

collectible & classic

RETROAUTOS

Brand New '66 Mustang!

May 2015 #44



Celebrating the 50th Anniversary of Jim Clark's
Historic Indianapolis 500 Victory

Frank Hershey:
The Man Who
Styled the FX
Holden



Drawing Board
to
Driveway.
Styling the Capri
and Manta



Two Rare Coupes



Regular Features: RetroAuctions/RetroAdvertisements/Ray's Relics/RetroCarpark

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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, Reds, 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 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 heon, 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



Directions:
Regardless of which direction you come from, when you get to Seaford roundabout, turn onto Ethel St, turn onto Kanangra Cr, turn left onto Peronne 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.



OUR MOTORING HERITAGE ON DISPLAY



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**SUNDAY MAY 17th 2015
BERRY SHOWGROUNDS**

Time: 8.30 - 3.30

Cost of Entry

Vehicles \$5

Visitors - Gold coin

Children - Free



Hosted by: SHOALHAVEN HISTORIC VEHICLE CLUB INC.

and supported by NSW Council of Motor Clubs and Bomaderry Castrol

- * **Historic racing car display**
- * **Vintage machinery display**
- * **Car club displays**
- * **Working Blacksmith**
- * **Dingo Sanctuary display**
- * **Berry Silver Band**
- * **Food and beverage stalls**

Enjoy a great family day out

Come along and marvel at hundreds of vehicles from MG's, Jaguars, Chryslers, Fords, Rolls Royce, Bentleys, Citroens, Austins, Minis, Nortons, Morgans, Triumphs, BSAs, Hillmans plus many more all presented by their proud owners.

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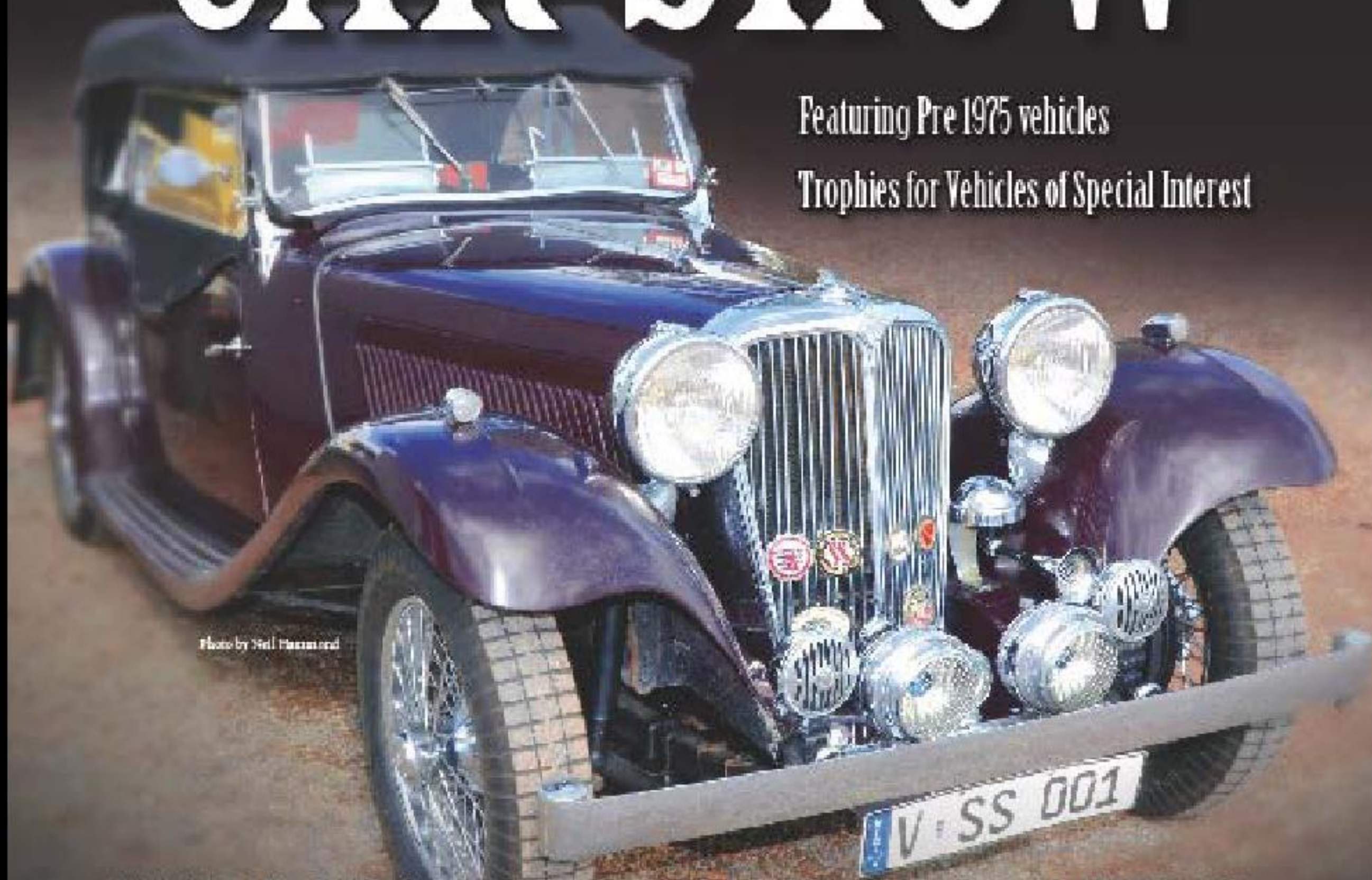


Photo by Neil Hammond

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

SUNDAY MAY 31st 2015

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Would you like your car profiled?

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.

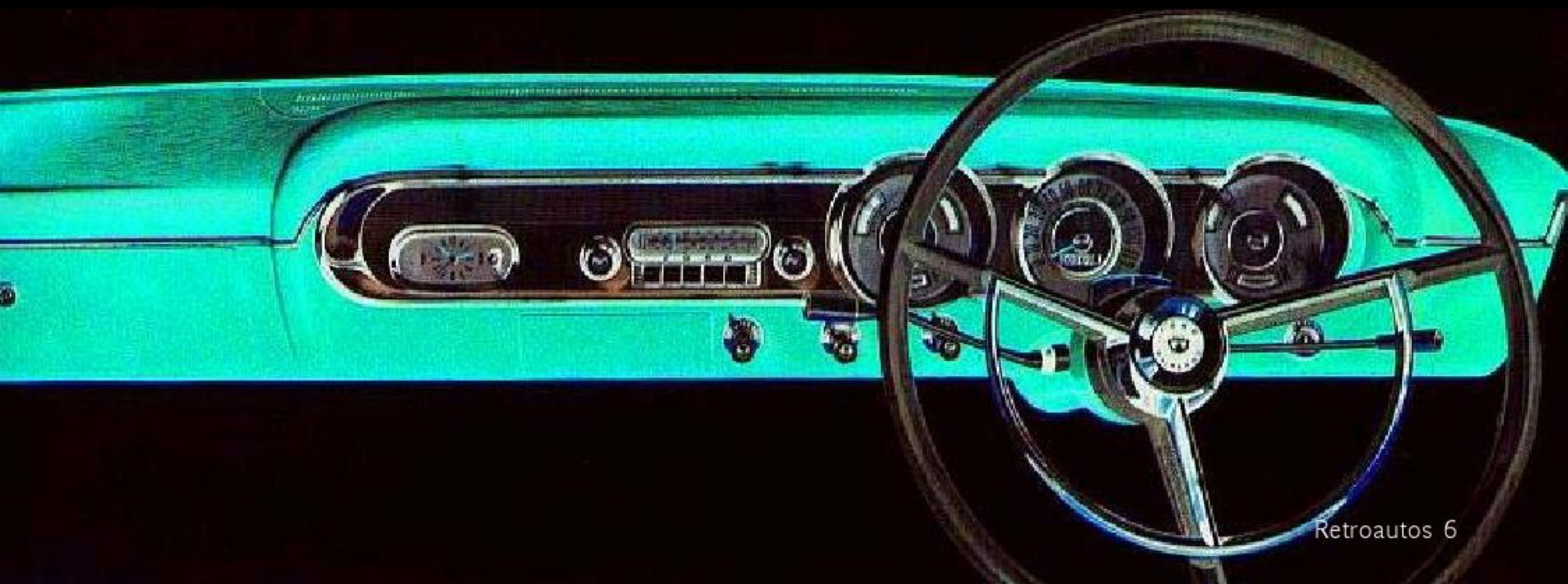
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Nick Frier Image

Welcome to the May 2015 edition of Retroautos. Have you noticed that whenever an advertiser wants to create a “feel-good care-free” atmosphere for their product or service they invariably show young people driving classic cars, like a ‘65 Falcon hardtop coupe, a Valiant Charger, any Holden between 1948 and 1964 or a ‘55 Chevrolet? If a sophisticated image is needed then the usual stand by is a Mercedes 280 SL Pagoda.

Those who study this kind of thing say that that older cars remind people of simpler, safer and less frantic times in their lives, and thus have a powerful and positive psychological impact.

Two cars from a simpler era are the Ford Capri and Opel Manta, essentially the European Mustang and Camaro. We talk to Ian Wilson and Stan Miller about their stylish coupes.

RetroRacing takes us to Indianapolis in May 1965, and Jim Clark’s historic win in a rear engined, Ford V8 powered Lotus. Nothing at Indy was the same after Jim’s success.

We have a short profile on the guy who styled the first Holden, Franklin Q. Hershey. As always there are all the regular features, including Ray’s Relics.

We hope you enjoy it all.

Retro News



SUDDENLY, IT'S 1960...PLYMOUTH!

Suddenly, it's 1915 at the CCCA

Nothing happens fast at the Classic Car Club of America (CCCA). Up until last month they defined a Classic as a "Fine" or "Distinctive" automobile, high-priced when new, built in limited quantities, American or foreign and produced between 1925 and 1948.

Well, after much debate and thinking, the club has inched toward expanding the age qualification of their self defined Classics.

From now on the club will allow selected car brands dating back 1915, and their owners, into its ranks. It is only the second such age range change in the CCCA's 60+ year history.

Mind you, not every car built from 1915 to 1925 will automatically become a Full Classic. The club says they consider eligibility using the same guidelines as the existing Full Classics. They hope this change "will bring scores of remarkable automobiles into our registry," said a CCCA press release. And maybe deliver some new fee paying members, too?

Darn! And here we were hoping they'd expand the age range beyond 1948, thus allowing the Zeta Lightburn to qualify. Better luck next time!



Hegarty Classic Car Market Index

The index is for North America but it reflects a global trend. Compared to the previous month the index is flat for the first time in a year. Is a slow down happening?



New 1966 Mustang for \$A150,000

Want a brand new 1966 Ford Mustang? Well, the folks at Revology in the USA will be happy to sell you one. But, wait for it. The price is about \$A150,000 and that's before shipping and import costs.

The Revology Mustang features an all-new steel body, produced by Dynacorn and licensed by Ford.

"We started with a licensed original body because it is authentic," says Revology's founder, Tom Scarpello.

It is powered by a new fuel injected 5.0L V8. An automatic or a manual transmission can be specified. The front suspension is MacPherson strut and the rear end is a three-link design, developed by supplier RRS Australia, located in Manly, Sydney, specifically for this application.

The new/old car has many active and passive safety features including LED lighting, four wheel disc brakes, rack and pinion steering, side intrusion beams, collapsible steering column and three-point seat belts.

Says Scarpello "it is a postmodern interpretation" of a classic.

Now, if only someone would do similar for a 1968 Monaro GTS 327.

Speedway Classics New Book

Peter White, editor and publisher of Speedway World monthly newspaper, will launch his second book titled '100 More Aussie Legends of the Speedways' on June 13th. The cost is 49.95 plus \$15.00 for postage. Contact Peter White to pre-order book at prwhite@bigpond.net.au. Or visit at www.speedwayfirst.com.



Silver Shadow at 50

The devotees of Rolls Royce and Bentley are quietly sipping champagne and munching on cucumber sandwiches (without crusts, of course) to celebrate the 50th anniversary of the release of the much revered Silver Shadow, and its badge engineered twin, the Bentley T1.

For most people the mid sixties Shadow/T1 is the quintessential British luxury conveyance. When you see one going by it is natural to think that it is an expensive classic. Not so.

The surprising thing about these twins is that you can buy a reasonable example for much the same as a similar age, well kept Holden. A quick check of various websites revealed three Shadows for under \$20,000.





Above and below: Bentley T1. Production of the twins ran from October 1965 to 1980

One was being even being offered for a mere \$7000. Good ones can be had for around \$25,000.

The 1965 Silver Shadow/T1 was new territory for the crew at Crew.

It was their first attempt to modernise their stately product in many decades.

To start with, engineers threw away the old body-on-a-chassis construction methods which had served them well since the hand built coachworks days of the 1900s. Under the new styling was a unitary frame, just like an ordinary Holden or Falcon.

The pesky drum brakes were replaced by discs all round. A new turbo-hydramatic was sourced from General Motors (on the quiet).

To ensure a smooth and silent ride for its wealthy customers, the old live rear axle was jettisoned in favour of independent suspension, with hydraulic self-levelling, which was licensed from Citroën.

These days, owning a classic Roller or Bentley is easy and a lot of fun. Spares parts abound and local Rolls Royce and Bentley car clubs are very welcoming to newcomers.



Ray's Relics



raytookthis.com
Ray Green - Photographer



Image copyright Ray Green 2015

Retro Auctions



Above: Bonhams have this 1969 Aston Martin DB6 Vantage to go under the hammer at their Aston Martin Works Sale on 9th May, in the UK. Price guide is about \$A580,000.

Below: It is a little way off yet, but already RM/Sothebys are promoting their Villa Erba soiree on Lake Como on 23rd May. This is a 1963 Lancia Flaminia Sport 3C 2.8 by Zagato.





Also on the RM/Sotheby's list at Lake Como is this 1952 Ferrari 21 Export Barchetta. This little baby was a Targa Florio competitor in 1952 and 1953 and an entrant in the 1956 Mille Miglia. Images by Tim Scott. www.rmauctions.com





Auctions America, part of the RM/Sotheby's group, have a spring event in Auburn, Indiana, scheduled for May 7th. Two interesting Mopar cars on the list are this 1941 Dodge Luxury Liner Deluxe Business Coupe (above) and 1953 Chrysler Imperial Custom (below). Check out the dashboard bling on the Imperial. Both images by Teddy Pieper and courtesy of Auctions America





Last month we featured a number of cars from the Andrews Collection, which RM/Sotheby's are selling on 2nd May in Fort Worth, Texas. Here's a few more. Above is a 1953 Cunningham C3 Coupe by Vignale. All of the Andrews Collection is offered with no reserve. This one has a price guide of about \$A1.3 million. www.rmauctions.com. Images by Darrin Schnabel.



A 1953 Aston Martin DB2/4 drop head coupe by Bertone. Got a lazy \$A1.8 million? Well, if you bid it might be yours. Good luck!

1963 "Gulf Oil" Chevrolet Corvette. Price guide between two and three million!



The 1955 Lincoln "Indianapolis" concept car. Built in Italy on a '55 Lincoln chassis and driven by Henry Ford II for a while, it was then given to his old mate, actor Errol Flynn to use. Valued at about \$A1.6 million.



A 1962 Ferrari 400 Superamerica with a super price guide of \$A7.5 to \$A8.5 million.



The cars on this and the next page are all pedal and children's electric cars. Estimates put their worth at between \$A7,000 and \$A10,000 each.
www.rmauctions.com. Images by Darrin Schnabel.





Ford's Capri



Europe's Mustang





The V4 takes up very little room in the engine compartment, being only two cylinders long

The original Mustang's runaway success in America led Ford in Europe to develop their own version of a four seater sports coupe.

Using Cortina underpinnings and wrapped in fabulous styling, Ford called it the Capri. They launched it in January 1969 and during its lifespan Ford sold 1.9 million of them in Europe, South Africa, the USA (badged as Mercury) and Australia.

Ian Wilson has collected three Capris. He has a GT V6 which was built in 1970, a 1969 1.6 litre straight four and a rare V4 engined version imported from the UK, also from 1969.

"I've always liked Capris" says Ian. "Back in the day I used to have a HD Holden and then swapped it for a Capri".

Ian later sold the Capri as family and business commitments took priority, but the idea of owning another Capri was always in the back of his mind. In 2007 he acquired the GT V6.

"I bought it from a deceased estate in Tamworth. It was completely original". Then disaster struck. While driving the car Ian was rear ended and pushed off the road into a tree.

With such significant damage the car had to be written off, but Ian was able to buy it back, and it now sits in his workshop.

Ian has no current plans for the car, other than it may become a donor for future projects.



The 1600 and V4 at Ian's house.

Undeterred by the smash, Ian went looking for more Capris.

Luckily he is an active member of the Hunter British Ford Group whose members seem to know where most Capris are now located across Australia.

The black 1.6 litre car was built in Australia at Ford old Homebush factory. "I got it about two years ago," Ian says.

More recently he found a rare, and fully imported, V4 Capri. The V4 was 1960's Ford's attempt to build a better four cylinder engine. It was used in many UK and German Fords, including the ubiquitous Transit Van.

The V4 is renowned for its roughness. "Yes, it is a little rough, but it is a rare car here, and that's why I like it" says Ian.

Just how Ian's V4 came to be in Australia is open to speculation.

One theory is that it was imported by Ford Australia as a test car and later sold into the used car trade.

The other idea is that it was imported by someone emigrating from the UK in the early 1970s.

V4: Tough But Rough

Ford made the V4 at its Essex factory between 1961 and 1977. It was originally designed to be used in the Transit to fit into its extremely short nose.

A 60° V4 engine is inherently unbalanced, and the Ford used a balance shaft in an endeavour to get it operating smoother.





Styling the Capri



Drawing Board to Driveway



Like its American cousin, the Mustang, the Capri was based on a sedan platform, in this case, the Cortina. The size and layout was agreed in June 1965 and the working name for the car was "Colt".

The styling team, which comprised Phil Clark (who had penned the Mustang's running horse emblem), Roy Haynes (who had a lot to do with the Cortina) and Gil Spear, who had a long and influential career at GM, Chrysler and Ford (see *Retroautos* September 2014 for more information on Spear and the cars he designed).

The team distilled the many styling drawings down to two basic shapes, as seen above.

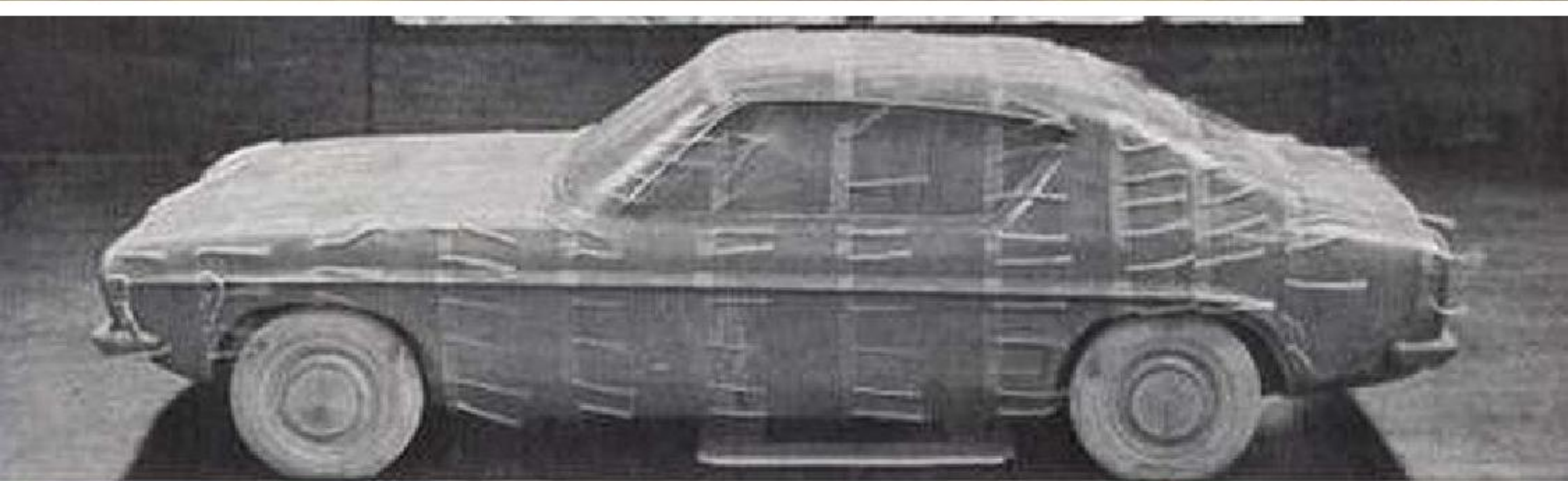
In mid 1966 the familiar Capri shape was given the "ok" for production, and wind tunnel testing of models began.

The "Colt" name was dropped after it was discovered that Mitsubishi owned the European rights to it. Ford went into its history books and resurrected "Capri", it having been used on Lincolns in the 1950s and on the short lived Consul coupe in 1961-62 in the UK.



These prototypes, photographed in 1965 and 1966, show that Ford was very quick to find the desired shape for the Capri.







The Capri's slanted rear pillar, seen here on these prototypes, was a Gil Spear design favourite. It was changed to the "D" shape just months before production started because consumer research had shown that rear seat passengers felt claustrophobic with the smaller slanted pillars. The car was released on the last day of the Brussels' Motor Show January 1969.

It sold a massive 156,000 in its first year, with most of the production coming out of the German factory due to continuous industrial unrest at Ford's UK facilities.

Australian production started at Homebush in May 1969. It was in American and South African showrooms by April 1970.



Manta



Opel's Capri Fighter !





As far as we understand, Stan Miller's 1975 Opel Manta could be the *only* one of its kind in Australia.

Back in the late 1960s Opel in Germany decided they needed a stylish two door coupe to match Ford's new Capri.

By dipping into the parts bin product planners came up with a combination of

existing Opel mechanical components that would suffice. However, the car needed to have drop dead styling if was to be any match for the svelte Capri. So that is where all of the money and effort was focused.

What emerged from the styling studios was a coupe that shared no common panels with any other Opel of the day but it had a strong visual DNA with Opel's sleek GT,





a Corvette Sting Ray look-a-like. To make the connection even more obvious, Opel called it the “Manta”.

Manta’s were never sold in Australia, but in South Africa Opels were the mainstay of General Motors, and the Manta was a much sought after car.

Stan has owned his red Manta since new, when he was living in South Africa. He bought it in 1975. It is his second Manta.

The first one he bought, back in the day, was an automatic. And while he liked it, he really desired a manual

“After 12 months in the automatic I decided the manual would be better” Stan explains. “So I traded it in on a red manual. It was the last Manta of the first series before they changed to a new model and different styling”.

Stan was very protective of the Manta. “I had a company car, so I used the Manta only on weekends and never drove it on a dirt road. I also totally rust proofed it”, he says.

In 1998 Stan left South Africa for New Zealand and took the Manta with him. The unusual car quickly became known in classic car community and was used in a magazine comparison against the 1969 Ford Capri.

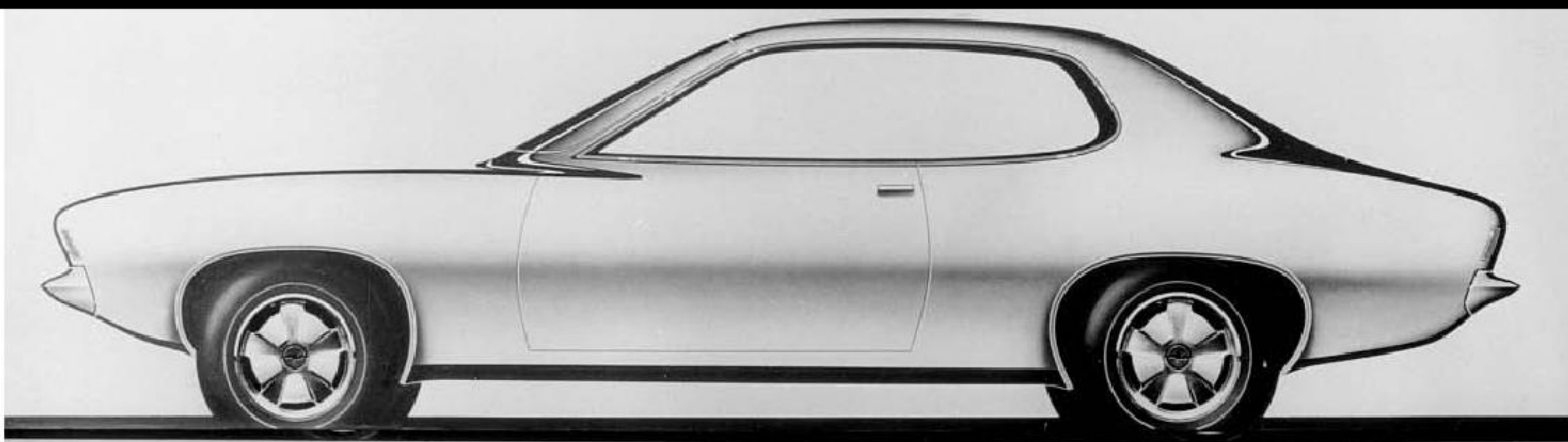
Five years ago Stan moved to Melbourne and once again his car quickly came to the notice of enthusiasts. It is believed to be the only one in Australia. In the last 40 years the car has only clocked 114,000km, and is in perfect condition.

“I still only use it on weekends and it still never sees a dirt road here, either,” Stan says.

The Manta was launched at the Paris Auto Show in September 1970. It was superseded in 1975 by a new model Manta. In that time Opel sold almost 500,000 units world wide. The second generation Manta was based on the Opel Ascona and Vauxhall Cavalier, and by doing so Opel deprived the Manta of its exclusive body shape. The Opel/ Holden Calibra is a 1990s interpretation of the Manta.



Styling the Opel Manta



Drawing Board to Driveway

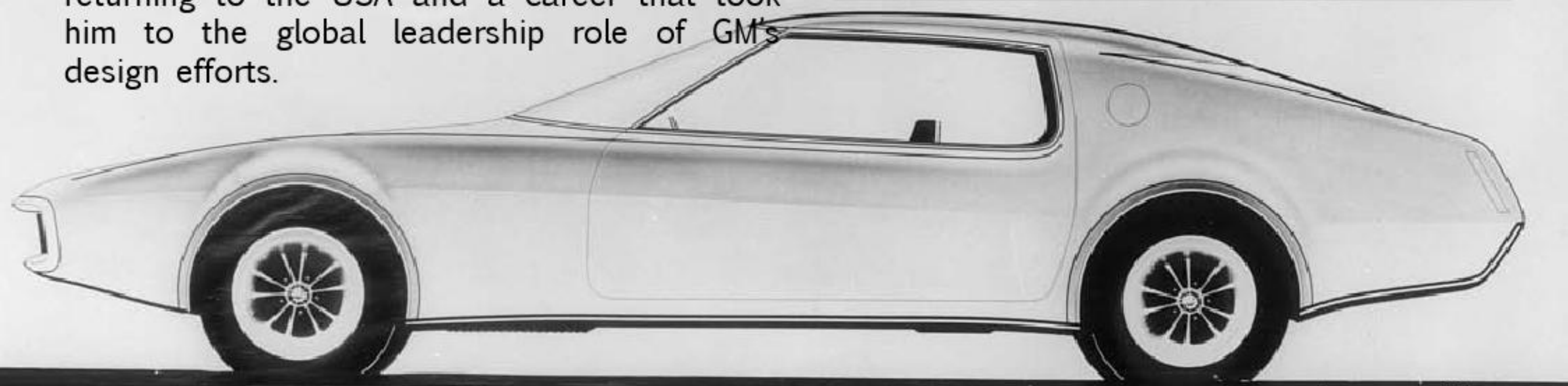


The Opel Manta is the result of GM in Germany and Ford in Europe coming to the same conclusion about market research findings that there was a big demand for a well styled sports/luxury coupe offering a high standard of comfort and equipment.

Chuck Jordan led the styling team at Opel, and the Manta was his last car before returning to the USA and a career that took him to the global leadership role of GM's design efforts.



Above and below: Early styling proposals





Above and below: These full size clays carry the Kadett model designation, which was Opel's smallest car at the time. Later proposals were bigger.





Above and below: Different grilles and side styling ideas.





Above and below: More grille and name variations.





Above, below on both pages: Slowly the shape of the Manta is emerging, though roof lines and rear window shapes are not yet finalised.







Above, below on both pages: Even more variations on the theme.







Above and below: The final shape is almost set.





Above: Opel are still using the Olympia name on this prototype.
Below: Each of the Manta prototypes differs slightly from the other, and are being compared to a Kadett coupe (far right)



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 trophies for most interesting vehicles

For further details contact
GRAEME McDONALD
0417306332

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Austin Seven Club Inc. A0003200N | Photo by Neil Hammond

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.

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Franklin Hershey: First Holden Designer



Frank Hershey: Styling the FX Holden

American Frank Hershey put the silver streaks on the 1936 Pontiac and doubled Pontiac's sales. He also styled the 1948 Cadillac, 1955 Thunderbird and the 1955 and 1957 Fords. And he styled the 1948 Holden just after he returned to General Motors (GM) after serving in the US Navy during World War II.

Speaking to author Edson Armi for his book 'The Art of American Car Design'

Hershey described styling the Holden as just something to do while waiting for the more challenging and prestigious Cadillac assignment. Working out of cramped studio in General Motors (GM) Detroit styling complex he completed the task and moved on to GM's range topper cars.

"When I returned to GM after my war service the first project was to develop a design for a new small Australian car called the Holden. This I did with no help except for a layout man and modellers. It turned out to be a cute little car about the size of a Toyota Corolla" he told Armi.

1955 Ford





Inset left : Frank Hershey (left) works on the 1936 Pontiac.
Above and inset right: The trend setting, finned 1948 Cadillac.

Hershey's International Career

Hershey had a varied career. He started out styling bespoke car bodies in 1928 for Los Angeles custom car creator Walter Murphy . He was quickly snapped up by the expanding styling department at GM and appointed Head of Styling at Pontiac in 1933. A couple of years later he was given responsibility for GM's international designs, which included Opel and Holden.

It is believed that the 'sloper' design used by Holden on locally built Oldsmobiles, Pontiacs and Chevrolets was a Hershey influenced idea, modelled on the 1933 Cadillac World's Fair show car.

Hershey's Opel designs for 1938, pictured below, previewed GM's American styling direction of the early 1940s.



1938 Opel

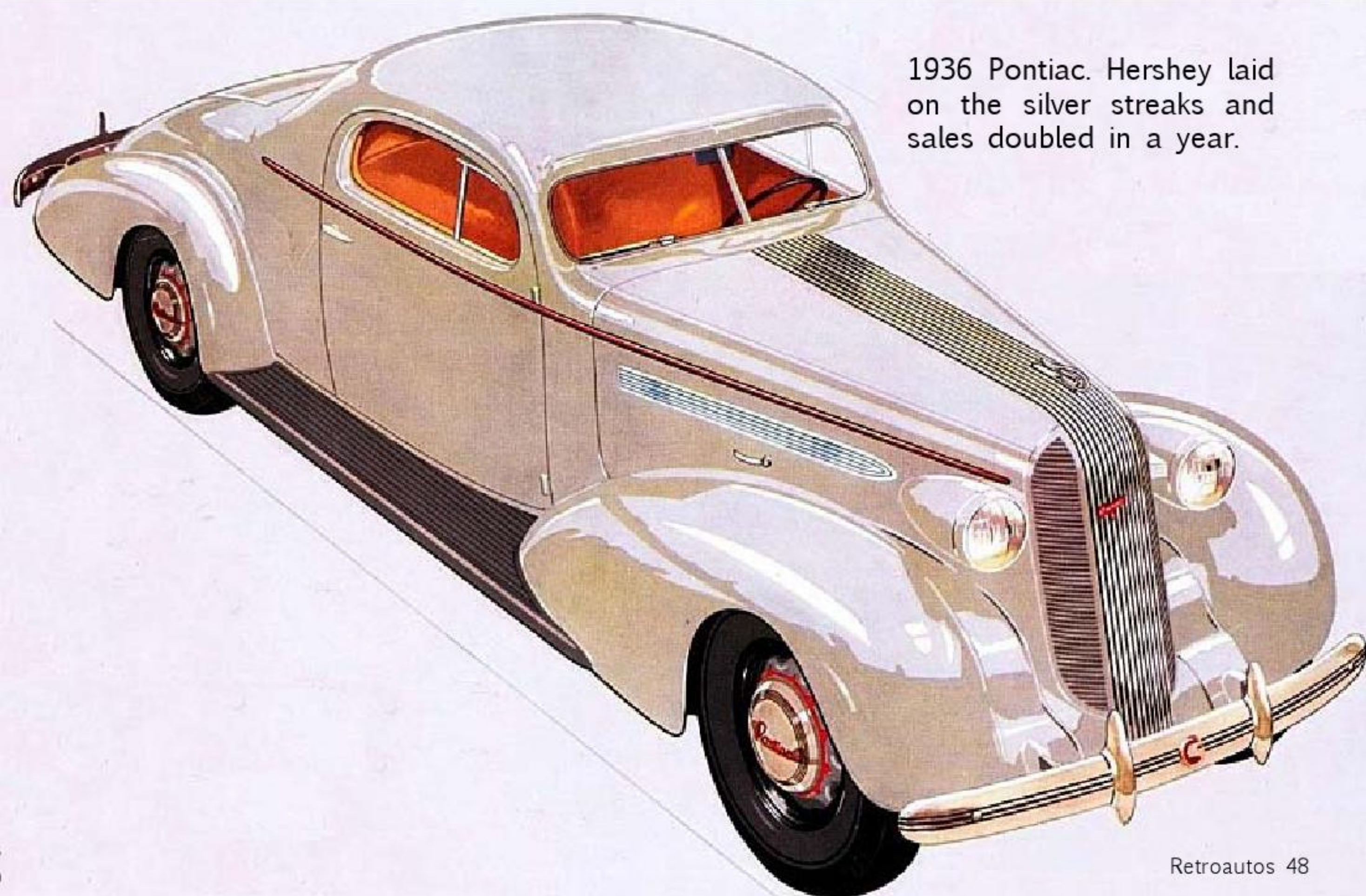


1957 Ford.



Left: 1933 Cadillac Aero-Dynamic show car, especially created for the 1933 World's Fair, highlighting its 'sloper' design.

Middle: 1935 Chevrolet with a Holden bodied 'sloper' design.



1936 Pontiac. Hershey laid on the silver streaks and sales doubled in a year.



After styling the finned 1948 Cadillac he moved to Packard which was in dire financial circumstances.

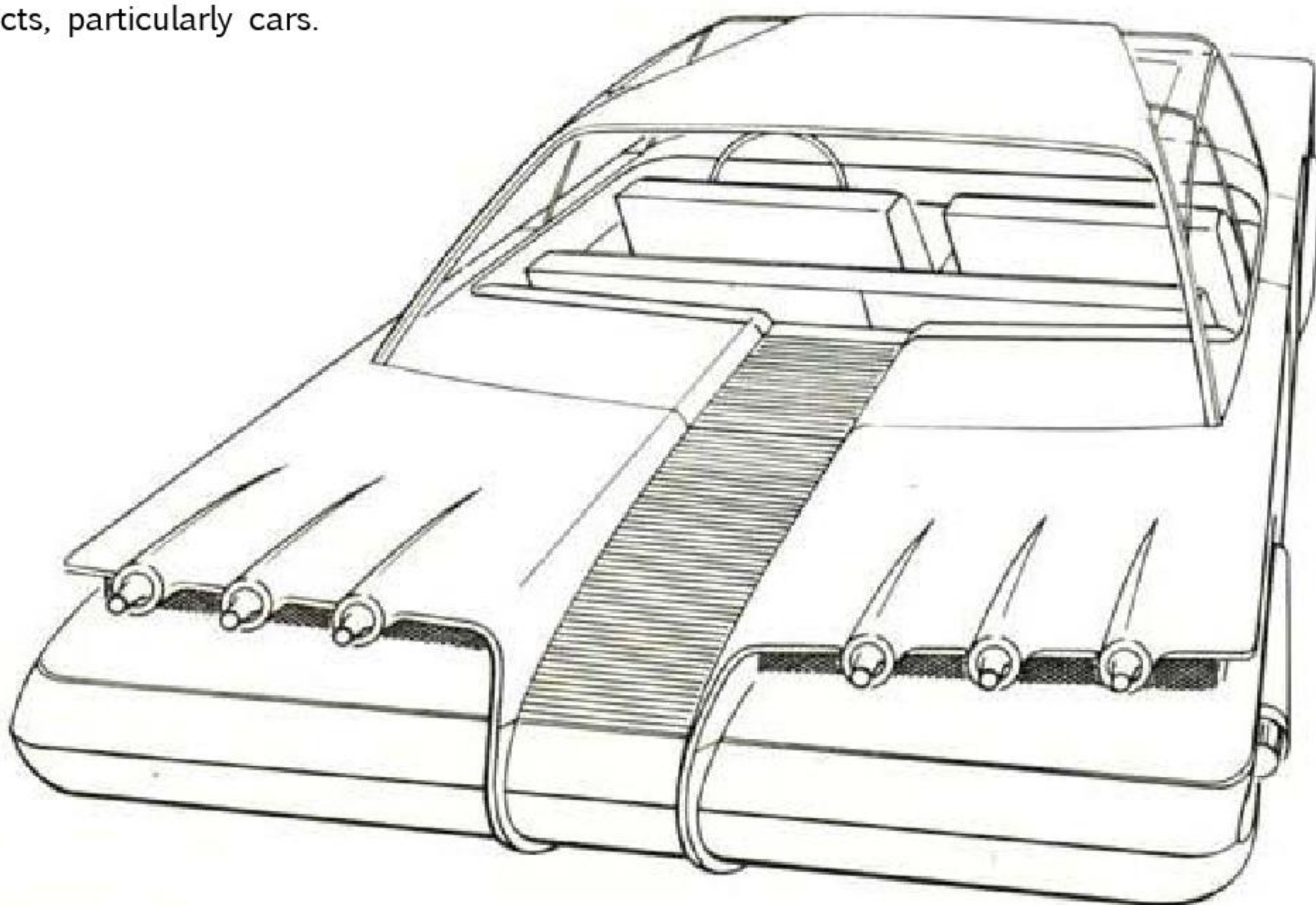
In 1952 he went over to Ford as Head of Styling where he led the team which created the Thunderbird, styled the 1955/56 Fords and managed the designs for Fords big selling 1957 models, which outsold Chevrolet.

In 1957 Hershey left Ford to go to Kaiser Aluminium as its Head of Design where he worked for the remainder of his career, designing, promoting and demonstrating the use aluminium in place of steel in everyday products, particularly cars.

In 1958, he developed a complete range of cars for Kaiser Aluminium. Pictured here is the "Pele" design. It is a two door hardtop with very thin pillars and not unlike the 1961 Chevrolet coupe hardtops.

Hershey died on October 29th, 1997, aged 90.

And it's about time Holden recognised his contribution to our national heritage.



Retro





Racing

Winter speedway racing at the Newcastle Motordrome, 1974. Since the Motordrome was sold to make way for a warehouse complex Newcastle has been without a speedway. Local authorities have repeatedly thwarted any attempts to build another speedway in the Hunter region.



At the 1962 Indy 500 famed mechanic and rule interpreter, Smokey Yunick, entered this black and gold winged roadster which ran through Indy's turns quicker than anyone ever had before. Trouble was, the motor was not strong enough to overcome the drag of the wing on the long straights and slowed the car. Irrespective of this, officials and other roadster owners saw it as a threat (despite the looming transition to rear engined cars which would make roadsters obsolete in three years) and banned the wing. Driven by Jim Rathmann, it ran without the wing, starting 23rd and finishing seventh. Had officials and owners been more thoughtful, winged roadsters may have held off the rear engined cars for a few more years. But it was all over by 1965.





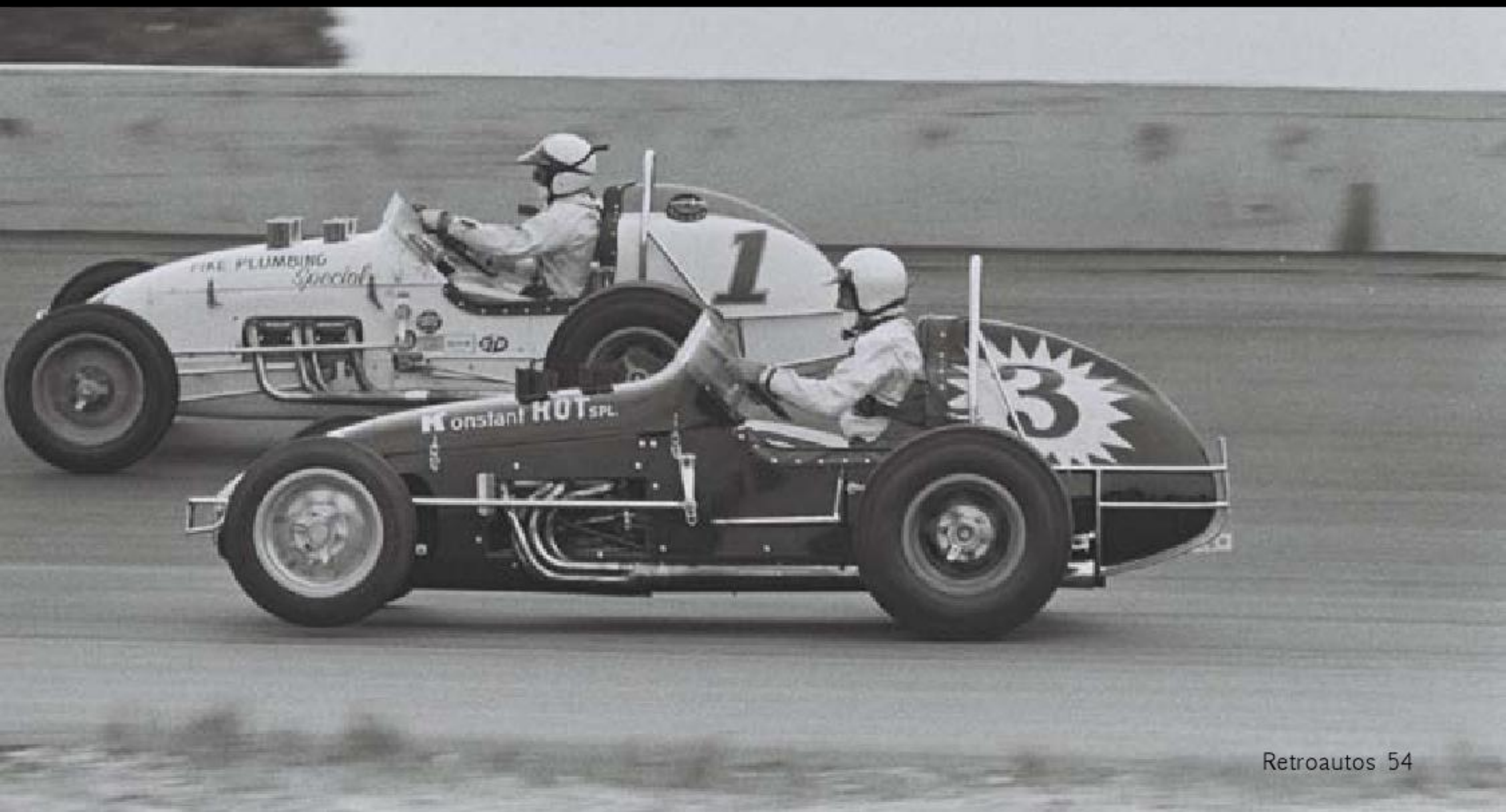
The 1960 CERV1 (Chevrolet Engineering Research Vehicle) is the first of four high performance research vehicles produced by Chevrolet over a 35 year period. Zora Arkus-Duntov developed the CERV1 as a platform for engineers to test and refine Chevrolet body, chassis and suspension systems. Its impressive performance on the test track drove him to have higher aspirations — the checkered flag at Indy. Regretfully, due to a ban on racing by GM at the time, Duntov was unable to compete — he settled for a few demo laps at the U.S. Grand Prix in 1960 at Riverside with Sterling Moss at the wheel. Moss went on to win the Formula One race in a Lotus Climax (see Retroautos January 2015 edition for more on the 1960 US Grand Prix). The CERV1 was powered by a 283 Chevrolet small block and if GM had been smarter they might well have had an Indy 500 winner before Ford joined with Lotus and Jim Clark to win in 1965, and dominate history.





Above: Here's Parnelli Jones "haulin' the mail" at LA's Ascot Park Raceway in the Fike Plumbing sprintcar.circa 1962. Jones gave up racing the lethal sprinters in 1964 because, as he said, "to save my everlovin' neck".

Below: Three days before the 1962 Indy 500, all the fast men gathered for USAC's 50 lapper at the Indianapolis Raceway Park Here, on lap 36, AJ Foyt in the Konstant Hot sprinter gets under Parnelli Jones in the Fike car and heads off to the win. But Jones had the last laugh. He went on to win the overall USAC sprintcar championship for the second year in a row. Note the different exhaust pipe configurations of the Foyt and Jones sprinters. Both ran 327 Chevrolet V8s, which made the four cylinder Offenhauser engines obsolete within 18 months.



Here is one of the most storied sprintcars in American racing.

Built by Ed Watson in 1958 this 220 inch Offenhauser engined car took AJ Foyt to his first USAC championship in 1960. Foyt bought the car and campaigned it under Bowes Seal Fast sponsorship until 1962 when he sold it to Darwin Maxson and his son-in-law Dean Jefferies (yes, he of custom car fame). They employed drivers such as Bob Hogle, Greg Weld, Paul Jones (Parnelli's brother) and Gordon Woolley. In 1966 it was garaged at Maxson's California home where it remained hidden and untouched for the next 20 years.

It was sold to a neighbour of Maxson's who restored it and in 2011 it went to auction in the Bowes colours and fetched \$130,000.



Top: Foyt in the Watson/Maxson-Jefferies Offy and Jones in the Fike V8 on the high hills of Dayton.

Above: The restored Offy in Bowes livery.

Left and below: The Maxson Jefferies car at Ascot in LA, circa 1964.

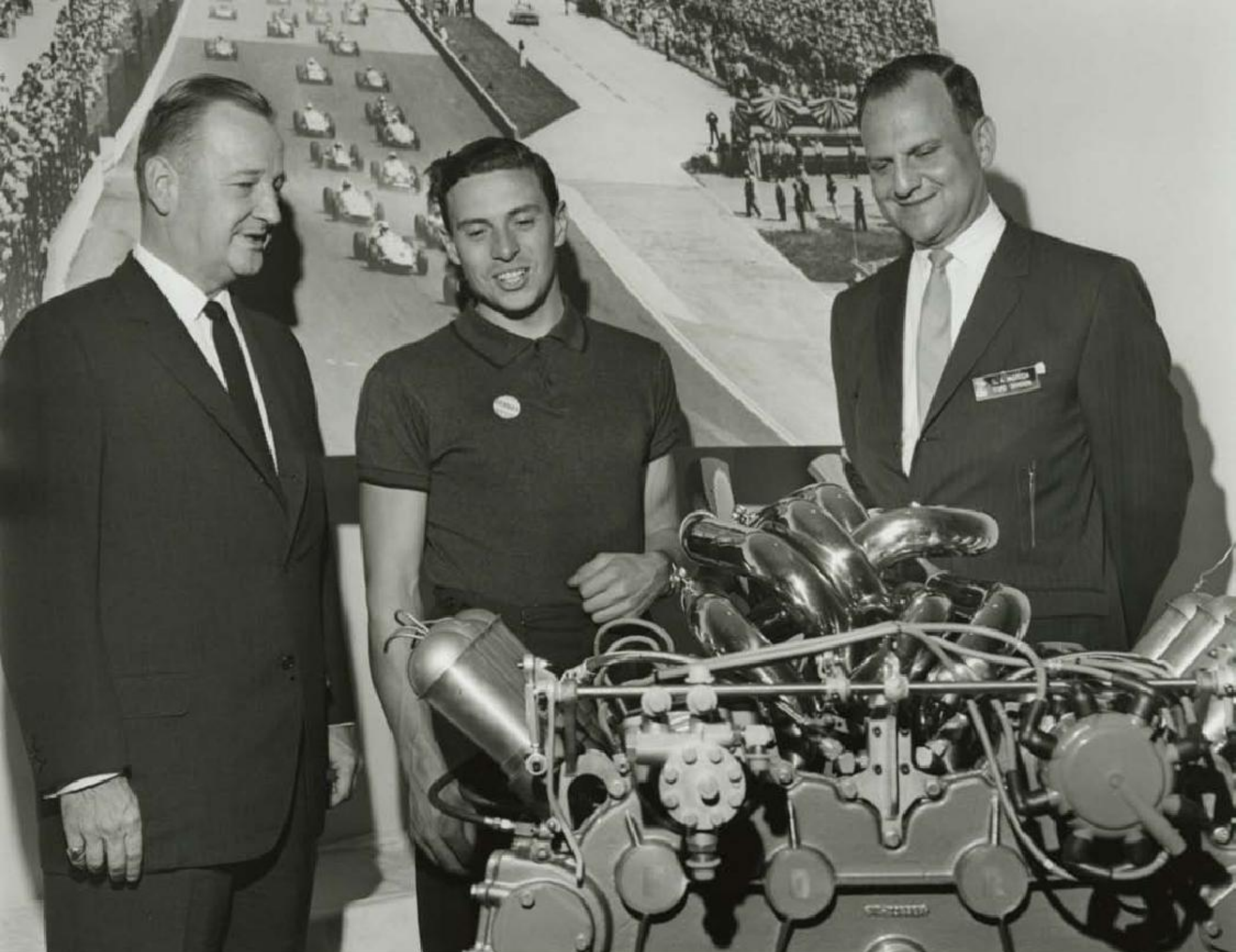


The 1965 Indy 500

Formula for Success: Jim Clark + FordV8 + Rear Engine + Colin Chapman + Wood Brothers = Win







Above: Benson Ford (left), Jim Clark and Lee Iacocca look at the Ford V8 that will power Clark's car.
Below: Great image of Clark on the Speedway.





Above: 1964 winner Parnelli Jones in the Agajanian #98. He finished second.

Below: Jim Hurbetise put the STP Novi roadster on the grid, but lasted only one lap. Get the white wall tyres!





Above: Don Branson in the Wynns Special. He died at Ascot in 1966 in a sprint car crash.
Below: Another STP roadster entry, with Bobby Unser at the wheel. He started 8th and finished in 19th place with, ironically, oil problems.





Above: Dan Gurney in another Ford V8 . He finished 26th after starting in 3rd place.
Below: The striking Konstant Hot roadster, driven by Arnie Knepper into an 18th place finish.





Above: AJ Foyt started on pole, but Clark led 190 of the 200 laps. Gearbox problems led to a 15th place finish.

Below: Eddie Johnson started 28th and finished 10th, five laps behind Clark.





Above :Clark in the pits during practice.
Below: On the Speedway and running wide open.





Above and below: Colin Chapman knew that quick and efficient pit stops were vital at Indy, and hired the Wood Brothers, of NASCAR fame, to service Clark's car during the race. The Wood Brothers brought a professional and fast pit road presence to Indy, in contrast to many teams' pit crews who were really a gaggle of friends and relatives on a semi-vacation.





Above and below: To winners go the accolades. The rest just leave town.



Clark's winning car is not in the Indy Museum. Rather it is in the Henry Ford and Greenfield Museum in Dearborn.







The #82 Lotus sits without too much fanfare in the Henry Ford Museum, and you can walk right past it without knowing it is there. Amazingly, when Retroautos was there you could walk right up next to the car and touch it, because there were no barriers protecting it. And it is so small!





Race cars were race cars, back in the day. No electronic helpers here. Rather, the big technological advantage was mechanical: rear engine, F1 chassis and Ford V8.









Plymouth's new Fury paced the 33 starters, and post race advertisements made the most of it.



Plymouth Fury. Pace Car.

This is the official Pace Car of the Indianapolis 500.
You can buy one just like it.

like zoom.



The car you see is a big,
plush Plymouth
Sport Fury convertible.

It's not a race car. But it
has power to spare in its optional
4-barrel Commando 426-cu.-in.
V-8 engine. Power that delivers
365 tamed horses at 4800 rpm.

And Sport Fury options
are just plain *cushy*.
Like a console-mounted tach,
and Sure-Grip differential.

Put yourself in a Sport Fury soon.
We'll see you at the checkered flag.

PLYMOUTH DIVISION  CHRYSLER
MOTORS CORPORATION

THE ROARING '65s
FURY
BELVEDERE
VALIANT
BARRACUDA

Plymouth

The 49th **500**

Jim Clark



VICTORY BANQUET
JUNE 1, 1965

Speedway Victory Banquet

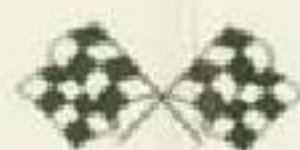
HONORING THE DRIVERS OF THE 49th
INTERNATIONAL 500 MILE RACE AT THE
INDIANAPOLIS MOTOR SPEEDWAY MAY 31, 1965

Egyptian Room—Murat Temple

June 1, 1965

6:00 P. M.

UNDER THE AUSPICES OF THE
INDIANAPOLIS CITIZENS' SPEEDWAY COMMITTEE
OF THE INDIANAPOLIS CHAMBER OF COMMERCE



Menu

FRESH GULF SHRIMP COCKTAIL

OLIVES

HEARTS OF CELERY

ROSE RADISHES

PRIME STEER FILET MIGNON

MUSHROOMS

BAKED POTATOES

STRING BEANS

SPRING SALAD

ASSORTED ROLLS AND BUTTER

SPEEDWAY ICE CREAM

PETTIS FOURS

COFFEE

RetroCarPark

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

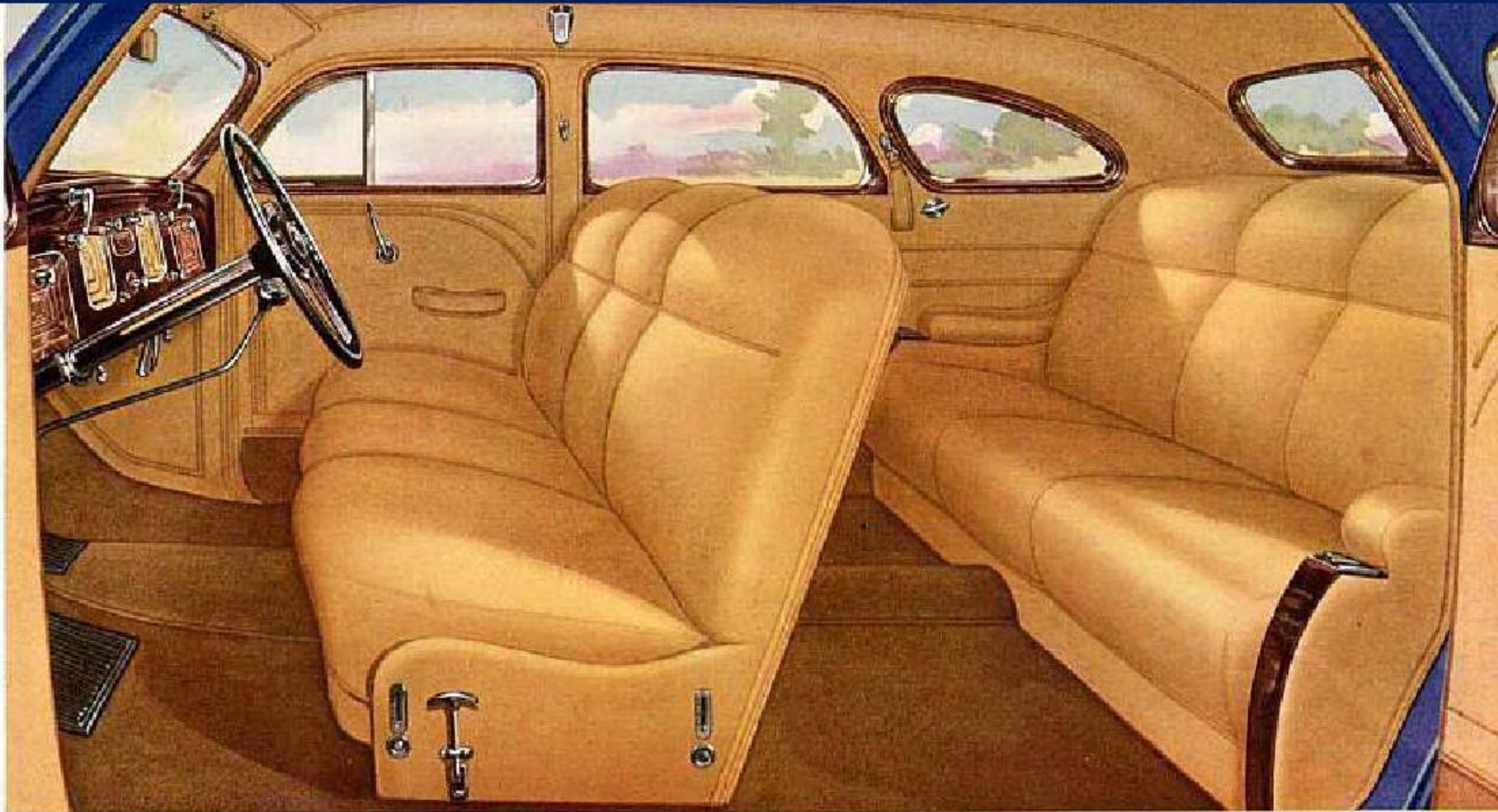




Retro Ads



Celebrating the Art of Automotive Advertising



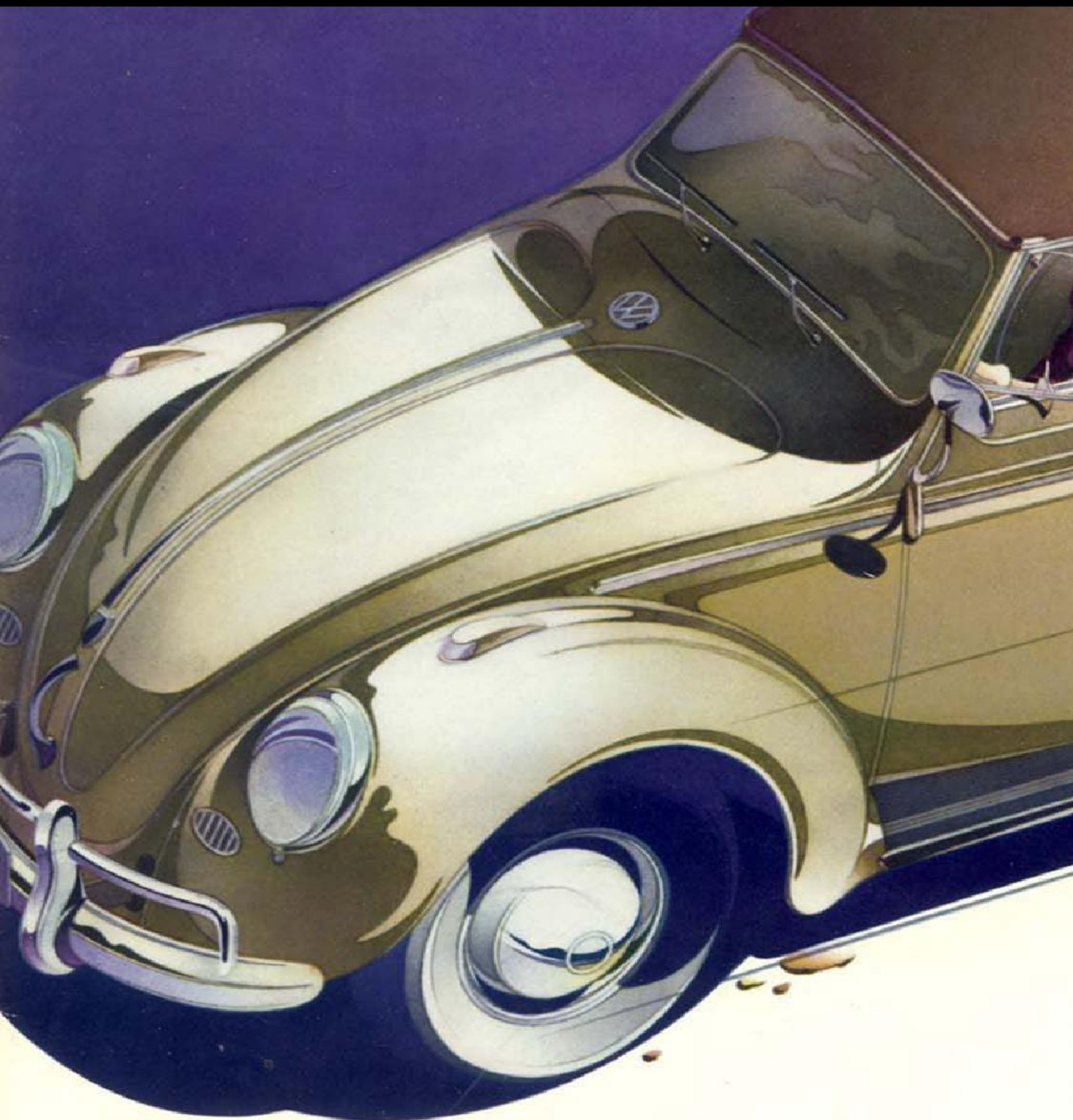
MODERN LUXURY TO MATCH *Modern Performance*



*W*hen you first step into an Airflow Chrysler Sedan, you have the impression of entering a luxurious drawing room. For the spaciousness and styling far surpass all previous effort.

Note the seats . . . as wide and deeply cushioned as divans. Doors as wide as those in your home. Deep, soft floor coverings, and upholstery fabrics of wonderful richness and texture. Note the spaciousness . . . the ample leg room for complete relaxation.

Note every detail of interior trim and styling . . . and you will have a new sense and appreciation of what luxury and comfort can mean in a truly modern motor car.

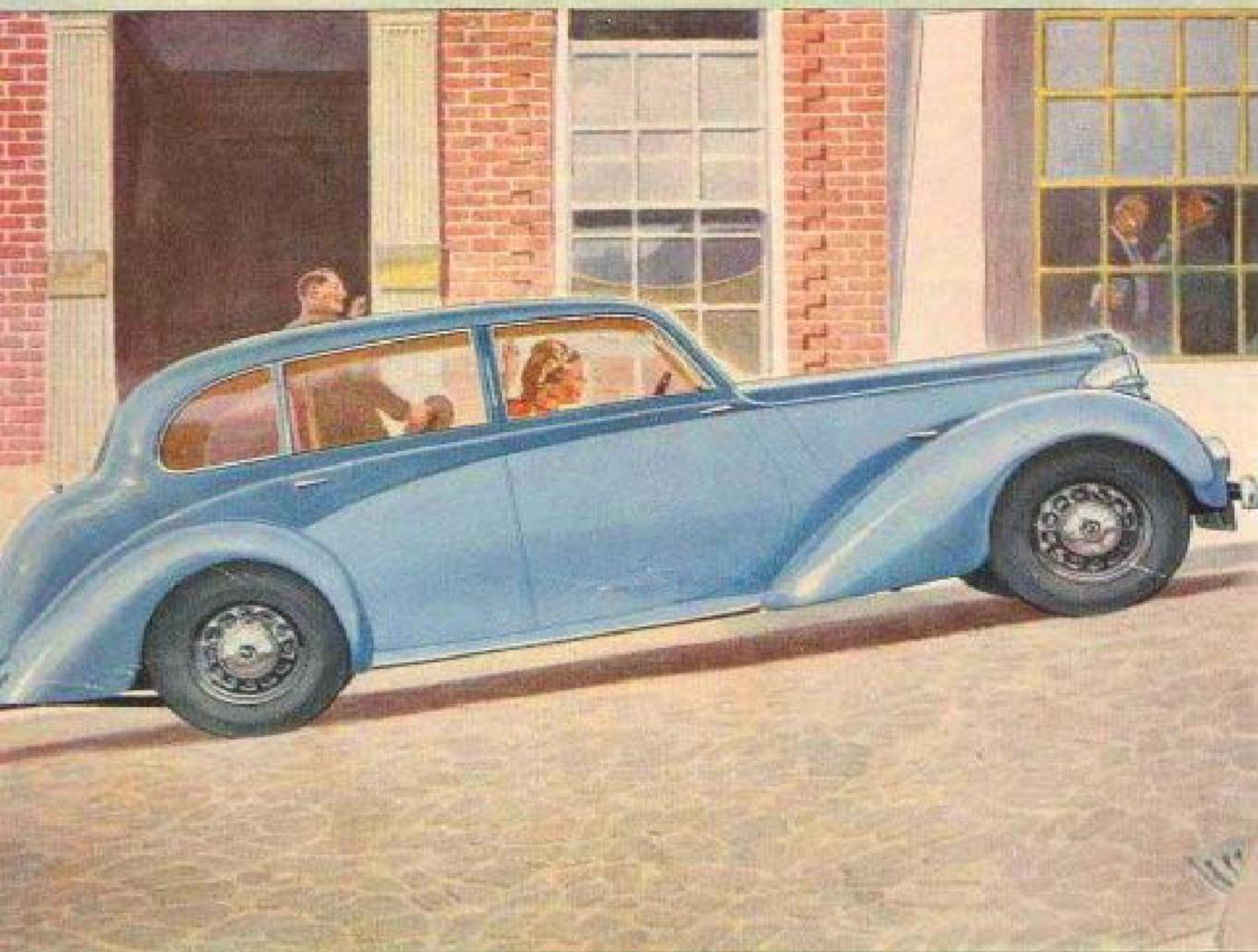




The New 2½-litre Daimler

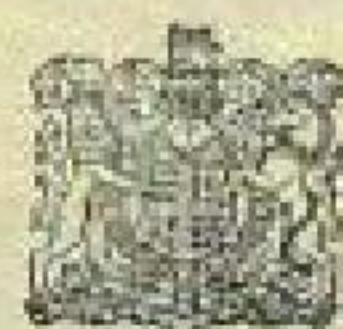
FOR EXACTLY FIFTY YEARS Daimler's have been famous for the creation of cars which, from the very first, have made motoring history. Now this latest newcomer—the 2½ litre—carries Daimler reputation higher still. It has a

performance so brilliant, a degree of comfort so luxurious, that it positively outshines all its predecessors. Beautifully built, beautifully finished, the new 2½ litre is the finest model ever to bear the Daimler name.



Facts and Features

High-compression 6-cylinder engine giving 25% improved petrol consumption—capable of cruising speed of 70 m.p.h.—Daimler patent independent front-wheel suspension—Daimler Fluid Transmission and 4-speed pre-selector gearbox—new slim-pillared bodywork giving extra visibility and increased room for passengers and luggage.



BY APPOINTMENT
MOTOR CAR
MANUFACTURERS

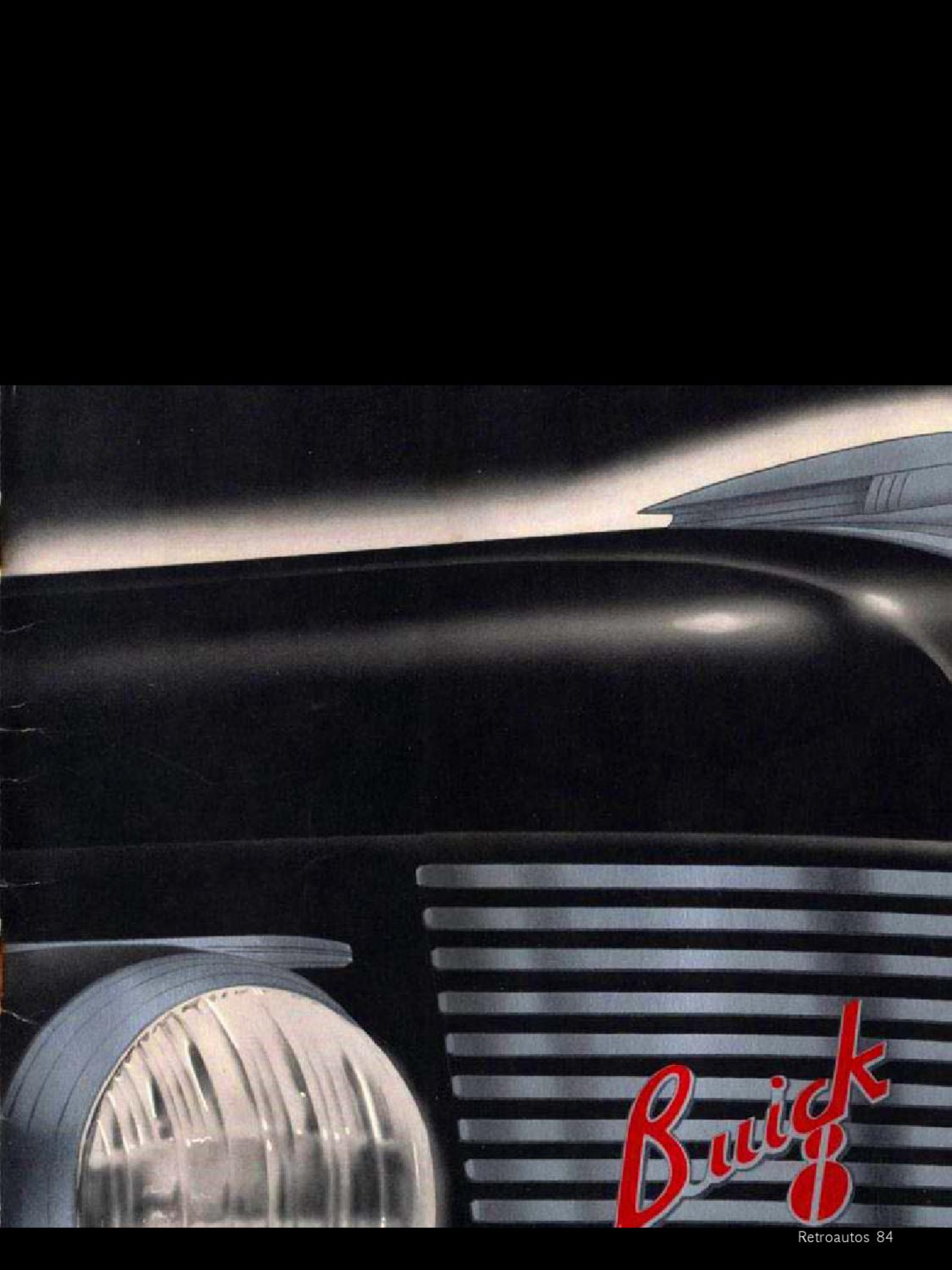
Daimler

THE DAIMLER COMPANY LIMITED · LONDON AND COVENTRY

1972 Plymouth

Satellite





Buick

A dramatic, low-key photograph of a 1937 Buick. The image focuses on the front left corner, showing the iconic Art Deco grille with its horizontal slats and the vertical headlight assembly. A small Buick shield emblem is visible on the grille. The background is dark, with a bright light source creating a strong highlight on the car's body and casting deep shadows.

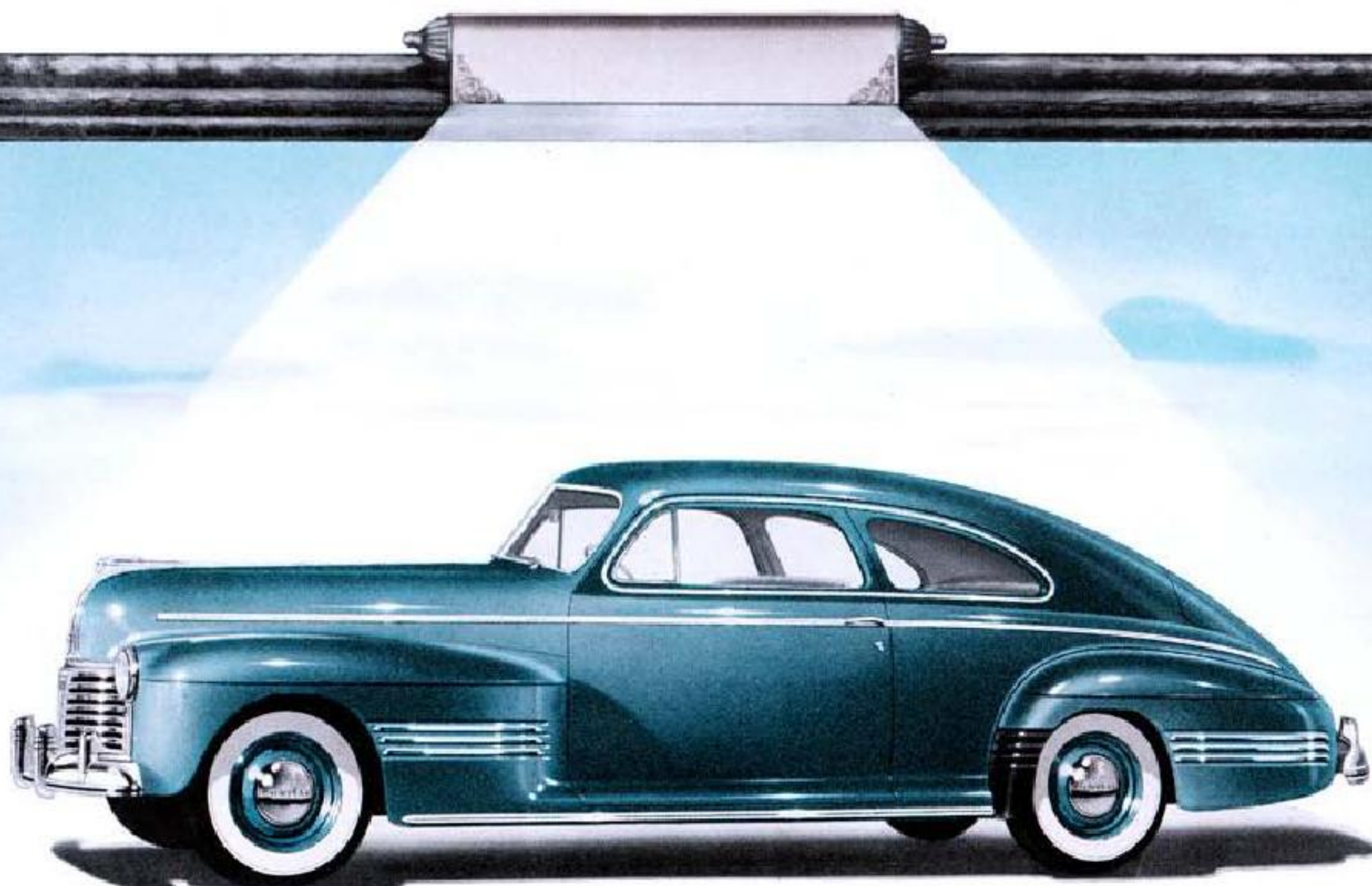
1937

*It's Buick
Again-*

Plymouth '64



A GENERAL MOTORS MASTERPIECE



Model Illustrated: Streamliner "Torpedo" Six Sedan Coupe \$923 (White sidewall tires optional at extra cost.)*

• THE 1941 PONTIAC STREAMLINER TORPEDO •

HERE'S WHAT'S NEW IN BEAUTY

It's Pontiac again—Pontiac with its "Torpedo" contours moulded to striking new patterns of grace and symmetry. You'll find the new Pontiacs longer, lower, far more colorful than ever. You'll find new interior charm and luxury to match the outward beauty of these cars.

HERE'S WHAT'S NEW IN PERFORMANCE

In performance, too, the 1941 Pontiacs give you the cream of all that's new. Two engines—a new, more powerful six and an eight with dual carburetion—are interchangeable in every model. (\$25 extra for an eight.) Both power plants are extremely smooth, quiet, and flexible at all speeds. And both maintain Pontiac's splendid reputation for operating economy.



HERE'S WHAT'S NEW IN COMFORT

It's doubtful if any car at any price will give you the restful comfort provided by Pontiac's perfected "Triple-Cushioned" Ride. In the roomier, safer bodies you seem literally to float along even on washboard roads. Add to this the driving ease resulting from new Tru-Arc Safety Steering and you'll say—

HERE'S WHAT'S NEW IN VALUE

PONTIAC
PRICES
BEGIN AT

\$828

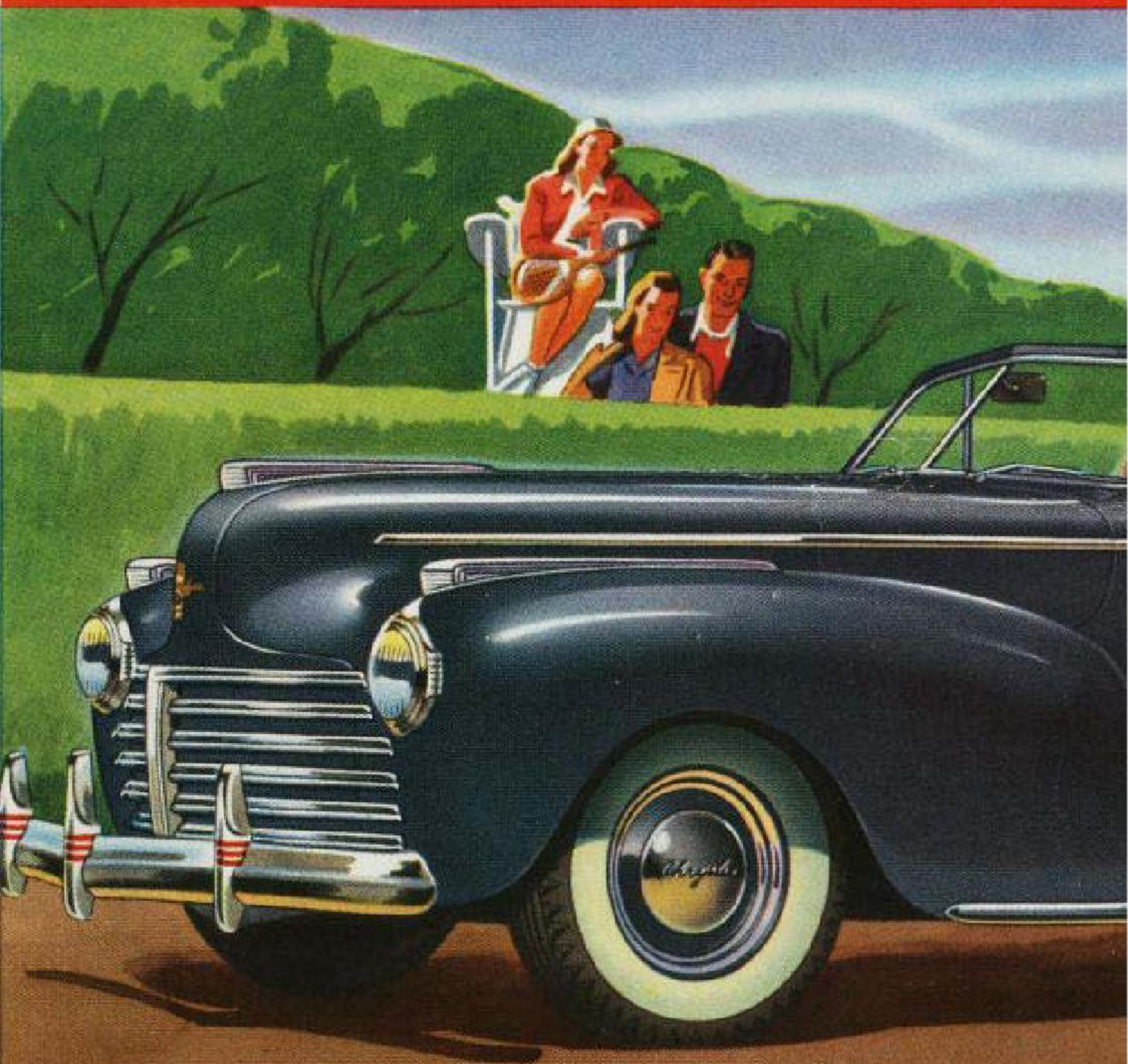
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"TORPEDO" SIX
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**Delivered at Pontiac, Michigan. State tax, optional equipment and accessories—extra. Prices subject to change without notice. General Motors Terms To Suit Your Purse.*

[ONLY \$25 MORE FOR AN EIGHT IN ANY MODEL!]

THE MORE BEAUTIFUL

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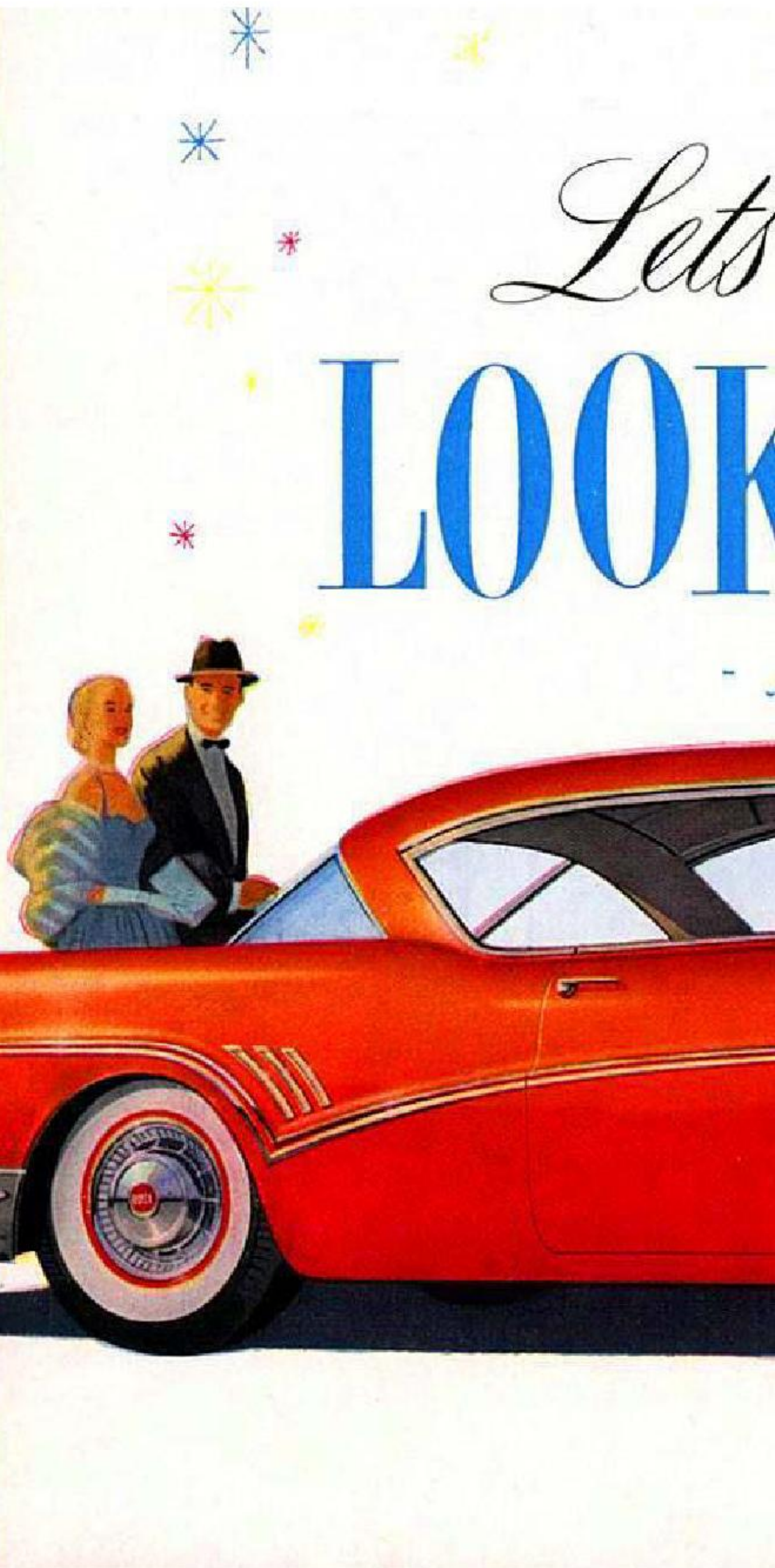
THE CAR THAT IS MAKING PERFORMANCE HISTORY

CHRYSLER

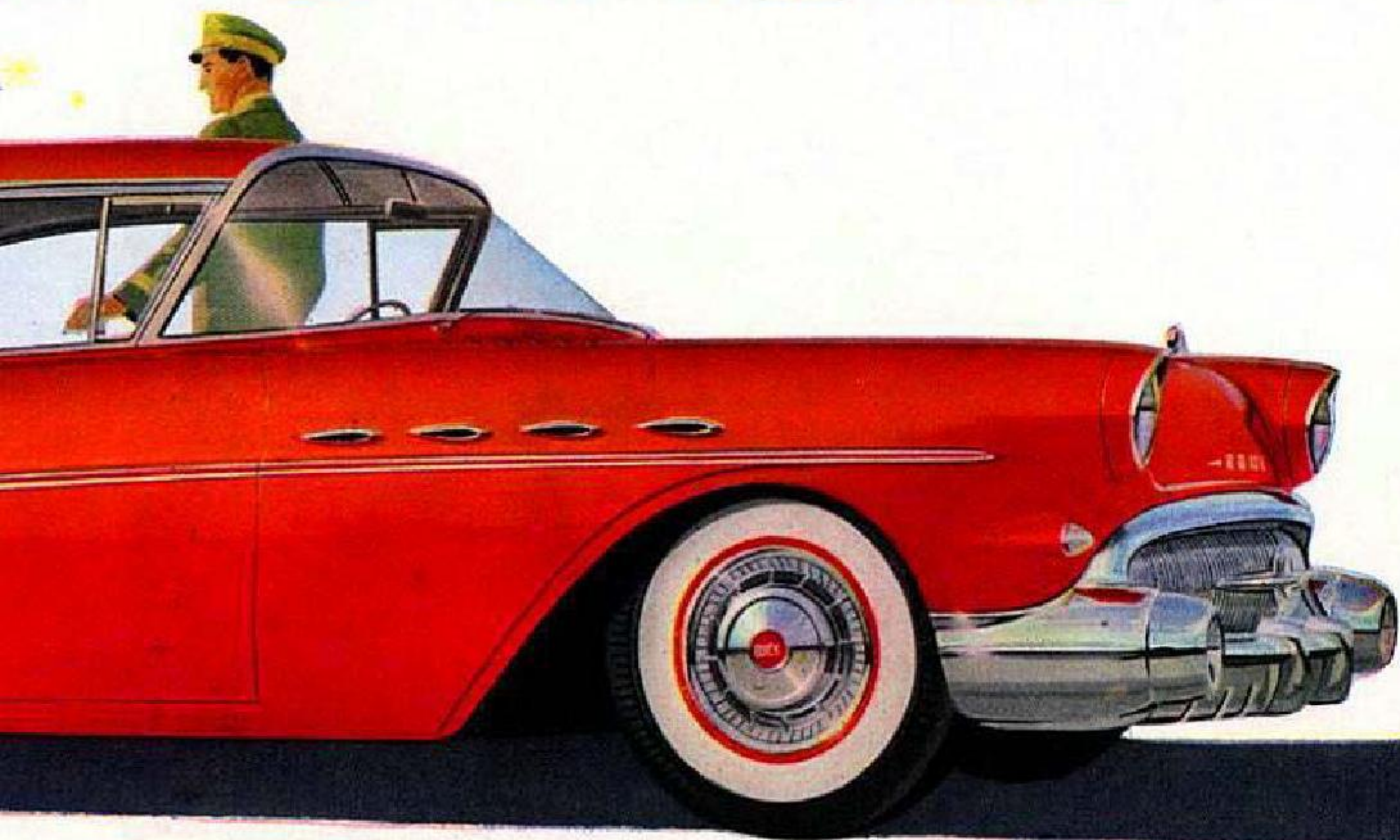
TAILORED TO TASTE



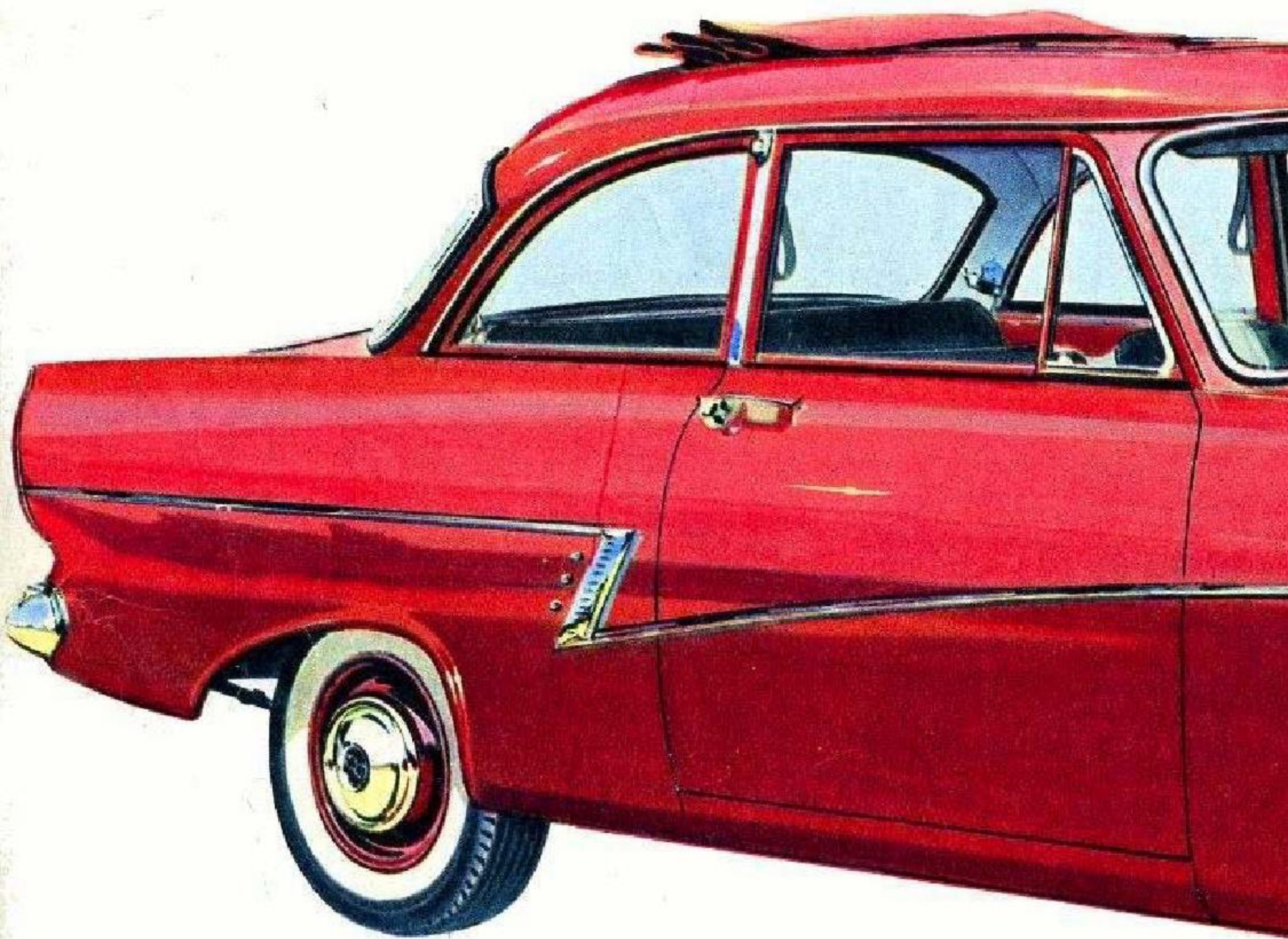
*Drive it and find out why...
Phone me for a
Demonstration*



KAT AT BUICK



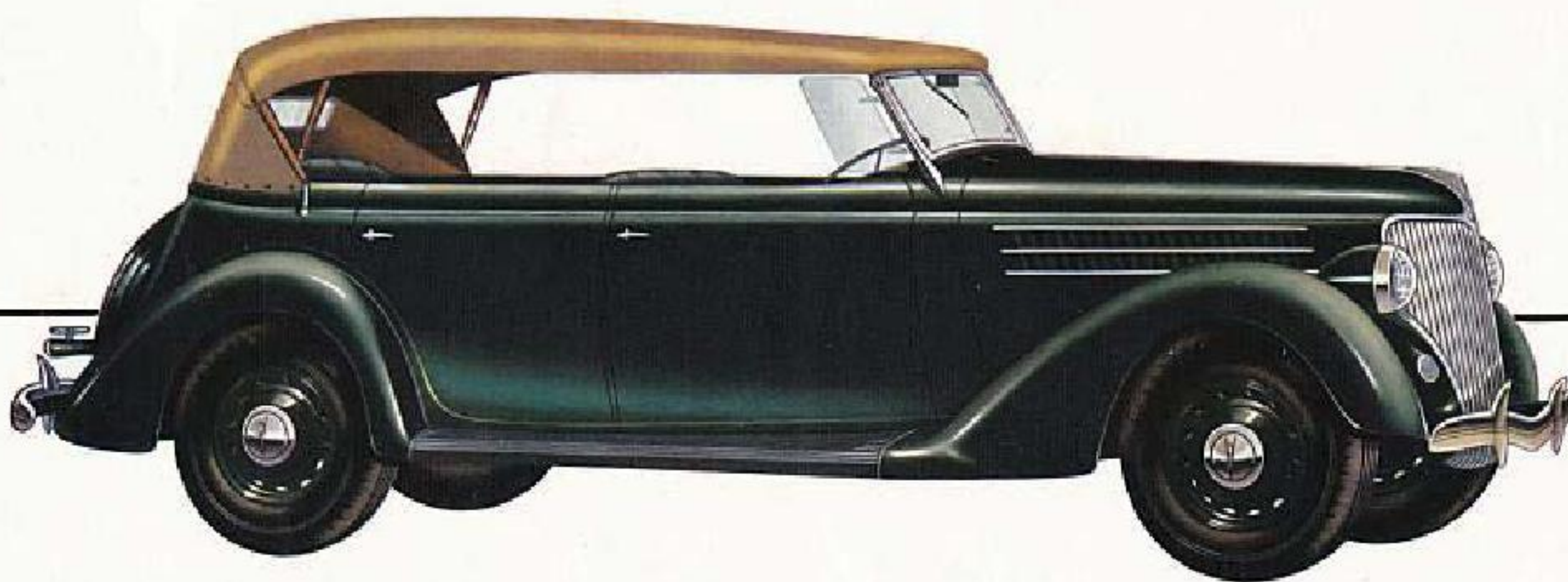
The star of every show





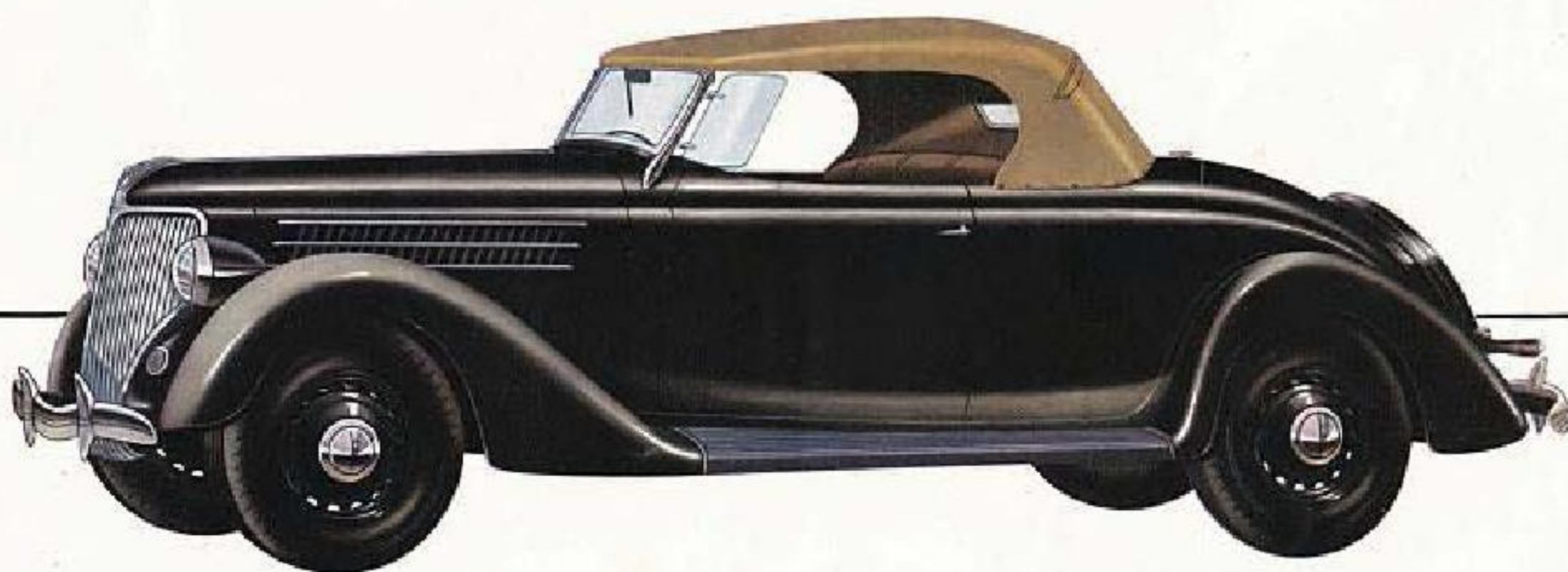
THE FORD V-8 DE LUXE PHAETON

A beautifully designed touring car—trim and modern of line. Seats six adults comfortably. Safety Glass windscreen, windscreen wings and hood rear window. Large luggage compartment behind rear seat. Handsome tan hood is easily raised or lowered. Genuine leather upholstery in colours to match body colour, and de luxe equipment throughout.



THE FORD V-8 DE LUXE ROADSTER

A roadster that expresses the modern spirit. Alert, thrilling performance. Safety Glass windscreen, windscreen wings and hood rear window. Attractive tan hood folds neatly into recess, and is concealed. Genuine leather upholstery in colours to match body colour. Wide, comfortable dickey seat upholstered in imitation leather to match. A Business Roadster is also available.



HUMBER *Sup*



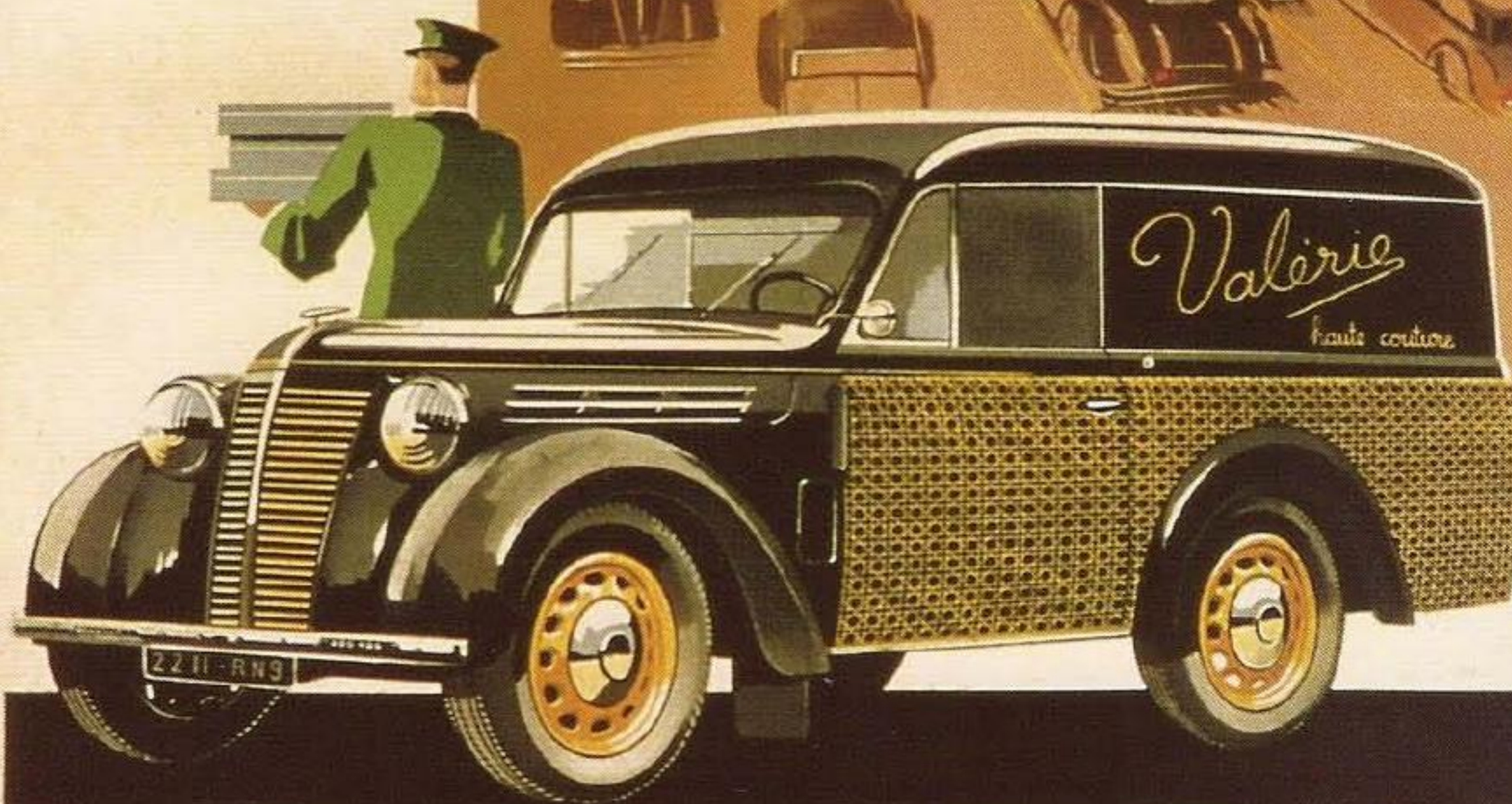
THE CHOICE OF THE EX

er Quality **TWELVE**



EXPERIENCED MOTORIST

LA FOURGONNETTE
250
 KILOGS



RENAULT

ÉLÉGANTE - RAPIDE - MANIABLE - ÉCONOMIQUE

85K a e e 6 7 es 500 a 100Kms a e l^{ms} 500 a 2^{ms}



The Plymouth Belvedere, shown at the Challenger Inn, Sun Valley, Idaho

It seems the sun always shines on those who drive Plymouths. For when a car looks right, rides right and serves you faithfully through the miles, you can't help but take great pleasure from owning it. Because there's more quality built into a Plymouth, you are sure to get more lasting value out of it.

PLYMOUTH



DUESENBERG

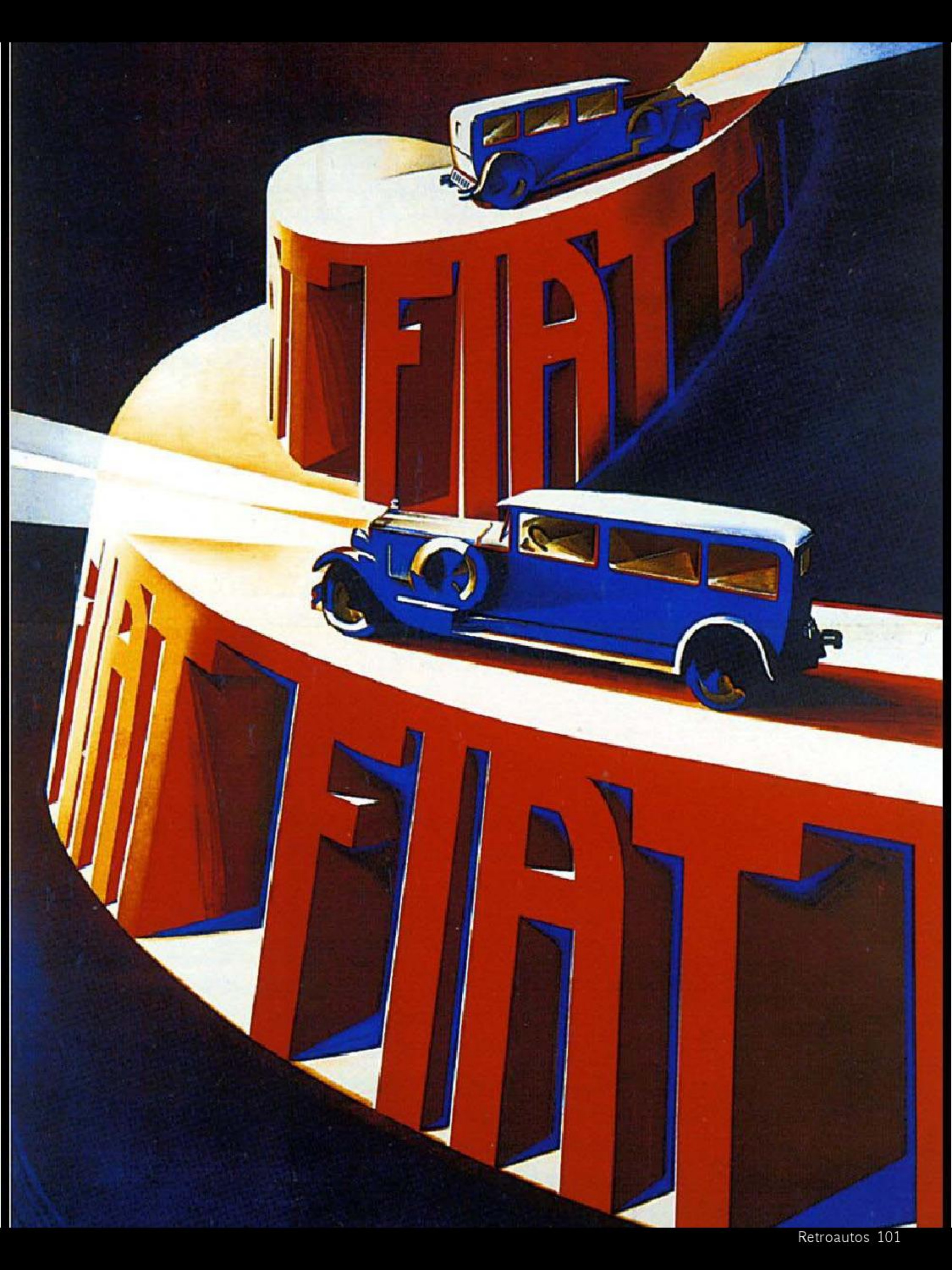
Sheepshead Bay
SPEEDWAY N.Y.

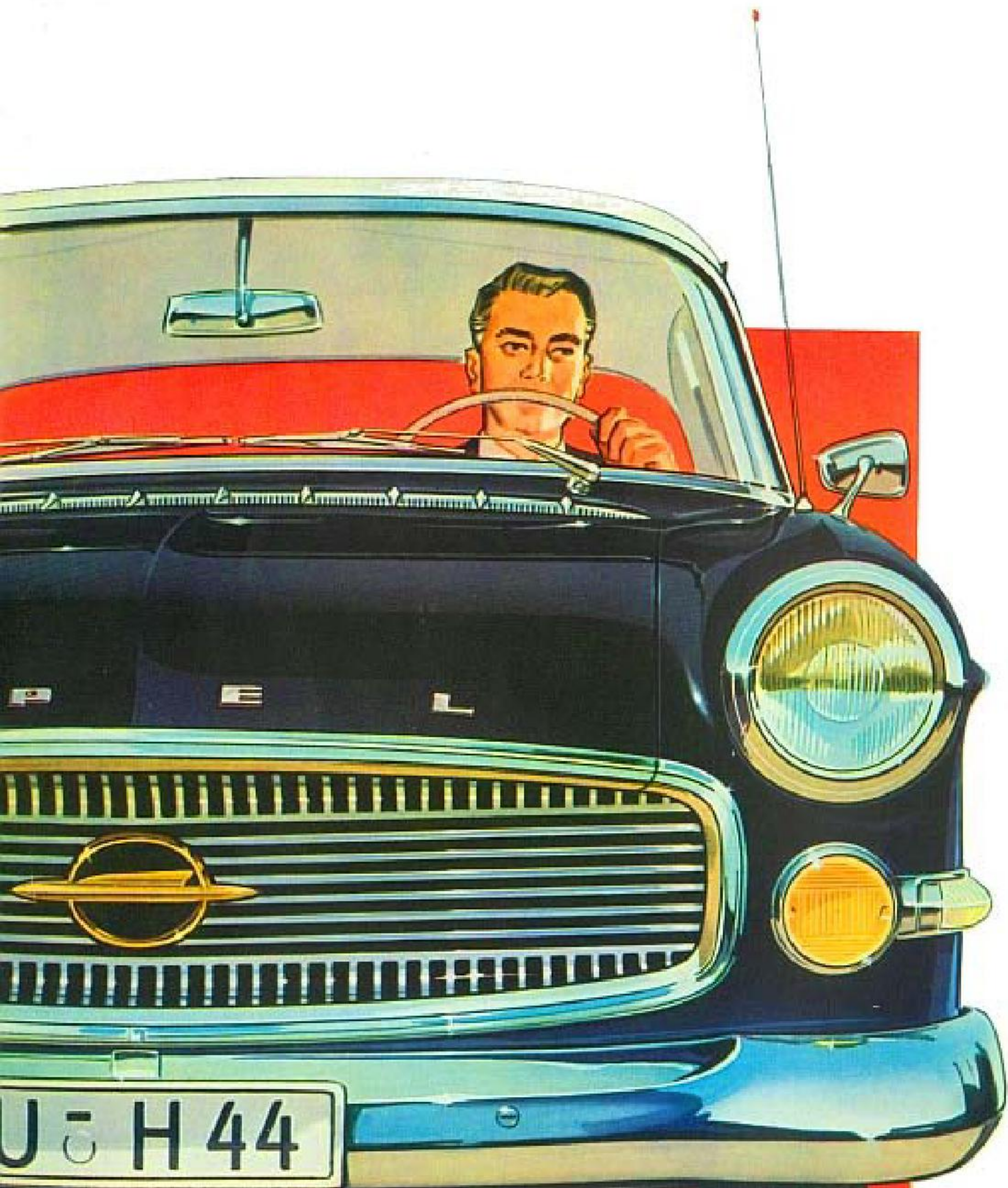
115.5 MPH AAA RECORD

1919

ROBERT CARTER

Retroautos 100



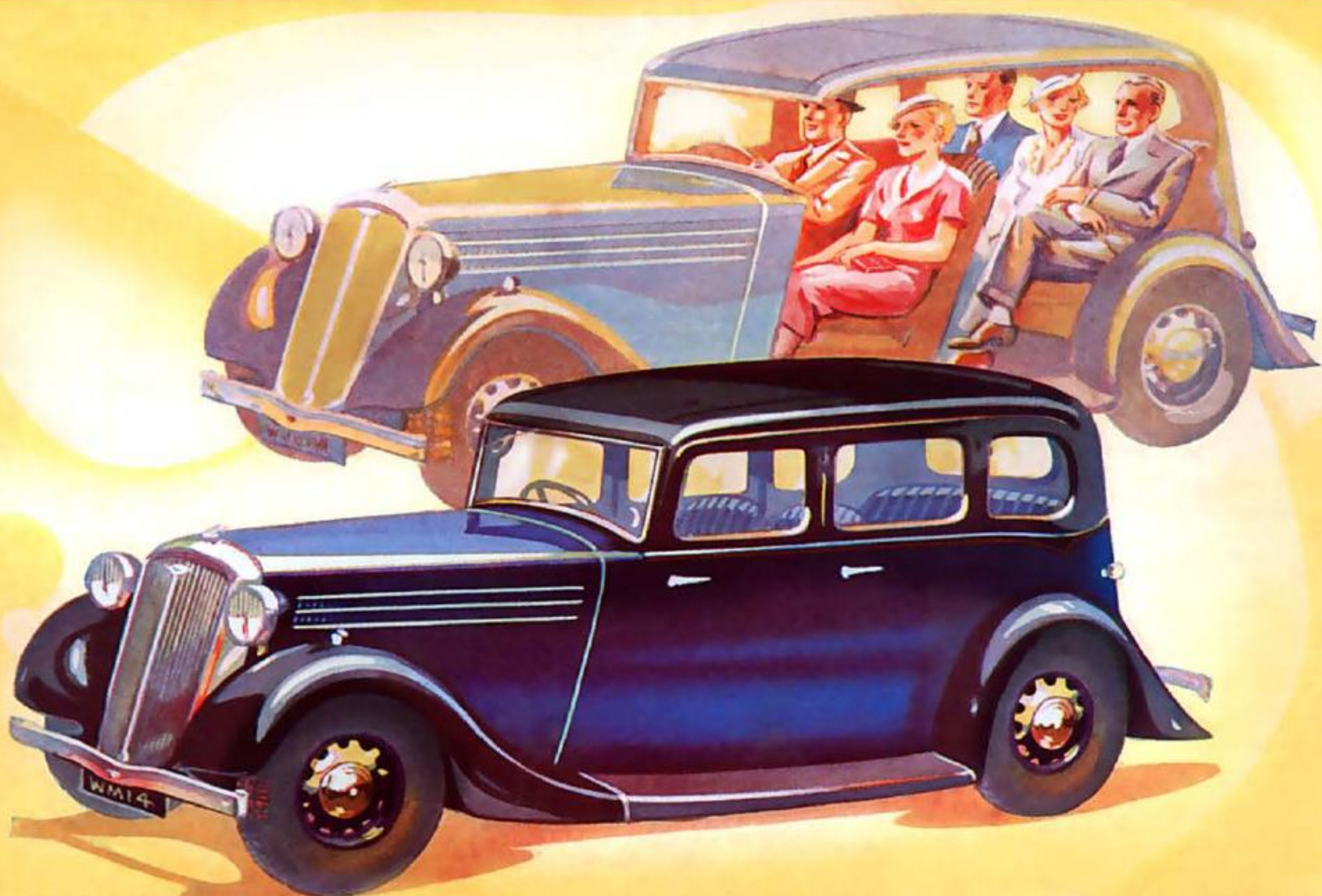


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