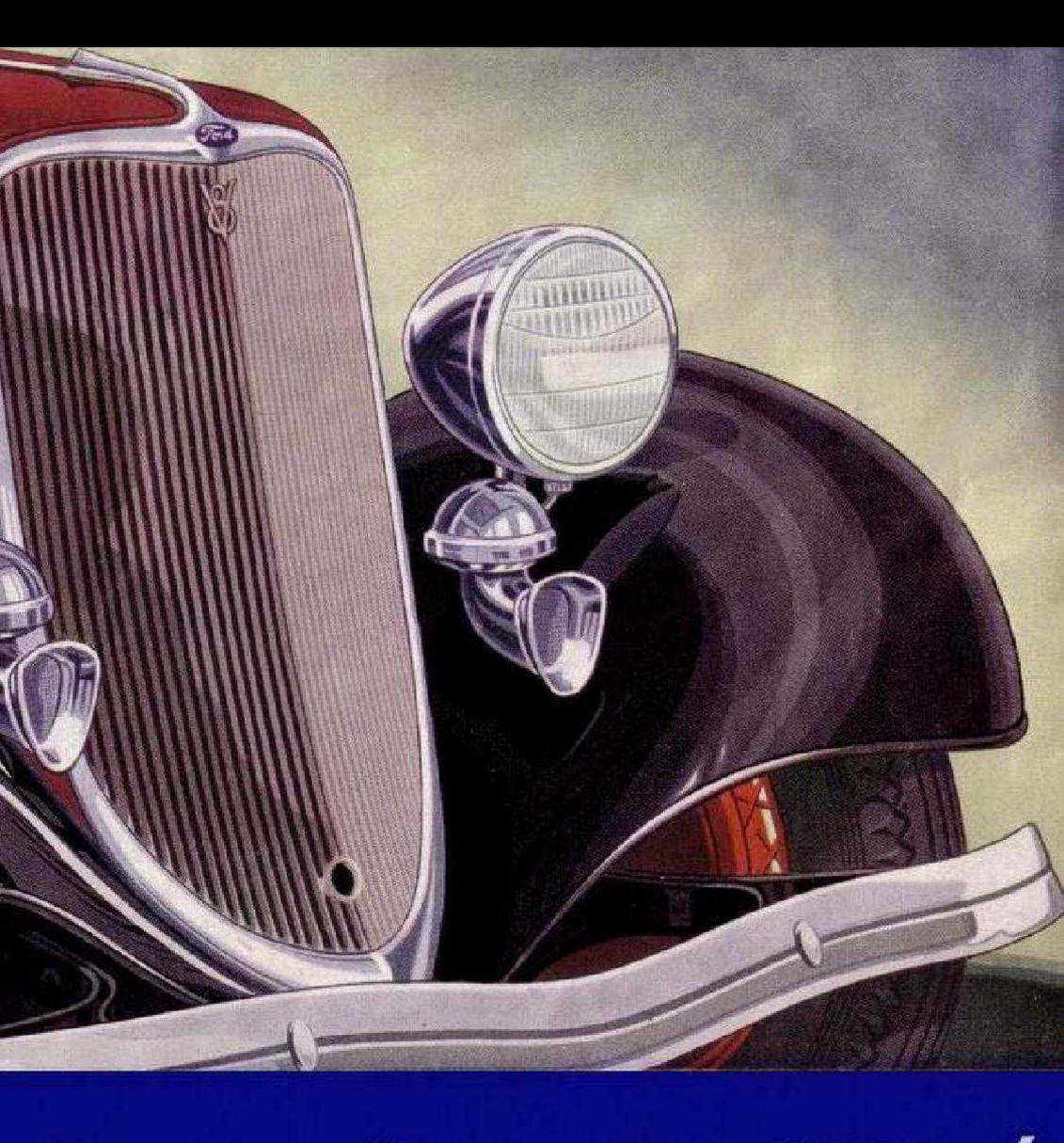
V-8 . . 30 H.P.

4 cyl. . . 24 H.P.

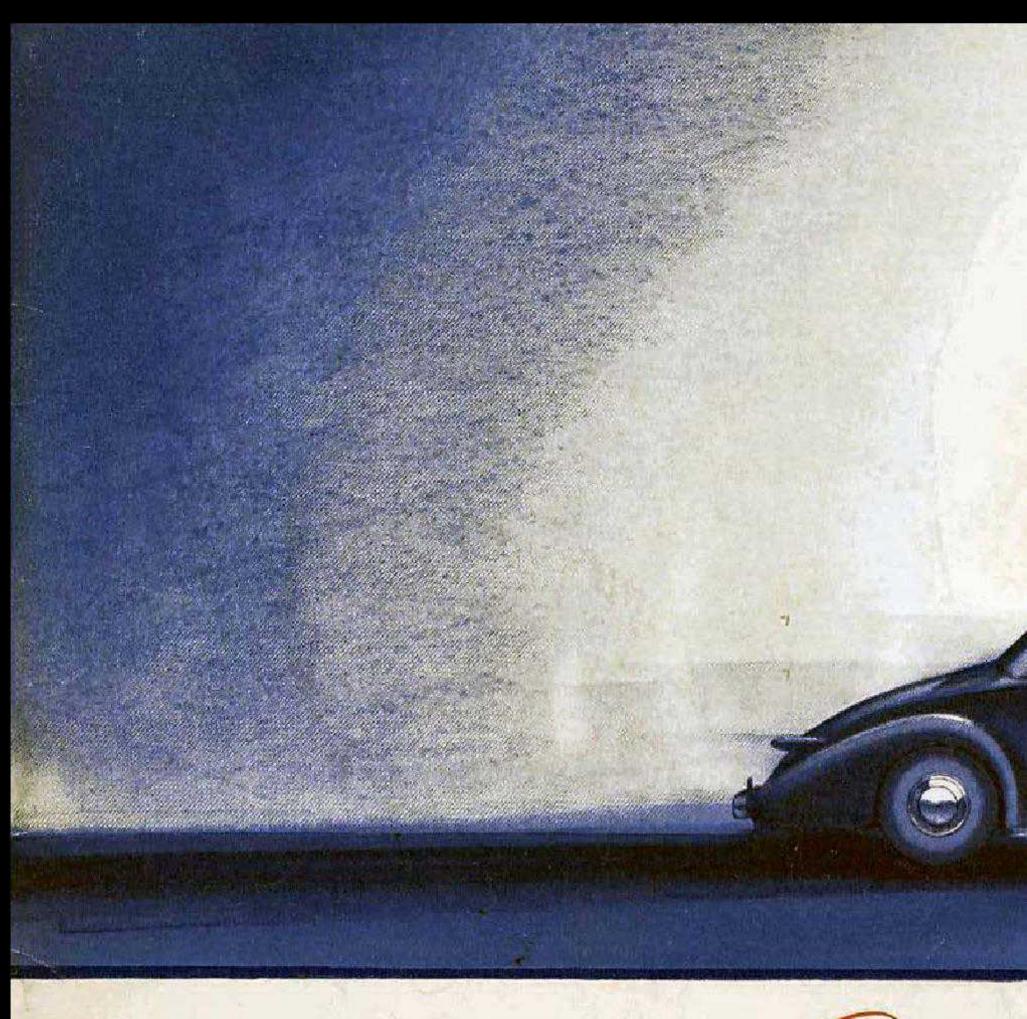




The New V-8 and



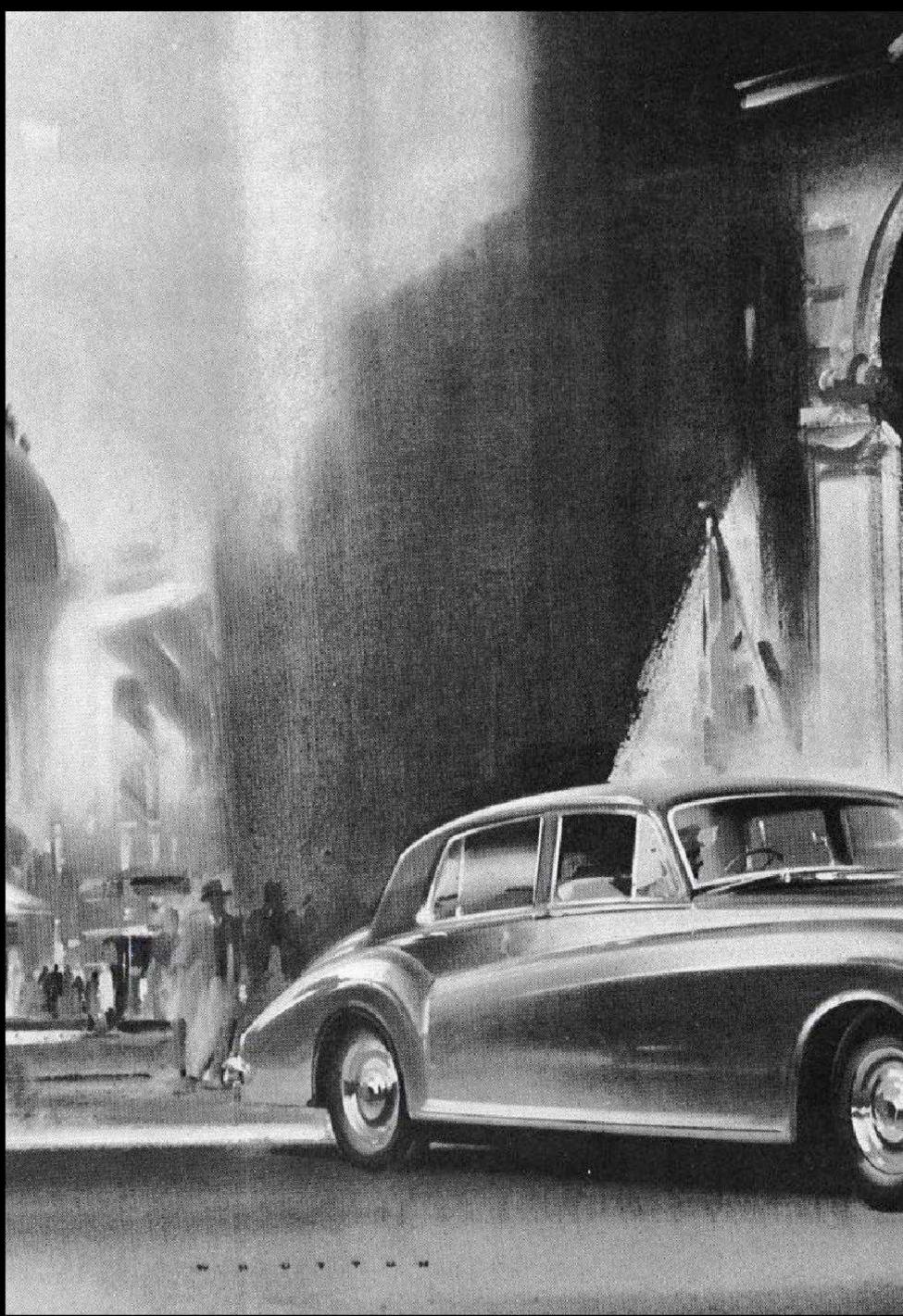
4 cyl. Cars by Ford



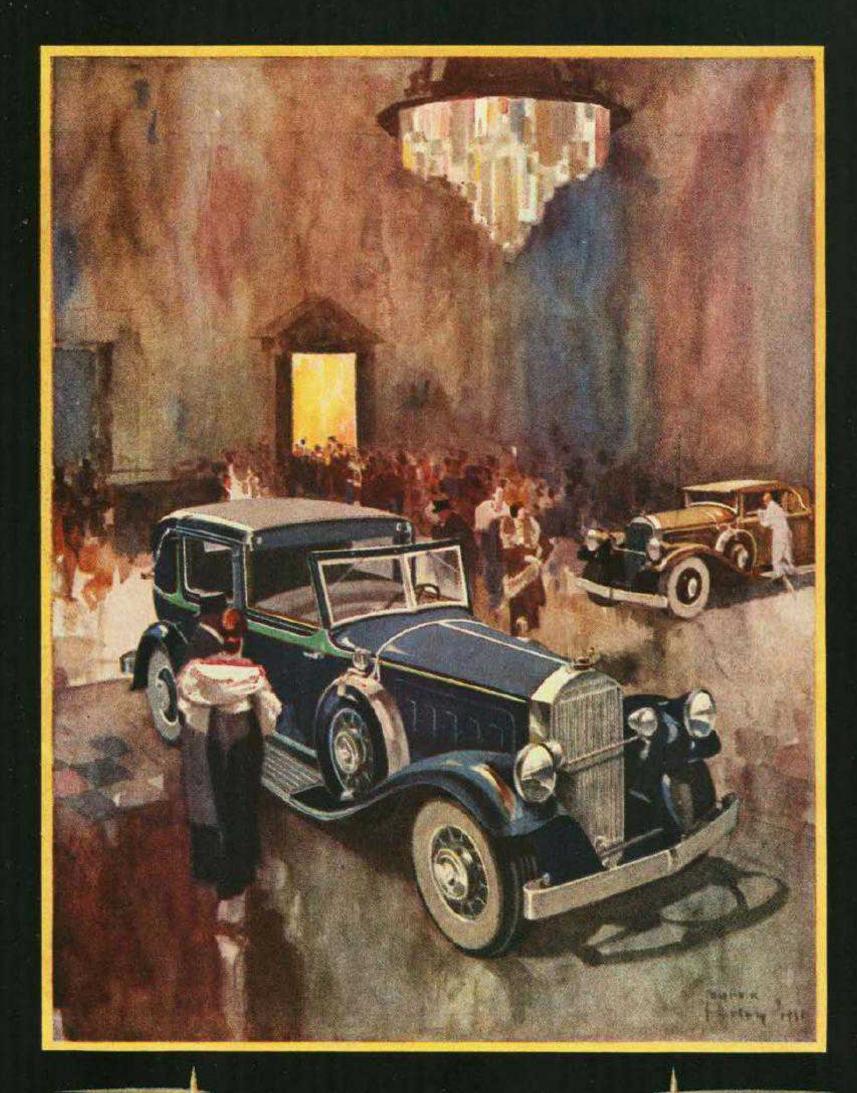
CADILLAC - BUILT THR



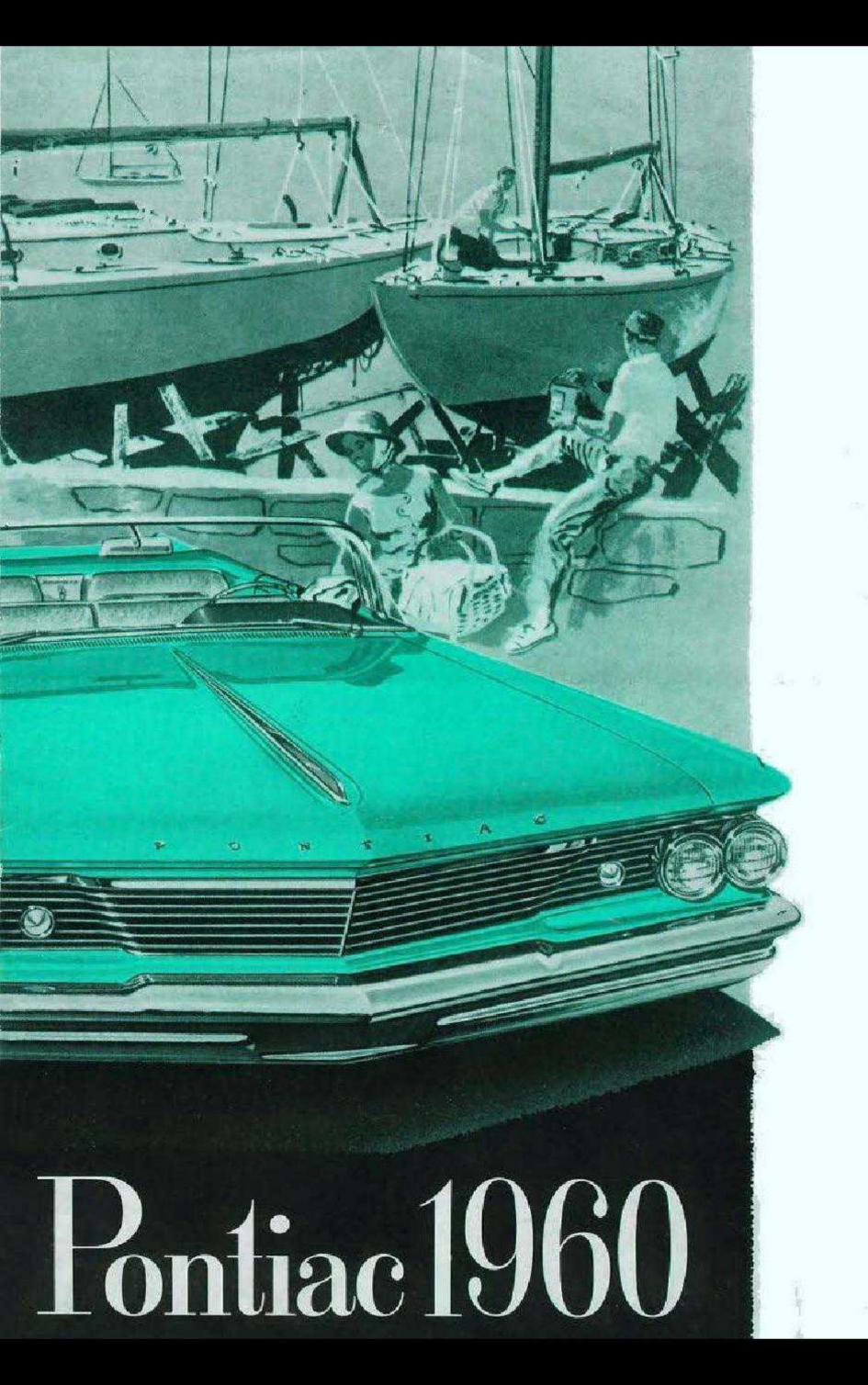
OUGH AND THROUGH







PIERCE · ARROW · TOWN · CAR





1961

AMBASSADOR V-8

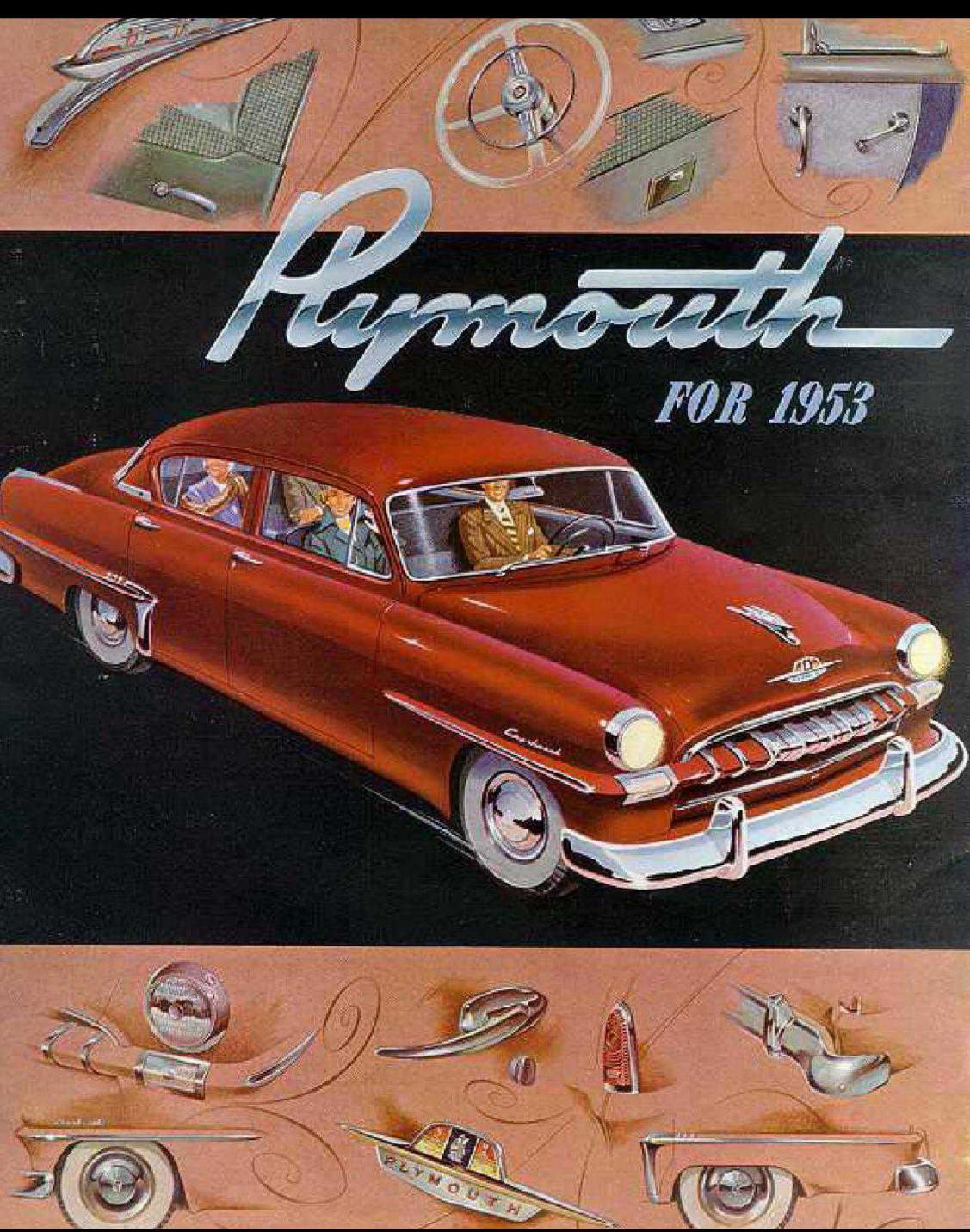
By RAMBLER



Never a car like Packard!

....and never a Packard like this!





RetroCarPark



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



We Promise You A Truly Great Family Day Out

Enquiries: Allan Mead, 4369 4667 or Doug Sawyer, 4344 5648. E: cchistoriccc@gmail.com

Contributions

Retroautos welcomes contributions accompanied by excellent quality images. Information supplied must be accurate and checked for accuracy before sending to us. We reserve the right to use any contributions at our discretion and to edit as we believe necessary and appropriate. All material submitted are at the contributor's and owners' own risk.

Whilst care is taken to avoid damage and/or loss of material supplied we do not accept liability for such damage or loss if it occurs. We do not return information or photos emailed to us. If contributions are mailed we will not be responsible for unsolicited contributions not accompanied by a stamped self addressed envelope. The publisher will not accept responsibility nor any liability for the accuracy and correctness of any information contained in the magazine or for any opinions expressed in the magazine.



Copyright and Other Information

Published by LDKS Consulting Pty Ltd. Copyright Reserved. Retroautos used due care and diligence in the preparation of this publication. It is not responsible or liable for any mistake, misprint, omission, or typographical error. Retroautos gives no warranty and makes no representation as to the truth, accuracy, and sufficiency of any description, photograph or statement. in any advertisement.

Retroautos accepts no responsibility or liability for any loss which may be suffered by any person who replies either in part or in whole upon any description, photograph or statement contained herein. Retroautos reserves the right to refuse or edit any advertisement for any reason. The Advertiser is absolutely responsible for ensuring advertisements conform with all legal requirements. Published sales dates may vary.

Copyright of this publication is held by LDKS Consulting Pty Ltd which owns the rights to the name Retroautos. All rights reserved. This publication may not be reproduced in whole or in part by any means what so ever without the written permission of LDKS Consulting Pty Ltd.





available.

A very limited number of the first three printed issues of Retroautos is now available.

\$10.00 (AUD) each or \$25.00 (AUD) for all three including postage and handling within Australia (overseas postage extra). All prices include GST.

Contact us at: david@retroautos.com.au for payment information.

