

collectible & classic

# RETROAUTOS

Classic Car Prices Falling ?! See RetroNews

August 2015 #47



Fabulous Historic Winton: Classic Car Show and Classic RetroRacing  
Featured Classics: Bill Coon's MGA and Glen Bryant's Capri 3100 RS

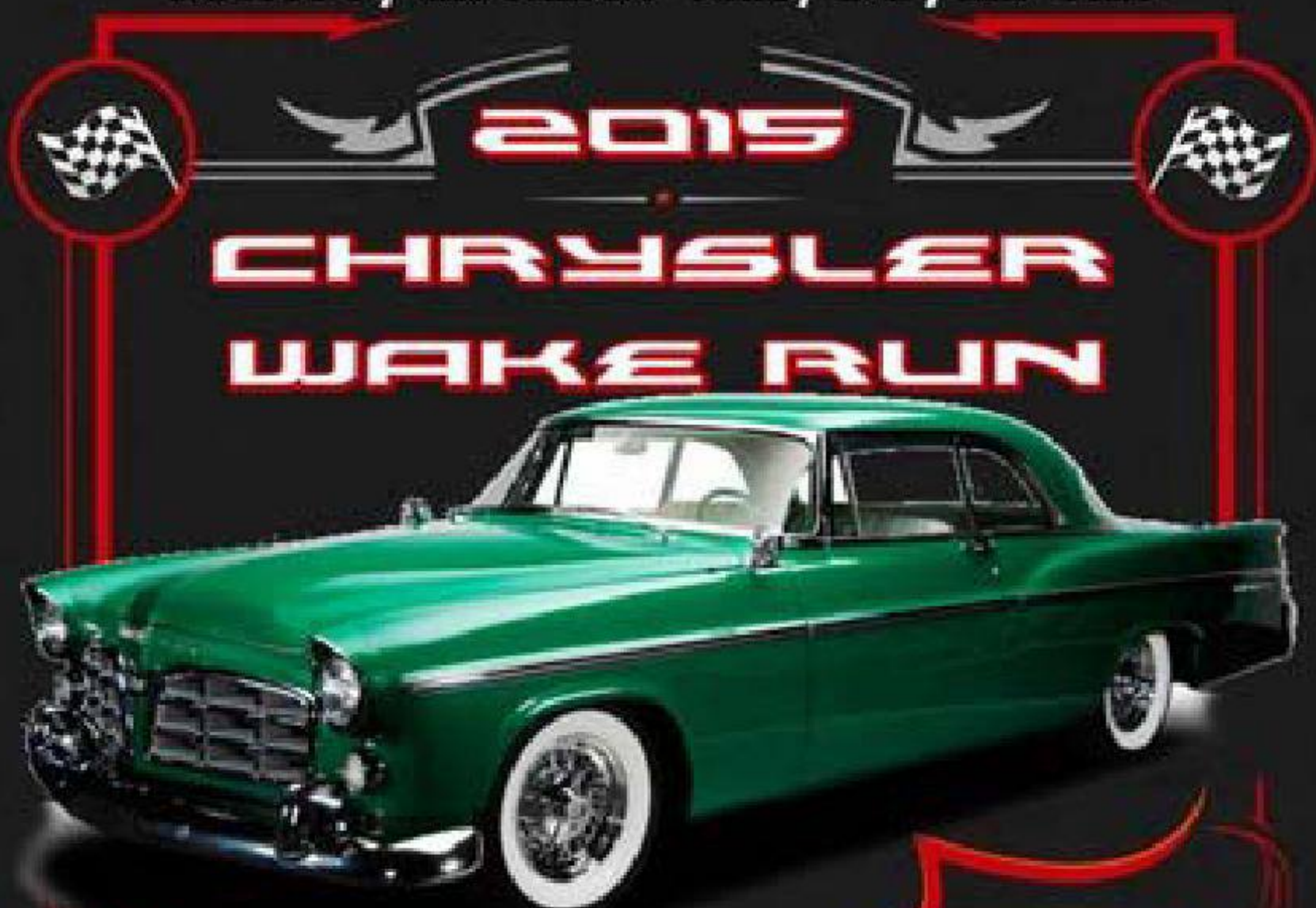


Chevrolet Suburban: 80 Years of Carrying  
Movie Car Classics

Historic GM Corvette Concept Car For Sale  
Ray's Relics and all the usual features



Hosted by the Hunter Valley Chrysler Club



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**Contact:**

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Entry Forms: [www.huntervalleychryslerclub.com](http://www.huntervalleychryslerclub.com)

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

# Machines & Macchiatos



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

**Sydney Machina Social Club** is a brand new, modern motoring social club, dedicated to the motoring enthusiast community. It is where proud owners will be able to unite while having a chat, meet new and old friends, share a coffee & a nice brekki in a wonderful location. We are for all types of vehicles, from Vintage, Classics, Customs, 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](mailto: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](mailto: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.







If you enjoy sparkling paintwork, glistening chrome  
& vintage SPEEDWAY BIKES & RACE CARS  
this is the place to be...

THE BI-ANNUAL

WA CLASSIC SPEEDWAY ASSOCIATION



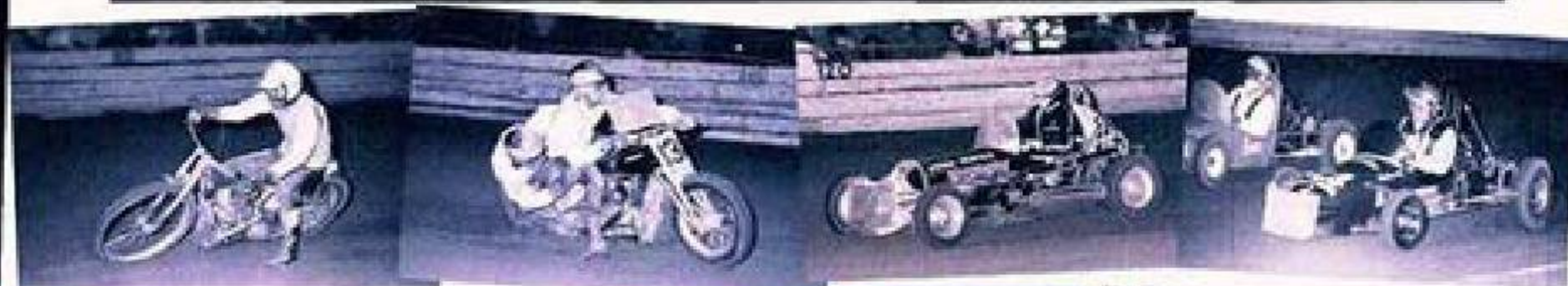
GALA DAY



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10.00 AM - 4.00 PM

SUNDAY 9 AUGUST 2015



MEET SOME OF THE STARS  
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Models

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ANNIVERSARY DRIVERS'  
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CELEBRATING 50 YEARS SINCE SUPER MODS WERE  
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(UNDER 10)

FAMILY: \$25.00  
(2 ADULTS—3 CHILDREN)





# Historic Motor Vehicles Club

## 32nd ANNUAL



## STRATHALBYN SWAP MEET

### STRATHALBYN HARNESS RACING CLUB

(Milne Road 500 metres from West Ter/South Ter Roundabout)



**SUNDAY OCTOBER 18th, 2015**

**Gates open 5.30 am SELLERS**

**6.30 am BUYERS**

**Catering for motoring enthusiasts of all ages with new and old classics.  
Automobilia, spare parts, books, collectibles and more and something for all the  
family**

**Sellers site fee \$15, includes entry for two people**

**Extra adult \$5, children free**

**Undercover sites available, cost \$25, pre-paid bookings required Dean 8552 1042**

**Camping site \$5 extra. Gates open for campers 2 pm to 9 pm Saturday.**

**BUYERS ADMISSION \$5 ADULTS, CHILDREN FREE**

**Car parking free in complex plus street parking**

**Parts Pick Up Available**

**P/A system for Buy, Sell & Swap**

**Food and Drinks—Fully catered**

**Show and Shine**

**FURTHER INQUIRIES**

**HISTORIC MOTOR VEHICLES CLUB**

**PO Box 610 VICTOR HARBOR 5211**

**SWAP MEET HOT LINE**

**8552 8982**

**EMAIL—[deidresolly@hotmail.com](mailto:deidresolly@hotmail.com)**



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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](mailto: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.

## Front Cover

Rene Martens' wonderful images from the Historic Winton Classic Car Rally.

Photos copyright Rene Martens

[www.rensmartphotography.com](http://www.rensmartphotography.com)

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# RetroVoice



TERNES 12-11-61

Image copyright GM Media 2015

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## Rolling Sculpture

What a fascinating photo above, taken on 11<sup>th</sup> December 1961. Parked in a back hallway of GM's styling studio buildings in Detroit is the EH Holden clay model.

There is no doubt that the clay is being stripped from the wooden styling buck to be re-used on something else. The white di-noc film the stylists use to cover the clay and give it a painted appearance is also being stripped away.

This image reminds us here at Retroautos, that despite all the advances of technology and 3D digital imaging, cars are still modelled in clay today, just like any wonderful sculpture or humble pottery bowl.

To us there is no doubt. Cars are truly rolling sculptures, be they a simple means of transport or a svelte, high priced coupe. Each starts out as a piece of clay.

## This Month

We look at two wonderful classics this month. Bill Coon tells us about his MGA and Glenn Bryant shares his very rare Capri RS3100, one of only 250 ever built.

In RetroAuctions we have a special feature on the imminent sale of the CERV 1, an experimental rear engined single seater car built by the "godfather" of the Corvette Zora Arkus-Duntov, and used to test all sorts of ideas at General Motors in the 1960s.

The Chevrolet Suburban is 80 years old, and we look at its history. And we have a BIG RetroRacing section covering the recent Historic Winton race meeting and accompanying classic car show.

We hope you enjoy what we have compiled for you this month, and thanks for reading Retroautos.



# RetroNews

## Classic Car Prices Declining?

In Australia there is anecdotal evidence and discussion that the combination of an Aussie dollar at \$US0.74 cents and reduced consumer confidence has, at best, flattened prices. In the USA, following the biggest decline of the last 14 months, the Hagerty Market Rating has stabilized for July with an almost nil movement from 71.55 to just 71.59. However, private sales activity *dropped* for the first time in 12 months. The average sale price and the percent of cars selling above their insured values fell from last month. High-end insured values *dropped* for the first time since February. Expert sentiment is *down* by six points compared to a year ago points.



Meanwhile, in Switzerland, Simon Kidston has charted the market since 1994. Simon operates Kidston SA, one of the world's most respected classic car advisory service companies. He currently sees a flattening of the market during the first six months of 2015, in line with Hegarty's findings.

He says: "Buyers are taking their time to decide and if in doubt, sitting on the fence. Sellers are equally cautious, unsure whether now's the time to part with something which has been a great investment. Auctions have become the public barometer of market health, with wild swings of activity following every eagerly anticipated result. All eyes are on the Monterey auctions, and the high profile buyers and sellers who'll effectively determine the temperature of the market."



If you are in Perth, then it is short drive to the West Coast Motor Museum at Mandurah. It showcases over 50 vehicles from 1915 onwards. They also have an extensive collection of speedcars from Claremont Speedway that raced during the 1950's and 1960's.

Museum owners Ron West & Ron Meredith's long association first began in 1957 when they owned and raced a 1934 Ford Coupe at Forrestfield Speedway.

[www.westcoastmotormuseum.com.au](http://www.westcoastmotormuseum.com.au)







Ford Transit @ 50

Ford's Transit van celebrates its 50th anniversary in August with almost 8 million built since 1965. The Transit was the first product of Ford's efforts to co-ordinate their European operations, especially between Germany and the UK. Such was the van's handling and capability, UK Police were said to describe the Ford Transit "as the best getaway vehicle of the 1970s".

The Transit arrived in Australia in 1972, and Ford here inserted a Falcon six into the engine bay in place of the V4 used in the UK. In 1979 it appeared in Sundowner advertisements (below). Did anyone buy one of them, and does one still exist?

## Fingers Crossed for No Rain

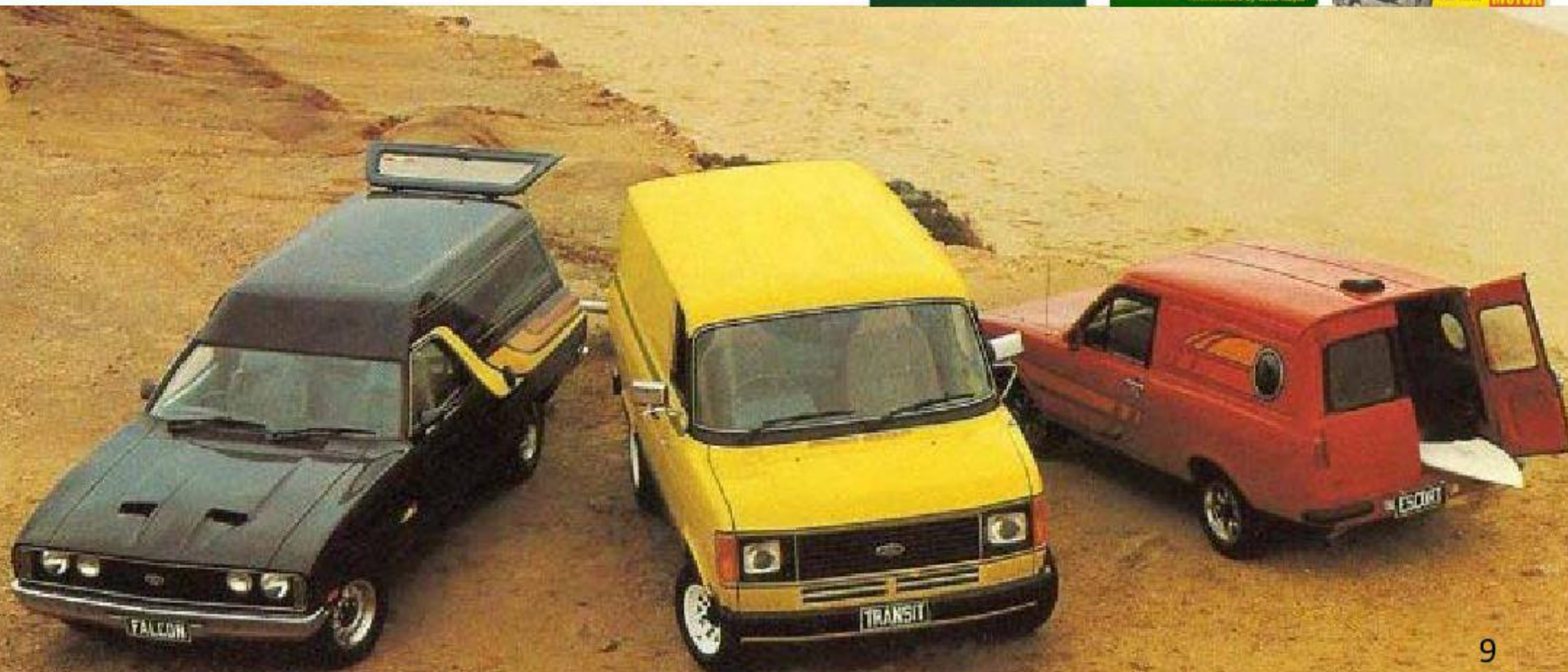
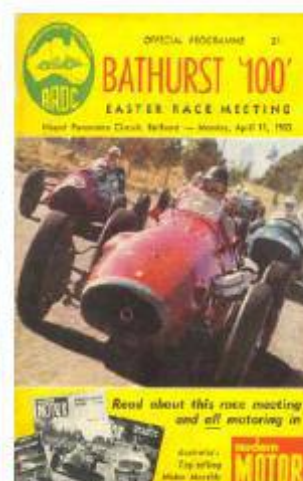
The NSW Council of Motor Clubs holds its Shannon's Sydney Classic on 16<sup>th</sup> August at Eastern Creek Raceway. Last year it rained but 800 cars still turned out for the event.

This year they are hoping for over 1900 Veteran & Classic vehicles from over 150 clubs to be on display and parade, including cars, motorbikes, scooters, military vehicles, police vehicles, ambulances and fire engines.

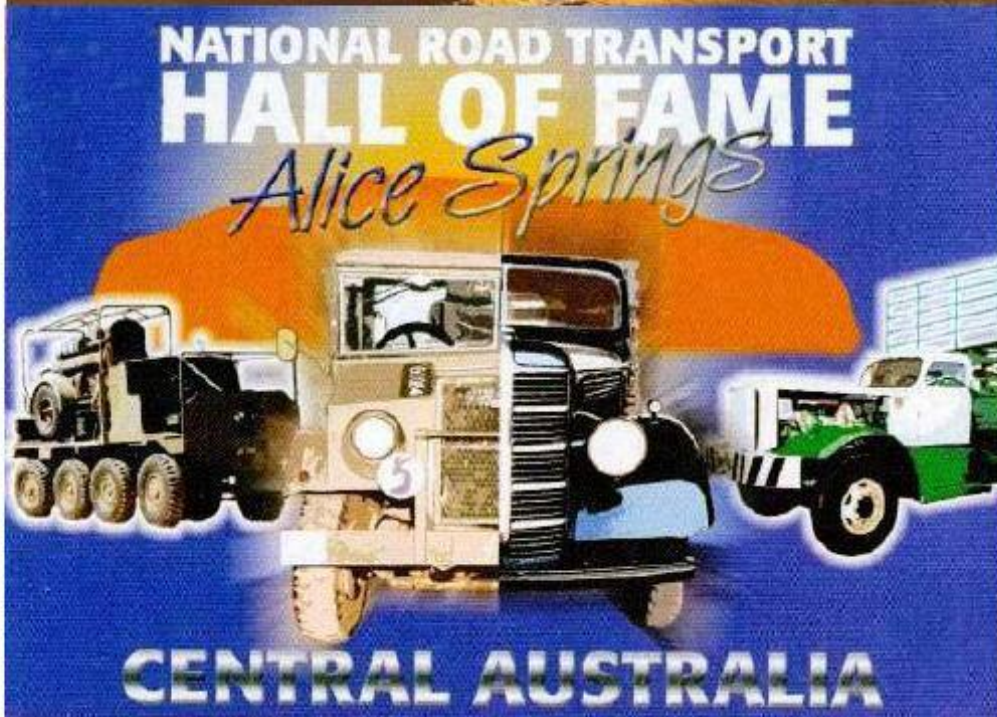
## Worth A Look

[www.speedwayandroadracehistory.com](http://www.speedwayandroadracehistory.com)

This web site, run by Brian Moyle, is absolutely worth a look. It is the most comprehensive Australian historic racing site we have seen. The images from long defunct tracks and Bathurst race programmes are priceless.







## Classic Trucks Museum

The National Road Transport Hall of Fame and the Kenworth Dealer Truck Museum collectively make up the most comprehensive land transport museum in the southern hemisphere.

The Museum is managed by the Road Transport Historical Society and is located at Alice Springs. Go to [www.roadtransporthall.com](http://www.roadtransporthall.com) for details.

The purpose of the Society is to preserve and present the great trucks, buses and vehicles of the past, and recognise the contribution of the men and women who drove and lived with these great machines.

Pictured at left are trucks from their large collection. The red truck is a 1953 side valve Ford, while the yellow Mack was the first truck donated to the museum, by Mack Trucks.

The Society retrieves vehicles from local and interstate locations. This is co-ordinated through a team of volunteers utilising the resources of the road transport industry nationally or they haul it back with the Society's own Mack truck.

The Society operates an extensive restoration program with rebuilding being undertaken in their workshops at Alice Springs and also by inmates of a local prison under supervision of Correctional Services staff.

I'm Back !

Holy Bat Boomerangs! The original Batmobile is up for sale, again! After buying the car from its builder, George Barris, for \$US4.6 million dollars in 2013, Phoenix car collector Rick Champagne has decided to see if it will fetch more money. Barrett's have it on their showroom floor for \$US5 million, or nearest offer.







## Bo Seton and his Ford Capri at 20<sup>th</sup> Leyburn Sprints

Ford Capri touring car ace Bo Seton will be among several of Australia's best known racing identities when the Leyburn Sprints hosts its inaugural Legends Dinner during the 20th anniversary event held on 15<sup>th</sup> and 16<sup>th</sup> August, and his favorite Bathurst car will be part of the celebrations.

The 1965 Bathurst Armstrong 500 winner will be making his first appearance at the Leyburn Sprints, that commemorate the running of the 1949 Australian Grand Prix.

Bo says the Capri is the only car he's kept from the many he's built and raced. "I've always kept it. It means a lot to the family," Seton said.

Leyburn Sprint organisers are expecting up to 225 classic, historic and performance cars on the track. "This is a great way to celebrate our 20 years of the community-run Sprints," Committee President Ann Collins said.

Off-track attractions will feature big Show 'n' Shine and Vintage Caravan displays, both offering prizes in several classes.

## Next Month in Retroautos

In the September 2015 edition of Retroautos we talk to Ray Green about his passion for taking photos of rusting roadside relics.

Richard Rowe shows us around his 1968 Mustang convertible and Gary Poole takes us on a journey to Monte Carlo in his FX Holden.

Plus there's all the regular features, including RetroRacing.



## Model Trucks

Models56 and ARMCO Models are releasing two new models Based on the F Series Ford trucks, their two latest offerings are pictured above and below.

Find out more at: **Models56 & ARMCO**  
PO BOX 430, South Hurstville NSW 2221  
[www.models56.com.au](http://www.models56.com.au)

Precision Australian Models  
only from  
[www.models56.com.au](http://www.models56.com.au)





# Retro Auctions

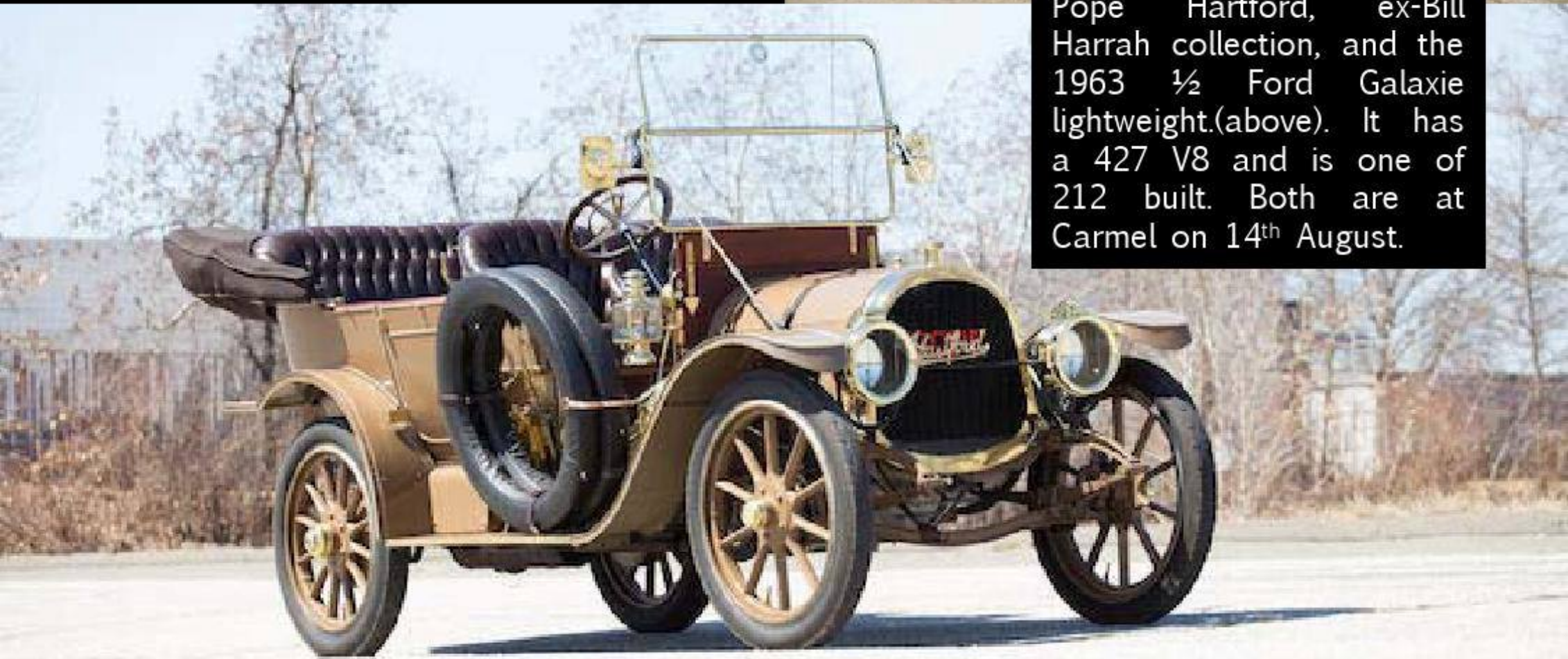


The big auctions houses are all vying for media and buyer attention ahead of this year's Monterey, Reno, Pebble Beach and Carmel hammerings. Held in mid-August in conjunction with the Pebble Beach Concours, these events always bring out the big dollar spenders and high calibre cars.

Top left and right: Barrett Jackson are offering this 1961 Chevrolet Impala SS 409 and a 1968 Oldsmobile 442 at Reno.



Bonhams have this 1910 Pope Hartford, ex-Bill Harrah collection, and the 1963 1/2 Ford Galaxie lightweight.(above). It has a 427 V8 and is one of 212 built. Both are at Carmel on 14<sup>th</sup> August.







More from Bonhams. In the top picture there's a red 1951 Ferrari 212 Inter. If you want to know what to bid, you must ring Bonhams and ask for information, which means it is tens of millions. Meanwhile, the green 1954 Aston DB2 Drophead has a price guide of \$A600,000. Below is a 1949 Veritas Scorpion Kabriolet, with a BMW engine. No price guide here, so give them a call. The car at the bottom is a 1950 Delahaye, first shown at the 1950 Paris Auto Salon show. The price guide is \$A470,000.



Russo and Steele are yet another auction house crowding into the Pebble Beach scene. Their August show is at Monterey and they present a mix of offerings. Here's a couple of examples. At the top is a 1969 Pontiac Grand Prix, said to have the longest bonnet of any production car in the world when it was released. And what is it with these early 1970s Toyota Landcruisers? Suddenly they are popping up everywhere and generating prices above \$A80,000. Go figure! Below is a 1959 Porsche 356 T2 factory hardtop.







Barons Auctions in the UK have three Morris Minors up for sale at their Esher, Surrey, auction (price guides in brackets). They are a 1953 four door (\$A7,000) and two from 1956, a convertible (\$A12,000) and a two door (\$A8,000).



On the local front, Shannons have a mid winter sale in Sydney on 10<sup>th</sup> August. The more interesting cars for sale include the 1925 Roll Royce Phantom I coupe (top), a 1964 Vanden Plas (this is a Rolls Royce engined BMC product and are fabulous quality buys) (middle), a VW Transporter in LHD (above) and a 1957 Cadillac Eldorado Barritz convertible. This is RHD example and looks sensational (left).





Let's move on to RMsOthebys, who are parading their wares at Monterey on 13<sup>th</sup> to 15<sup>th</sup> August.. These guys and gals are the absolute leader in promoting and displaying cars for the media.([www.rmsothebys.com](http://www.rmsothebys.com)). This 1933 Stutz Monte Carlo (top) will go under the hammer at Monterey, as will the 1930 Rolls Royce Phantom II two seater Sports, with body by Hooper (middle). Below is a 1959 Ferrari 250 GT LWB California Spider. One of these went for about \$A25 million not so long ago. Our pick is the Marmon. Images courtesy of [www.rmsothebys.com](http://www.rmsothebys.com). Rolls Royce image by Patrick Ernzen







Also on offer at Monterey is this Indy Roadster. It is one of the last front engine, Offenhauser powered, Watson built race cars. It ran in the 500 in 1963, '64 and '65. By 1969 it had ended up in the hands of Canadian supermodified champion, Kenny Andrews.

Kenny gave it a roll cage and a Chevrolet V8 and proceeded to win the 1969 Oswego Speedway championship (pictured right). It was later acquired by Indy car collector Bob McConnell and restored to its Indianapolis specifications and Diet-Rite cola livery. This car was offered at auctioned in 2007 and 2010 but was passed in on each occasion.



Oswego Speedway in upstate New York (USA) is the home of the big block V8 super modifieds. With the V8s radically offset to the left, these cars turn the 5/8<sup>th</sup> mile track in less than 15 seconds. Retroautos has been to this track, and the racing is truly an awesome thing to watch.







Above: Perfectly shaped aluminium and fibreglass panels, all done by hand, characterised Watson's Indy cars. The significant left offset of the suspension, chassis, engine and body are clearly evident. (All images of the roadster are by Robin Adams, thanks to [www.rmsothebys.com](http://www.rmsothebys.com))

Below: RMs have an interesting collection of Japanese classics at Monterey, including this 1971 Mazda Cosmo Sport which is being sold with no reserve. It was the first production twin rotor car, and this one is believed to be one of only ten or so in the USA of which Jay Leno has one.



















Another wonderful Japanese classic is this 1973 Nissan Skyline 2000 GTR. No reserve on this one. It is RHD. Image courtesy of [www.rmsothebys.com](http://www.rmsothebys.com)



1967 Toyota 2000GT. This is the first U.S.-delivery and production left-hand-drive 2000GT. Completely unrestored and incredibly well preserved; one of the most historic surviving examples of the “Japanese E-Type.”

Image by Patrick Ernzen and courtesy of [www.rmsothebys.com](http://www.rmsothebys.com)









# CERV 1

## RMSothebys Have GM History For Sale !

All images courtesy of [www.rmsothebys.com](http://www.rmsothebys.com)

The CERV 1 stands alongside GM's experimental landmarks such as the Buick Y-Job, the LeSabre, and the turbine-powered Firebirds, with one major exception: It is for sale.

Price Guide \$A1.4 million





If you have some spare cash and are looking for a great classic at auction then forget about all those multi-million dollar Ferraris from the 1950s. They are getting to be common. Every billionaire seems to have one. What you really want is a genuine piece of automotive history, a real one-off. And here it is!

RMSothebys have the most important General Motors Engineering vehicle ever offered. It is the CERV 1 (Chevrolet Engineering Research Vehicle) and its at Monterey.

By all rights, the CERV 1 should be in the GM Heritage Collection, but it got given away (!) in the early 1970s to a private collector and is now back on the market.

The CERV 1 has a very righteous heritage. It was the brain child of GM's Director of High Performance Vehicles, the legendary Zora Arkus-Duntov. The original idea was that it would be a test bed for new engine and suspension ideas for the Corvette. Zora also had lofty ambitions for it be a single-seat racing vehicle able to compete at the Indy 500, F1 and Pikes Peak.

The body, designed by GM stylists Larry Shinoda and Tony Lapine, is moulded in two layers of fibreglass.

The engine is a 377 cu. in. OHV aluminium experimental V-8 (developed especially by Alcoa) combined with a four-speed manual transmission with lightweight clutch. There's independent front and rear suspension and four-wheel heavy-duty iron-lined cast aluminium finned drum brakes.

In 1960 the car was tested at Pikes Peak and taken for some shaken down runs prior to the US Grand Prix at Riverside Raceway. Duntov, Dan Gurney, and Stirling Moss all drove the CERV 1 at Riverside and lapped competitively. It was then hauled to Daytona Speedway where it topped 162 mph and after a few engine swaps and tweaks Duntov put the car around the GM's Proving Ground speed bowl at 206 mph.

Despite Duntov's aspirations, the CERV 1 never developed into a race car, and that allowed Ford to get ahead in Formula 1 and Indy through its association with Lotus.

Duntov saved the CERV 1 from the GM crusher and in 1972 it was given to car collector Briggs Cunningham. In 1986 Cunningham sold the majority of his collection and the CERV 1 to Miles Collier who restored the car and it has been in his private museum ever since.

The CERV 1 stands alongside the experimental landmarks of GM history such as the Buick Y-Job, the LeSabre, and the turbine-powered Firebirds, with one major exception. The CERV 1 is for sale.







Above: The CERV 1 in its final 1964 configuration after Larry Shinoda restyled the front end and the engine coverings for better aerodynamics.

Left: Shinoda (right) and Tony Lapine at GM in 1961. Shinoda went on to work for Ford on the Boss Mustangs, In 1969 Lapine was recruited to be Porsche's design chief, a job he held for 20 years. He styled the 928 and 924.



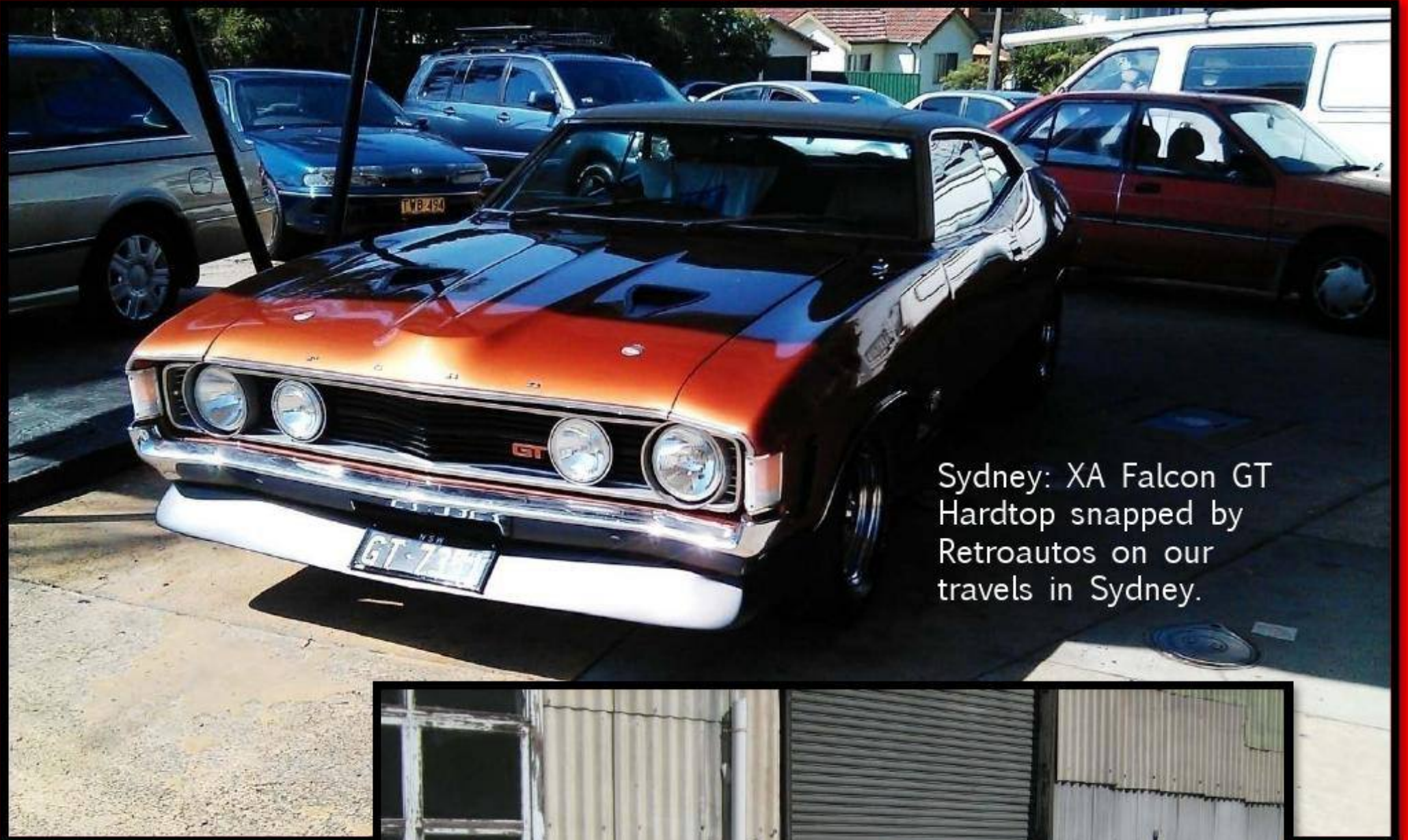
Left: Zora Arkus-Duntov, godfather of the Corvette, with the first version of the CERV 1. Note the narrower tyres, different front end and engine covers to the final iteration.

Below: The CERV as it is for sale. Shinoda's styling changes to the rear gave it a mini-Stingray look. The rear suspension of the 1963 Stingray was tested on the CERV 1.

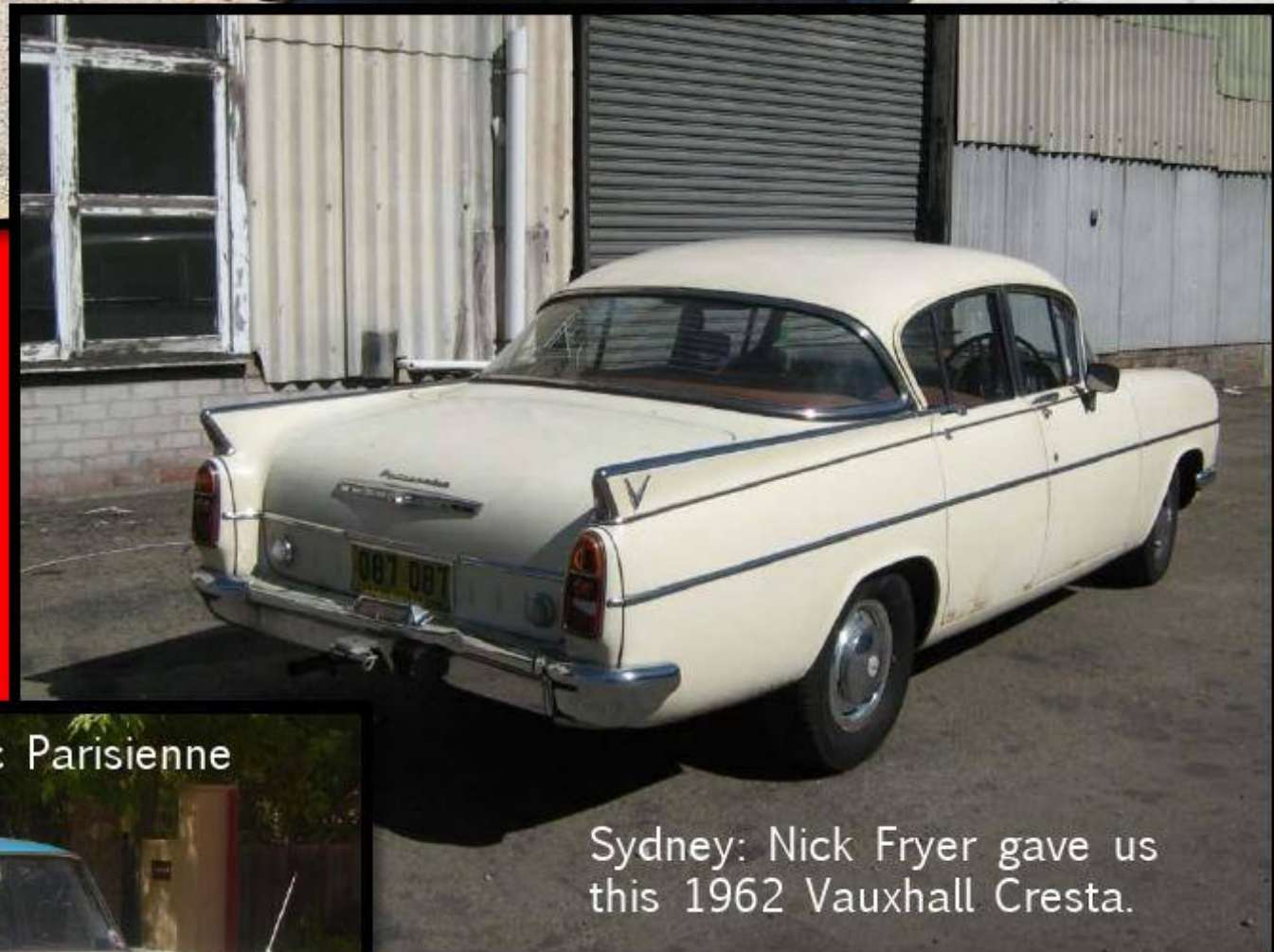




# RetroCarPark



Sydney: XA Falcon GT Hardtop snapped by Retroautos on our travels in Sydney.



Sydney: Nick Fryer gave us this 1962 Vauxhall Cresta.



Sydney: 1964 Pontiac Parisienne

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



# Ford Capri



Glenn Bryant's 1973 Ford Capri RS 3100 is one of the rarest classic and collectible Fords in the world. Only 250 were built.



# RS 3100





“Glenn has owned his Olympic Blue RS3100 since 1987. He was just 20 years old when he bought it.”







Glenn Bryant's 1973 Ford Capri RS 3100 is one of the rarest classic and collectible Fords in the world.

Between November 1973 and January 1974 Ford built a mere 250 of these V6 engined, road-registrable racing machines in an all out effort to win the European Touring Car Championship.

Fifty cars were shipped to Australia in June 1974, and, when new, cost 20% more than the Falcon GT of the era.

Glenn has owned his Olympic Blue RS3100 since 1987.

He was barely 20 years old when he bought it.

"I was a young kid when Alan Moffatt raced one in the sports sedan category in 1975 and Dick Johnson and Bo Seaton raced them at Bathurst," explains Glenn. "I thought they were fabulous cars back then and told everyone I had to have one".

Glenn continues the story: "My Dad, Alan, raced a Group C RX7 in the 1980s and owned Precinct Performance in Newcastle. I was involved with racing karts, so it was natural that we'd have a few good cars around the place."





The business ends of Glenn's Capri







The interior is as-new.

Glenn saw the Capri advertised in Melbourne in 1987. "It was advertised for \$10,000. That was a lot of money back then. For comparison, the advertisement next to it was for a Lincoln, and it was \$9,500".

After a bit of negotiation Glenn was the owner of a rare Capri with 78,500 miles on the speedo. "It was in ok condition but at one stage it had a tow bar fitted, so I do not think a previous owner knew its value," Glenn says.

Glenn used the RS3100 as his daily driver for many years, and at one stage even owned two of them.

The second car has been sold and original one now has club plates.

The RS 3100 was a powerful car for its era. The V6 pumps out 148bhp (in old money) and its light weight gave it acceleration quicker than a GT Falcon.

Capris are not Glenn's only Ford passion.

As a dedicated member of the Hunter British Ford Group he also owns a race-prepared 1600 GT Escort and is currently restoring a 1966 Ford Cortina station wagon.

The Cortina wagon has been stripped back to bare metal, and now sits on a car rotisserie awaiting Glenn to attend to some minor rust holes.

"It is my ten year project car", he laughs.





Above: Glenn's car in company with another of the 250 RS 3100 ever made.  
Below: Glenn in his 1600 GT Escort gets it nice and sideways on a track day excursion.







Above and below: Glenn has a long term project. Rare in Australia, his 1966 Ford Cortina station wagon has been stripped back. There is minimal rust. Glenn does most of the restoration work in his home garage, along side of the Capri and Escort.





# Ray's



# Relics







# MGA: 60 Years of wind-in-your-hair !

A new chapter in **MG** history...  
the entirely new







# We talk to Bill Coon about his MGA

**The smartest,  
safest, fastest  
ever engineered!**



The entirely new MG A is designed, engineered and built in the tradition that has made its predecessors the favorite of sports-car enthusiasts the world over.

Yes, your appreciation of nimble performance and solid roadability will hit a new high when you take the wheel of this sleek new beauty...truly the smartest, safest, fastest MG of them all.







Bill in his first MG, which he bought when he got his driver's licence. The car was second hand.

It's 60 years since the iconic MGA was released and Bill Coon is celebrating.

Bill's first car was an MGA. "I bought a second hand one when I turned 18. It was red", he told Retroautos.

He kept it for a few years but then a growing family, business and motor racing commitments meant it had to be sold.

Fast forward to 2012 and Bill was now in a position to recapture the experience of a wind-in-your-hair British sports car, and bought a fully restored MGA

"I've been able to secure the same rego plate number as my original MGA", he says with obvious pride.

*the  
get-away  
car*

**MG**

Back seat drivers, g'bye! This one is deliberately designed for a carefree twosome to slip into snug bucket seats, take the helm, give it the gun, flash through seeming traffic and head for their favorite wide open spaces. Alone. This is the sports car for a guy and a gal who dare get away with an MG, knowing that everyone's watching them. Enviously. The

MGA 1600 Mk. II is one of four brand new members of the famous BMC family along with the MG Midget, the Austin Healey 3000 Mk. II and the Sprite...mighty fast company all. Drop everything for a get-away test drive today. You'll find your hometown BMC dealer to be a happy accomplice.

Products of THE BRITISH MOTOR CORPORATION, LTD., makers of MG, Austin Healey, Sprite, Morris and Austin cars. Represented in the United States by American Motors Corp., Dept. 18-1, 37 W. 57th Street, New York 19, N.Y.

Being abroad? Here a BMC car most you on arrival. Write for details.







Bill's current MGA boasts the number plates from his first MGA

Bill's sleek, white MGA was built in the UK in November 1959 and shipped to the USA in left hand drive configuration. There it stayed for many years until it was exported to Australia and converted to right hand drive (RHD).

"Seventy five percent of MGA s went to the USA, so it is quite common to buy them in the USA and have then shipped to Australia. The conversion to RHD is very easy and all the parts are available," says Bill.

"I bought the car fully restored and I've done a few minor improvements, but nothing major," Bill admits.

Bill likes to use his MGA as often as he can. "I have it on ordinary registration so I take it out whenever there is no rain" he says. "On the road the car always attracts attention, especially from teenagers. They shout out to me 'what's that?'".



Sydney Enever was responsible for the svelte styling of the MGA and later the MGB. He's pictured here with the 100,000<sup>th</sup> MGA, in 1962. Note that it's LHD and has white wall tyres, reflecting the importance of the US market in MG's sales figures.

The MGA is not the only Morris Garages automobile Bill has in his garage. Parked along side the MGA is a pristine MBC GT, and we will be profiling that car in the October edition of Retroautos.

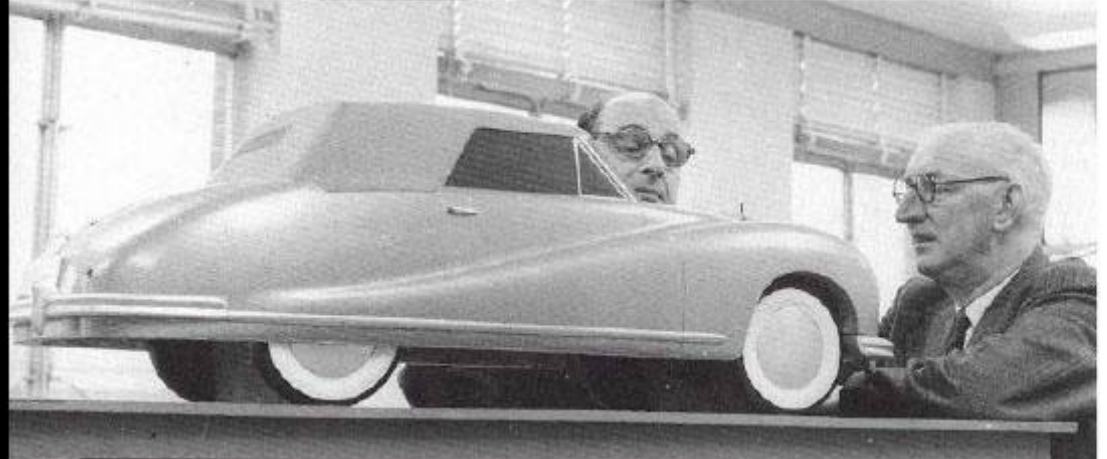




The irony of the MGA is that it almost did not make it onto the market. It was being developed in 1953 (see prototype photo at left) at a time of the Austin and Morris merger, and the new boss of the combined company was the bombastic Leonard Lord, an Austin guy.

He was responsible for developing the Austin Healey and saw the Morris's MGA as internal competition to 'his' Healey, rather than being a commercially sound idea, so he vetoed the MGA's development.

Poor old Lord soon found he'd made a big error. Rapidly falling sales of the old MGTF, moderate sales of the Healey and increased popularity of the rival Triumph TR2 had him do a quick U turn. Development recommenced on the MGA. It out sold the Healey by a margin of 25%.



Leonard Lord is a controversial figure in British automotive history. He's either revered as the visionary who merged Austin and Morris into BMC, cut costs, improved production methods and shepherded the Mini into production or seen as someone who allowed years of infighting between ex-Morris and ex-Austin managers in BMC to become a culture which permeated that company and later Leyland. He's pictured above looking at a prototype model of the Austin Atlantic, a poorly styled car which was not a success.





Bill's MGA was converted to right hand drive after spending most of its existence in the USA.





# Movie



# Cars



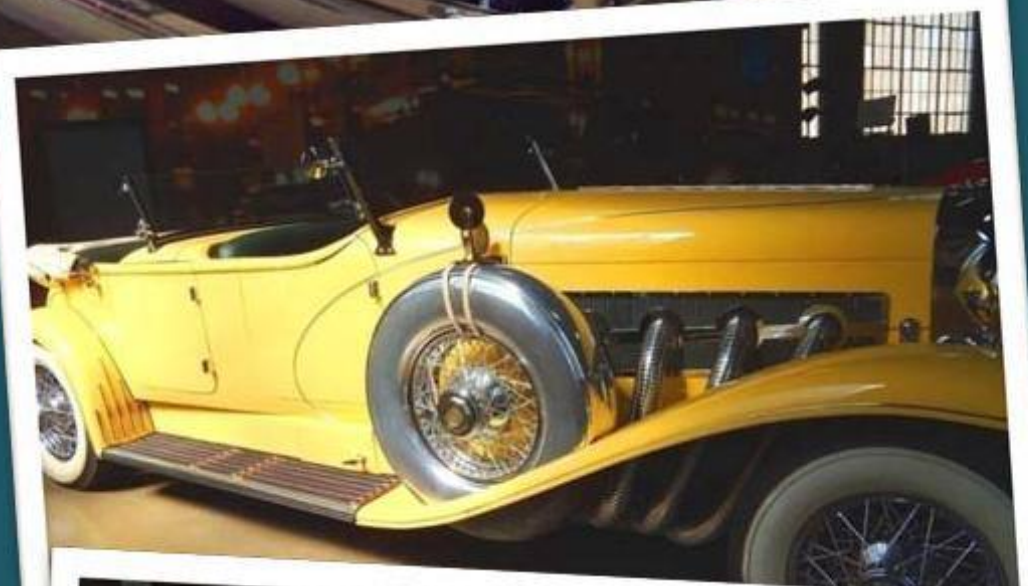


Only in the past five or so years have TV and film companies realised that retaining vehicles that have appeared on screen can be a money making business.

Movie and/or TV provenance can sometimes triple the value of what would otherwise be an ordinary car or truck.

And for iconic cars, like a Bond Aston Martin, do not even start thinking about it unless you have a lazy couple of million dollars lying around.

Back in the day, movie and TV cars were considered expendable and after filming wrapped they were usually re-used in other films, sold off to crew members, bought by used car dealers or, even worse, sent to the junk yard.







Batmobiles everywhere !





Indeed, even as late as a couple of years ago, the Universal studios back lot tour would speed past its movie cars, which were languishing and deteriorating outside in the weather on a back street. The ambulance used in *Ghostbusters* is a prime example of neglect.

No one really thought these cars were worth anything. Consider the original Mad Max Falcon coupe. It ended up outside a South Australian junk yard until rescued and has since be sold and re-sold to a number of “star-cars” museums.

Then there are the *Bullitt* Mustangs and Chargers. Legend still surrounds their whereabouts. The blogosphere is evenly divided between them being hidden away



Top & middle: Rolls Royce from *Arthur*.  
Bottom: *Austin Powers* Shaguar





*Matrix* Lincoln

by a collector or sold as scrap metal and having returned to the USA as a Corolla

These days movie companies are very aware of the value of the cars used in films, and hold onto them.

Warner Bros studios in Los Angeles has set the standard high for preservation of screen cars and now corrals them in a big climate-controlled warehouse on the studio lot. And the cars are a key feature of their studio tour.

Retroautos was on the tour recently.

Holy Bat Cars! You should see the Batmobiles that Warner's has amassed. Four of them are lined up along a wall and look decidedly dark and menacing.

Next to them is the cool and sophisticated, dark green Lincoln Continental from *Matrix*. And just down from the Lincoln is the Sunbeam Alpine from the *Get Smart* movie.





*Get Smart* Sunbeam Alpine

The *Harry Potter* Ford Anglia is close by the Shaguar of *Austin Powers* and next to it is the inevitable *Dukes of Hazzard* Charger.

Sitting quietly and looking stately and reserved is the 1956 Rolls Royce Silver Wraith from the remade *Arthur* movie.

Meanwhile, one of the yellow Duesenberg Model J replicas that featured in *The Great Gatsby* confronts you just inside the warehouse doors. Even knowing it is a

replica does not stop it from have an imposing presence.

However, the car that vacuums up all the attention is the Ford Gran Torino from the Clint Eastwood movie of the same name.

Mr Eastwood actually owns it and has loaned it to Warner Bros.

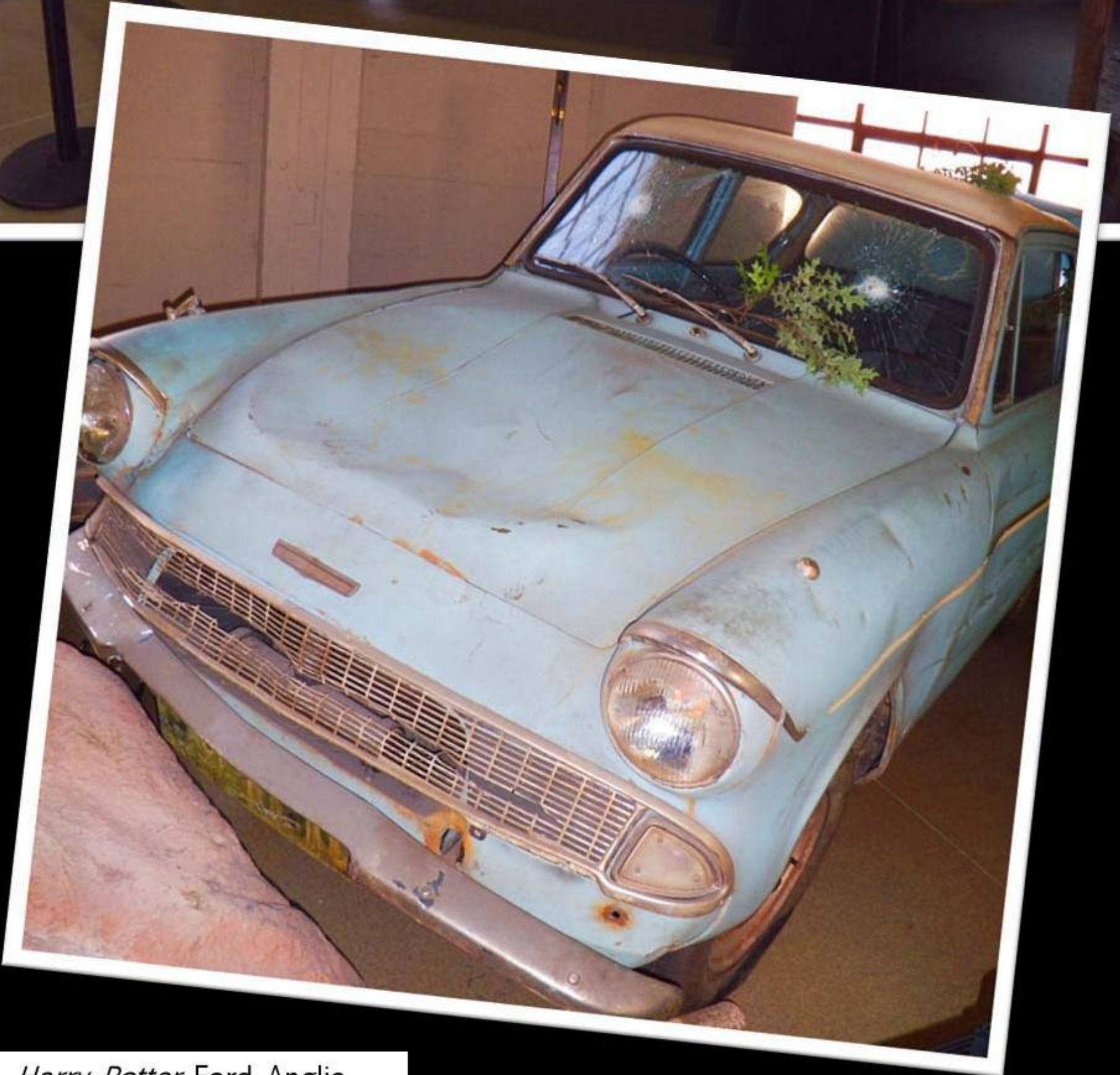
So there is no touching the green Ford coupe lest you want to make Clint's day.





Mr Eastwood's personal Gran Torino





*Harry Potter Ford Anglia*



# Chevrolet Suburban





# 80 Years of Carrying



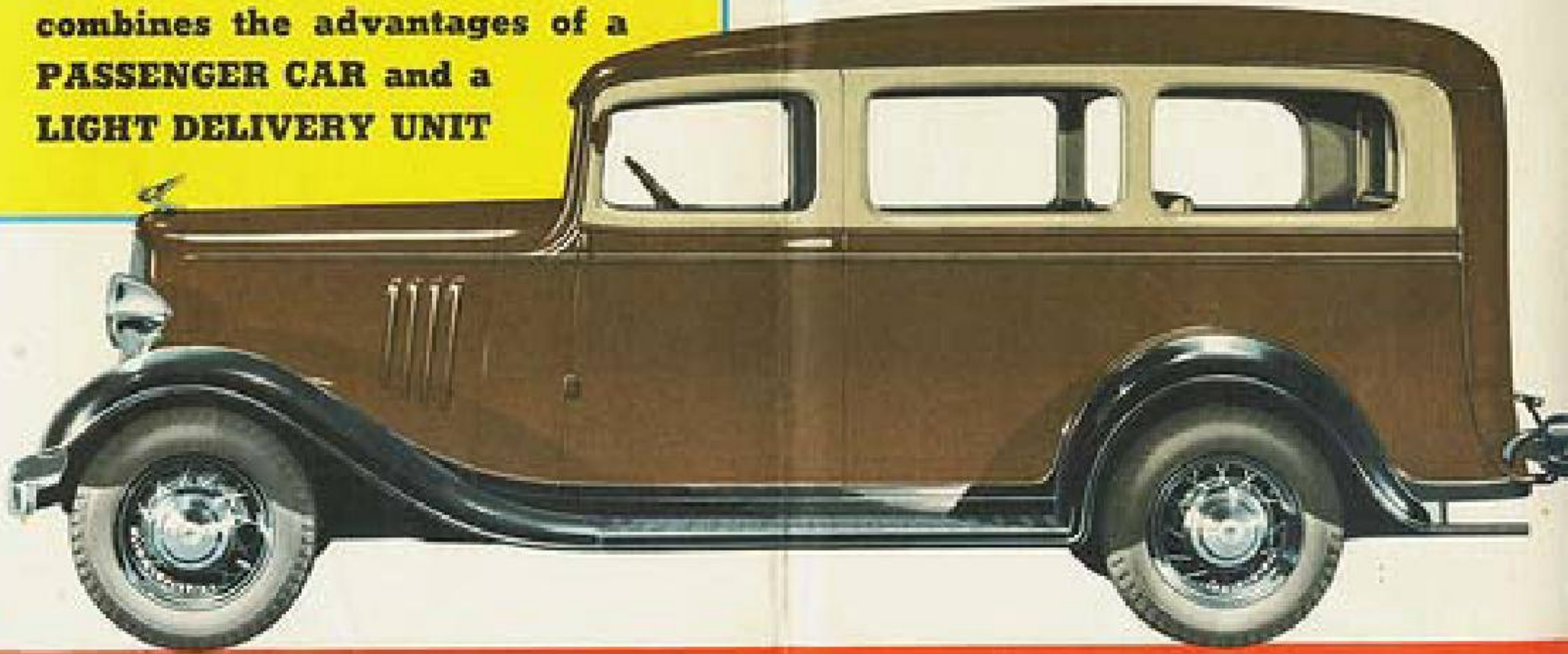
Thanks to John Kyros at GM Heritage Centre for research.  
All images provided by GM and Retroautos files. Copyright GM Corp 2015.



**THE NEW CHEVROLET**

# *Carryall Suburban*

**combines the advantages of a  
PASSENGER CAR and a  
LIGHT DELIVERY UNIT**



Two in One! As you desire it, this all-purpose vehicle serves you in business or in pleasure. First—it's a rugged, fast delivery unit of the de luxe Station Wagon type, with modern load, storage and handling conveniences. Second—it's a trim sedan with spacious, comfortable interior seating eight persons. In the NEW CARRYALL SUBURBAN, Chevrolet gives thousands of business owners and company executives the opportunity to cut their transportation investment in half!

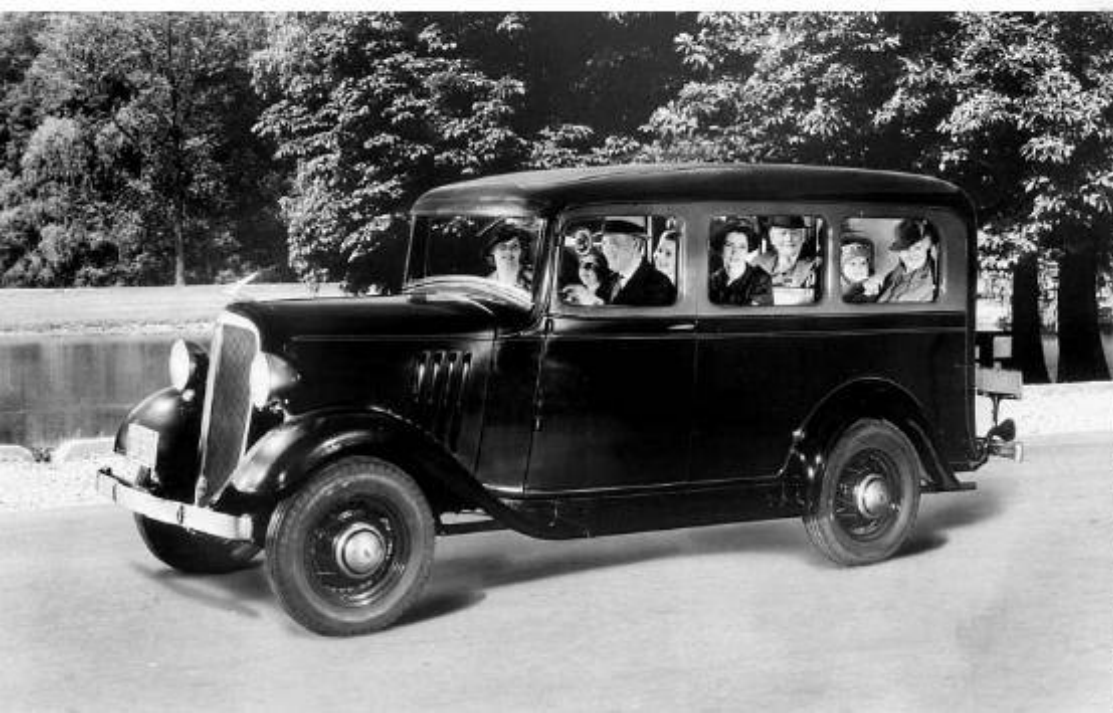
Ok, here's a quick question. What is the world's longest running model of automobile?

It's the Chevrolet Suburban! No kidding! That long, wide and tall truck, which takes up so much real estate that it needs its own postcode, has made history.

Back in 1935, when there were only 48 stars on the American flag, Chevrolet

introduced the Suburban. In the eight decades that have followed, it has become an icon and the industry's longest-running model.

The original Suburban Carryall was a two door that could seat eight. It was powered by an inline-six-cylinder engine that produced all of 60 horsepower, and when it was released it was a step change from what had gone before.







Prototypes of the 1935 (above) and 1939 Suburban (below).







Above: Prototype 1947 Suburban. Note speed stripes on mudguards.  
Below: 1947 Suburban



Prior to the Suburban, most car-based commercial vehicles featured wood sides and canvas tops; and while they were versatile, their car-based chassis and damage-prone bodies were compromises.

Chevrolet research had noted that there was a growing need for a heavier-duty, truck-based wagon for commercial customers.

It began experimenting with an all-steel wagon body mounted on a commercial chassis in the mid-1930s, and the Suburban Carryall was launched in 1935.

Car-based commercial vehicles, including sedan deliveries, remained in production, but the heavy-duty chassis of the Suburban increasingly found favour with professional customers.

In the post-World War II years, its popularity with private customers who appreciated its uncompromising capabilities increased steadily.



Suburbans on display at the GM heritage Centre





The move from a two door to four door configuration in 1967 opened up the appeal of the Suburban to families who wanted a big rig to tow a big boat or caravan, and did not want to give up sedan or station wagon convenience and luxury. (Images show the shift to luxury interiors)

The Suburban really hit the mainstream in the early 1990s, with the overall popularity of sport-utility vehicles. Cheap to make and priced at a premium, General Motors made big profits on each unit sold. Even Cadillac got in on the act and tarted them up and sold them as Escalades. They flew out dealer showrooms.

The Suburban was sold by Holden from 1998 to 2001, averaging about 250 units a year. Derided by everyone at the time as inappropriately large for Australian roads, they now represent a smart and cheap investment for the classic car collector due to their rarity and factory right hand drive layout.



Above: The 1946 and 2011 Suburbans.  
Below: Chevrolet introduced a new style in 1947, which reflected sedan styling cues.







Above: Prototype clay of the 1964 Suburban, basically the 1959 body with straight front pillars. The delivery van version is below.







Above: Rear view of the 1964 prototype. These models must have used plenty of clay !  
Below: In the 1960s Chevrolet began to portray the Suburban as a more family friendly vehicle.







Above: Prototype of the 1962 Suburban. This image was taken in September 1960.  
Below: A 1959 Suburban does school duty.







Above: The Suburban started to change its market appeal in 1967 when it gained rear doors, giving it wider appeal to families who needed a car-like truck to tow a big boat and/or caravan.  
Below: All of they major Suburban models for 80 years.





A close-up photograph of a metal coin, likely a Euro, showing a red ribbon or thread draped over its edge. The coin's surface is metallic and features embossed text, including "MARTA LUCIA 199 GP 09760 00". The lighting is bright, highlighting the texture of the metal and the vibrant red of the ribbon.







# Historic Winton



A growing part of the Historic Winton



# Classic Car Show



extravaganza is the classic cars show





Leo Pruneau styled Statesman.  
Raymond Lowey styled Studebaker coupe.

Of all the BMC Farina styled cars, the Wolseley looked the best, in our opinion.  
Small and perfectly formed, the Austin A30 two door sedan.



Triumph TR4.  
Austin A90 Westminster.

MG Magnette.  
Low light Minor.







1



2



3



4

1) Fabulous Jaguar XJ6. White walls are nice touch.  
2) Buick Convertible, another with white walls.  
3) Vauxhall Velox convertible. More white walls.  
4) 1940 Chevrolet truck. No white walls roll here.  
Below: Austin Sevens. Note the Golden Fleece oil can on the running board

# 39<sup>TH</sup> HISTORIC WINTON

PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV











Ford Customline V8 Utes were once everywhere. Very rare now.  
Photo copyright Rene Martens [www.rensmartphotography.com](http://www.rensmartphotography.com)





# RetroRacing Special Feature





Image: Tim Shellshear MG Magna F Special. Photo copyright Andrew Day [www.photosbydaysy.net](http://www.photosbydaysy.net)

**39<sup>TH</sup>**

**PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV**

**HISTORIC  
WINTON**





Above: Doug Burton gets the inside wheel up in the air in his 1964 Mini Cooper.

Photo copyright Andrew Day. [www.photosbydaysy.net](http://www.photosbydaysy.net)

Below: Mike Heaston in his Triumph TR3A leads Healy Sprite mounted Barry Cockayne (green # 152) and George Forbes. Photo copyright Jim Jones [JAMARIMAGING.NET](http://JAMARIMAGING.NET)



Bottom: Muscle car nation. John Clarke (Mustang) just edges Les Walmsey and Alan Shearer.

Photos copyright Rene Martens [www.rensmartphotography.com](http://www.rensmartphotography.com)







Above: Imp, Imp and Escort RS 1600. of Mike Stupka, Callum Ross and Jerry Lenstra, respectively.  
Below: Ian Cuss in his 1964 Triumph 2000. That's Brent Trengrove behind.

Photos copyright Rebecca Thompson [www.photographybyrebeccathompson.com](http://www.photographybyrebeccathompson.com)







Above: Fred Brock powers out of a corner. That's a 1949 MGTC Special he's driving. S/C.

Photo copyright Rene Martens [www.rensmartphotography.com](http://www.rensmartphotography.com).

Middle: Where would Historic Winton be without all of the dedicated the officials and volunteers?

Bottom. Jim Jones superb image of Peter Grenness in his 1935 Ford Special. Check out the shine and reflection on Peter's race car. These Photos copyright Jim Jones [JAMARIMAGING.NET](http://JAMARIMAGING.NET)







Top: Tony Hubbard leads Darryl Hansen, Les Walmsey, Justin Elvin and Brent Trengrove. Photo copyright Rebecca Thompson

[www.photographybyrebeccathompson.com](http://www.photographybyrebeccathompson.com)

Middle: Callum Ross in his 998cc Imp

Above: Justin Elvin is hounded by Dennis O'Brien. Photo copyright Rene Martens

[www.rensmartphotography.com](http://www.rensmartphotography.com)

Left: Ian Edgar sweeps his 1948 MG TC through a turn. Copyright Jim Jones [JAMARIMAGING.NET](http://JAMARIMAGING.NET)





Nick Grocitti's fabulous 1934 Ford Roadster.  
Photo copyright Andrew Day [www.photosbydaysy.net](http://www.photosbydaysy.net)





Above: Frank Robinson leans into the turn and cranks on some lock in the 1939 Milthorp Ford.  
Below: Ron Townley gets up on the steering wheel in the 1948 Talbot Lago Formula One.  
Photos copyright Jim Jones [JAMARIMAGING.NET](http://JAMARIMAGING.NET)







Above: Mike Oliver is a little off line. Photo copyright Andrew Day [www.photosbydaysy.net](http://www.photosbydaysy.net)  
Below: What a lark! Wayne Walter in the Studebaker steps out in front of Darryl Hansen and Dennis O'Brien Photo copyright Rebecca Thompson [www.photographybyrebeccathompson.com](http://www.photographybyrebeccathompson.com)







Above: John Gillett in the 1934 MG K3 races Daniel Jeffries in the red Elfin Streamliner.  
Below: Keith Roberts in the 1932 Riley gets is ahead of Graham Facey in his Morris 8 Special.  
Photos copyright Rene Martens [www.rensmartphotography.com](http://www.rensmartphotography.com)







Above: Nick Cascone in the pits. His was one of only two Cortina's at the Winton.  
Below: The only Torana racing at Winton was Alan McKelvie's. Only one GT Falcon, too. An XY.  
Photos copyright Phil Wisewood [philwisewould.zenfolio.com](http://philwisewould.zenfolio.com)







John Clarke understeers his Mustang off the pavement and does a little dirt tracking.  
Photos copyright Phil Wisewood [philwisewould.zenfolio.com](http://philwisewould.zenfolio.com)







Above: The end of John Clarke's understeer excursion. Check out the skids marks on the gravel.

Photo copyright Phil Wisewood [philwisewould.zenfolio.com](http://philwisewould.zenfolio.com).

Below: Mr Clarke induces a bit of oversteer in front of Gavin Sheahan in the 1958 VW Beetle.

Photo copyright Rebecca Thompson [www.photographybyrebeccathompson.com](http://www.photographybyrebeccathompson.com)







Above: Hillman Hunters are rarely seen these days. This one is driven by Richard West.  
Below: Len Read in his *Austin Cooper S*, while John Eeles in #44 and Douglas Burton make do with the Morris versions. West is looming behind.

Photos copyright Phil Wisewood [philwisewould.zenfolio.com](http://philwisewould.zenfolio.com)







1935 Ford Special driven by Peter Grenness.  
Photo copyright Rene Martens [www.rensmartphotography.com](http://www.rensmartphotography.com).



Andrew Day captured Eric Spokes' wayward FJ in this wonderful eight photo sequence. Photos copyright Andrew Day [www.photosbydaysy.net](http://www.photosbydaysy.net)



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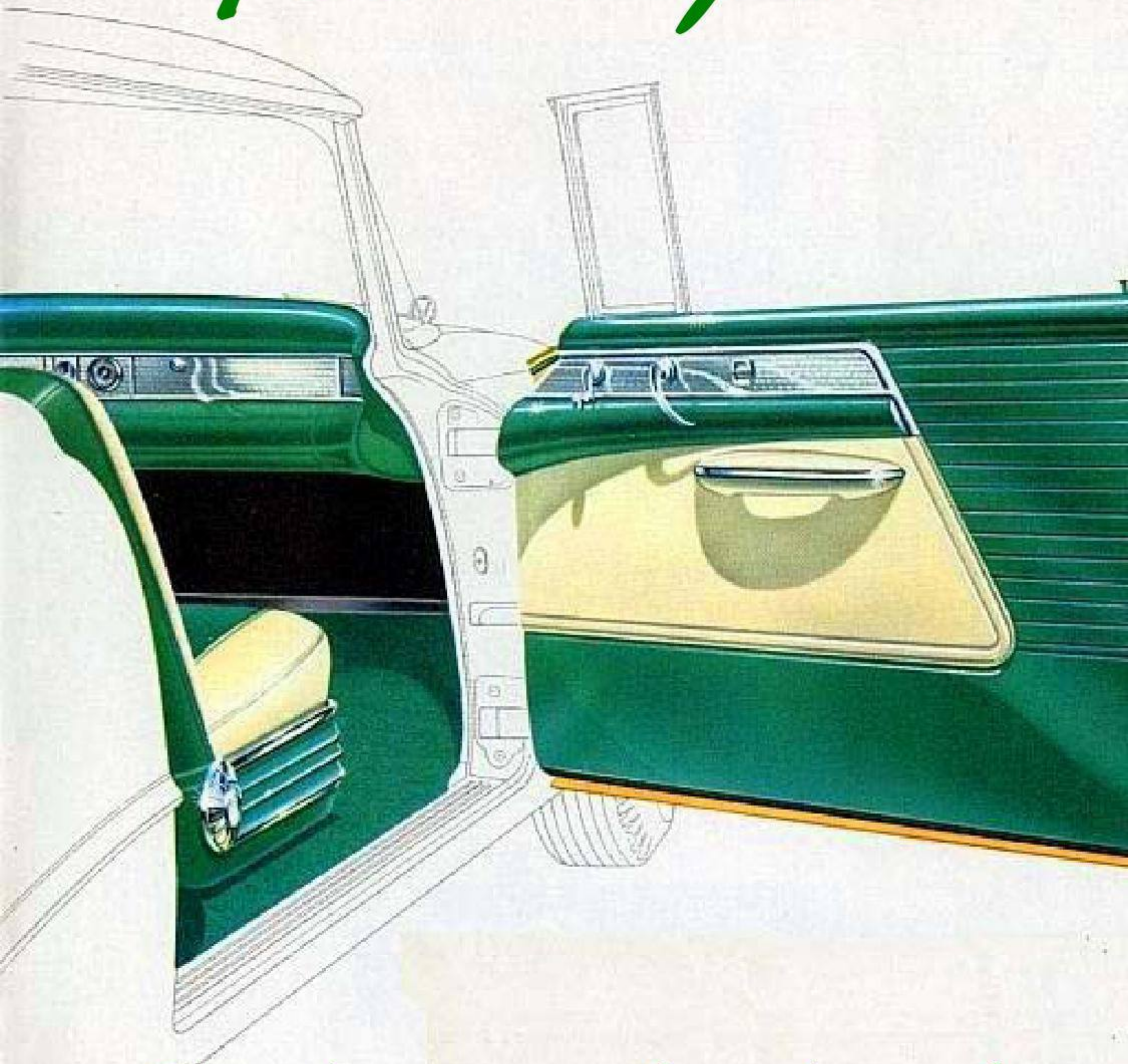
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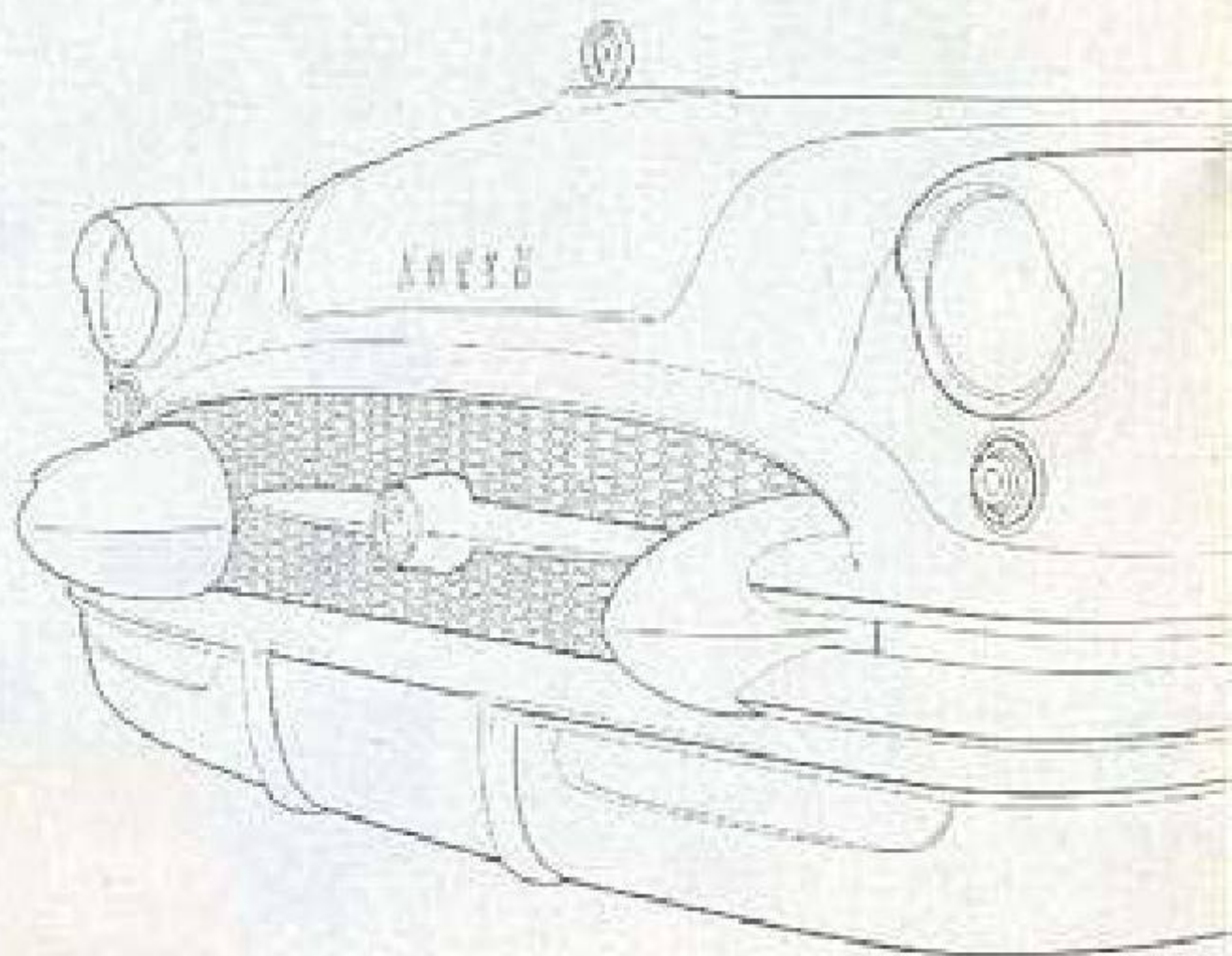


# *Retro Ads*



*Celebrating the Art of  
Automotive Advertising*









## MORE THAN YOU WOULD EXPECT EVEN OF . . . . . THE LINCOLN

EXPECTATIONS are high, naturally, as you take your place behind the wheel of a Lincoln, or rest at ease on relaxing cushions. But the motoring thrill of the new 12 cylinder Lincoln with 136-inch wheelbase is beyond anything you ever experienced . . . unless you are already familiar with Lincoln 12 cylinder motor cars.

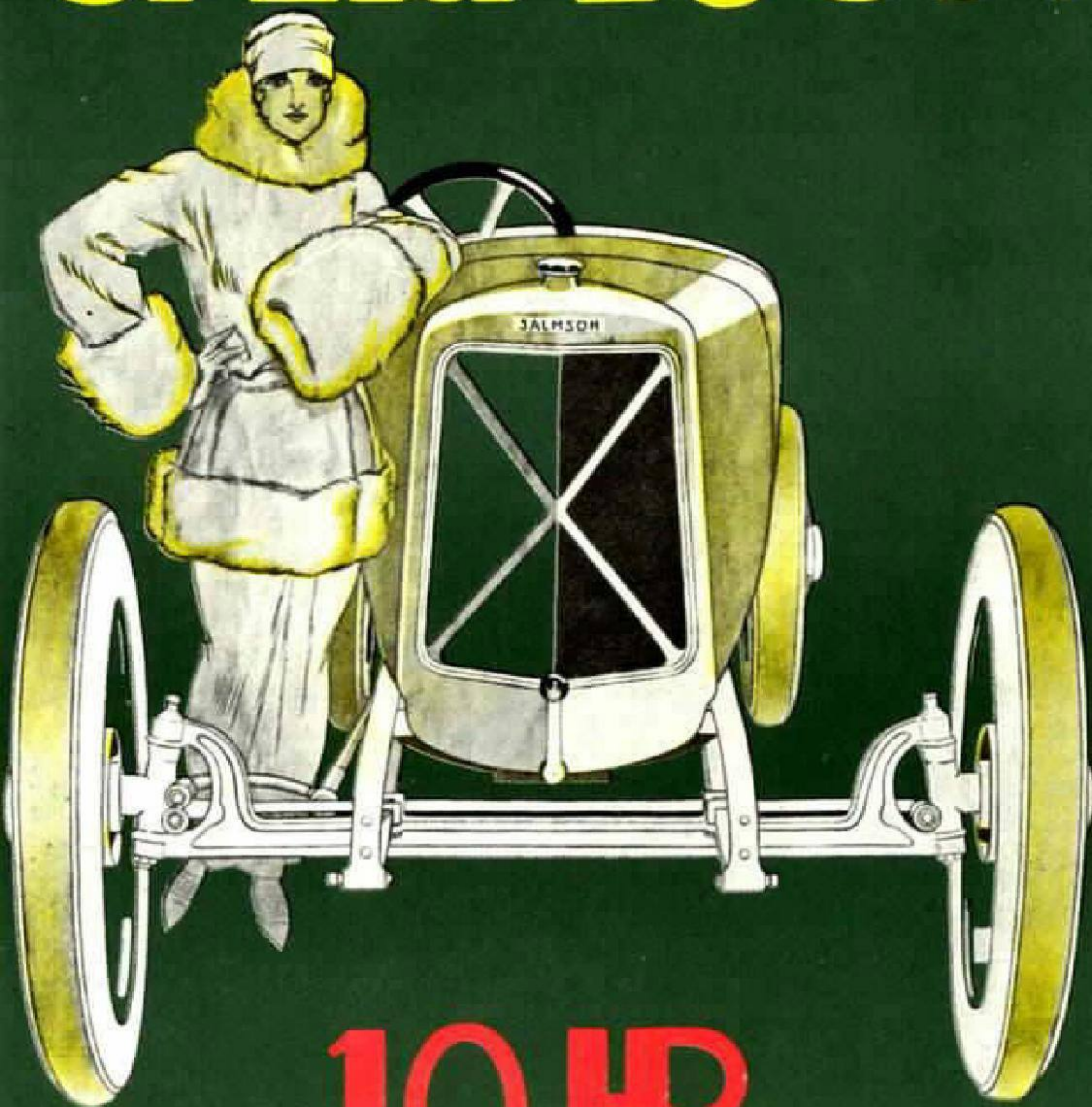
An effortless smooth motion. An alert, unbelievably quick responsiveness. Ease of control. A feeling of security pleasantly reminding you that your motor car is a precision-built Lincoln.

Never before has Lincoln offered value as great as that found today in this new Lincoln 12-136. Here are typical Lincoln qualities and high mechanical standards presented at the lowest prices in Lincoln history . . . from \$2700 at Detroit.

The Lincoln 12 with 145-inch wheelbase, and 150 horsepower, is the most luxurious Lincoln ever built. It is priced from \$4200 at Detroit. You are cordially invited to test your own critical judgment with a demonstration of these new Lincoln motor cars.



# SALMSON



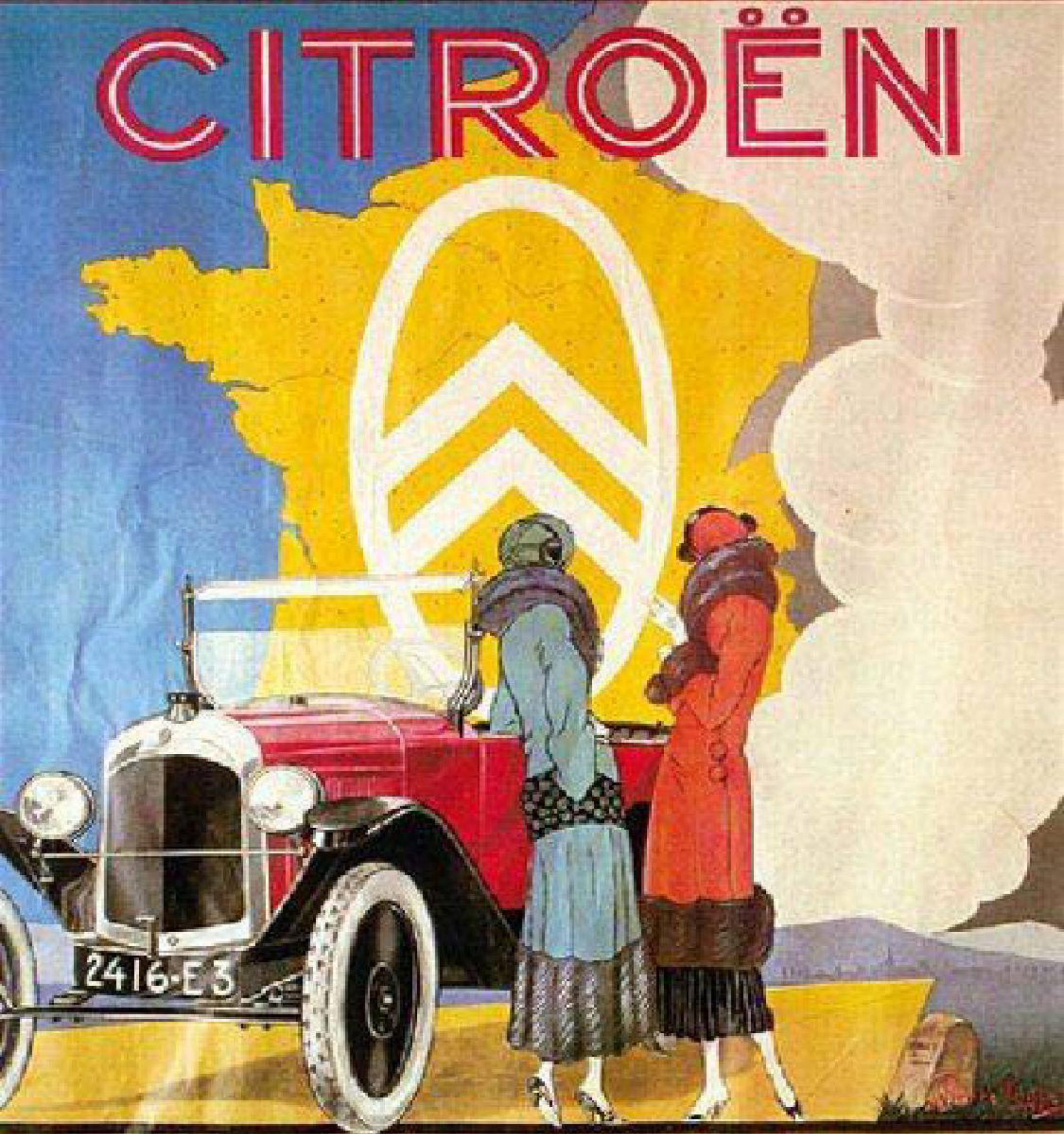
## 10 HP



Reims  
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# CITROËN



## CRAMAUSSEL

Avenue de Toulouse

— LAVAU —



BORGWARD

Isabella



1.0 apr 1957





Club Roadster

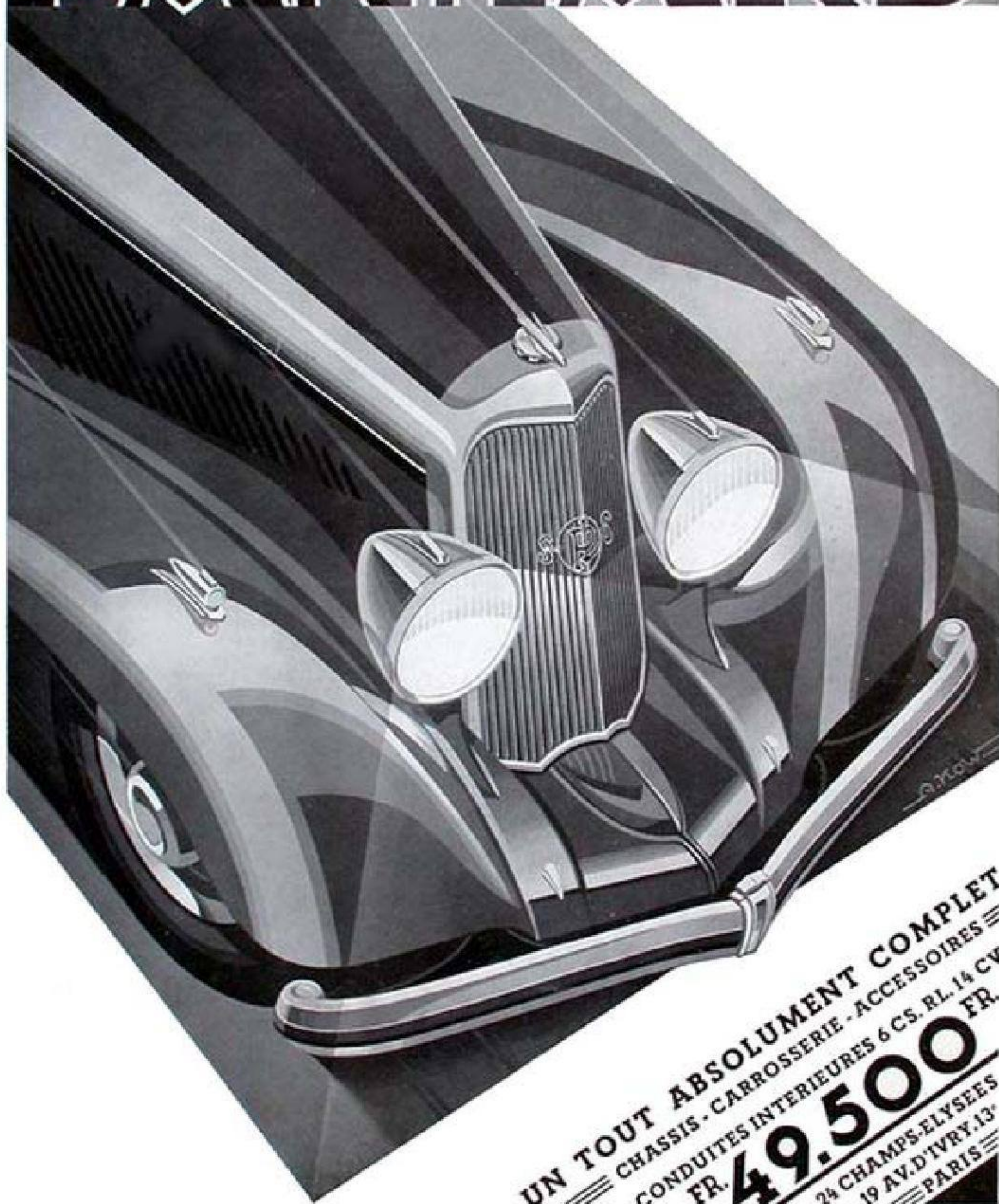
Nowhere is the balanced excellence of Lincoln performance more appreciated than it is in this intimately personal car. As an open car the Club Roadster has the swift fleetness of Lincoln speed and Lincoln easy riding luxury for the all day distant trip. *In performance—it is a Lincoln.* As a closed car it is a beautifully dis-

tinctive coupe—a masterly design by a famous custom body builder. There is not a flaw in its expression of true quality and fineness—no compromise in any detail. Made for the most discriminating users of personally driven cars, its fittings and appointments are as fine as art and skill can fashion. *In quality—it is a Lincoln!*

L I N C O L N M O T O R C O M P A N Y  
 Division of Ford Motor Company

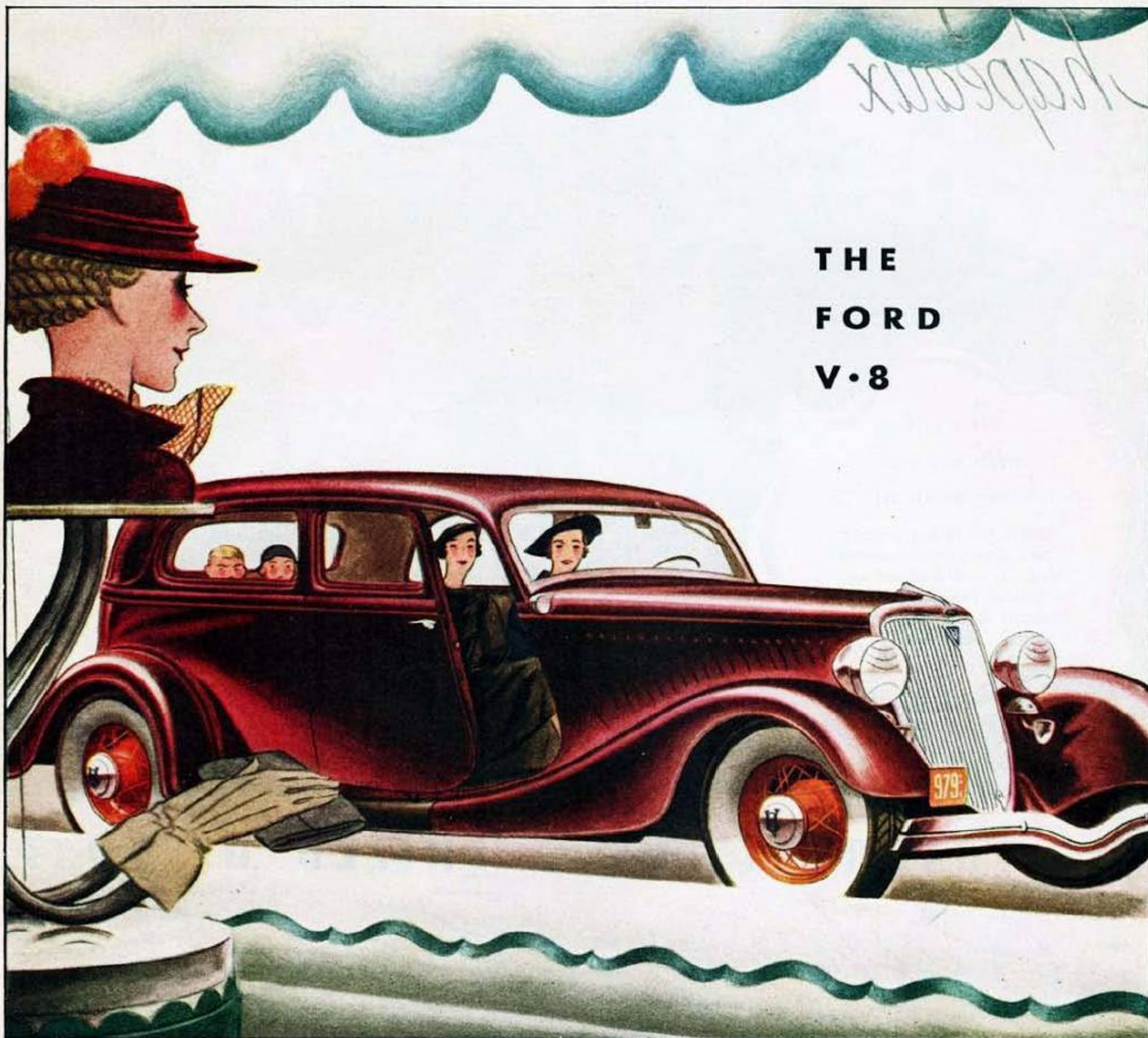


# DANHARD



UN TOUT ABSOLUMENT COMPLET  
CHASSIS - CARROSSERIE - ACCESSOIRES  
CONDUITES INTERIEURES 6 CS. RL. 14 CV  
FR. **49.500**  
24 CHAMPS-ELYSEES  
19 AV. D'IVRY. 13.  
PARIS





## THE FORD V-8

**"IT'S SO EASY TO DRIVE" . . . "AND SO ECONOMICAL"**

WE ASKED TWO WOMEN what they liked most about the Ford V-8. Mrs. Lewis, the busy mother of three attractive children, said — "I love the Ford V-8 because it is so easy to drive. It's always ready to go places — to take the children to school, to go to market, to run into town to the sales. And it's so easy to park. I always feel safer in it too. Its brakes are quick and powerful. It accelerates so fast that it just seems to jump out of trouble's way. And if anything should happen, I know the all-steel body and safety glass will help to protect

us from any injury." . . . Miss Osborne, a successful business woman, said — "I like the Ford V-8 because it is so trim and smart and up-to-date. And its appointments are perfect. The glove compartment in the dash is a wonderful idea. I can put my purse and papers in it and know they're safe. And of course it would be foolish of me not to admit that I like my Ford because it's so economical. With the Ford V-8 I save a lot on gas and oil. I have never seen a car handle so perfectly under all driving conditions."



# MASTERPIECES

---

*St. Gauden's Lincoln, Lincoln Park, Chicago; greatest American portrait statue. A striking delineation of the simple nobility of Abraham Lincoln.*

THOSE stalwart qualities of character which distinguish the leader are not attained easily, nor by chance. Only through faithful adherence to lofty principles can they be acquired.

The Lincoln car is universally recognized today as worthy of its honored name because each step in designing it and in building it has been taken in strict conformity to the tenets of correct engineering, masterly workmanship and good taste.

The refinements for which it is notable have been developed from a basic structure fundamentally sound. It stands foursquare, a recognized masterpiece.

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LINCOLN MOTOR COMPANY  
DIVISION OF FORD MOTOR COMPANY, DETROIT, MICH.



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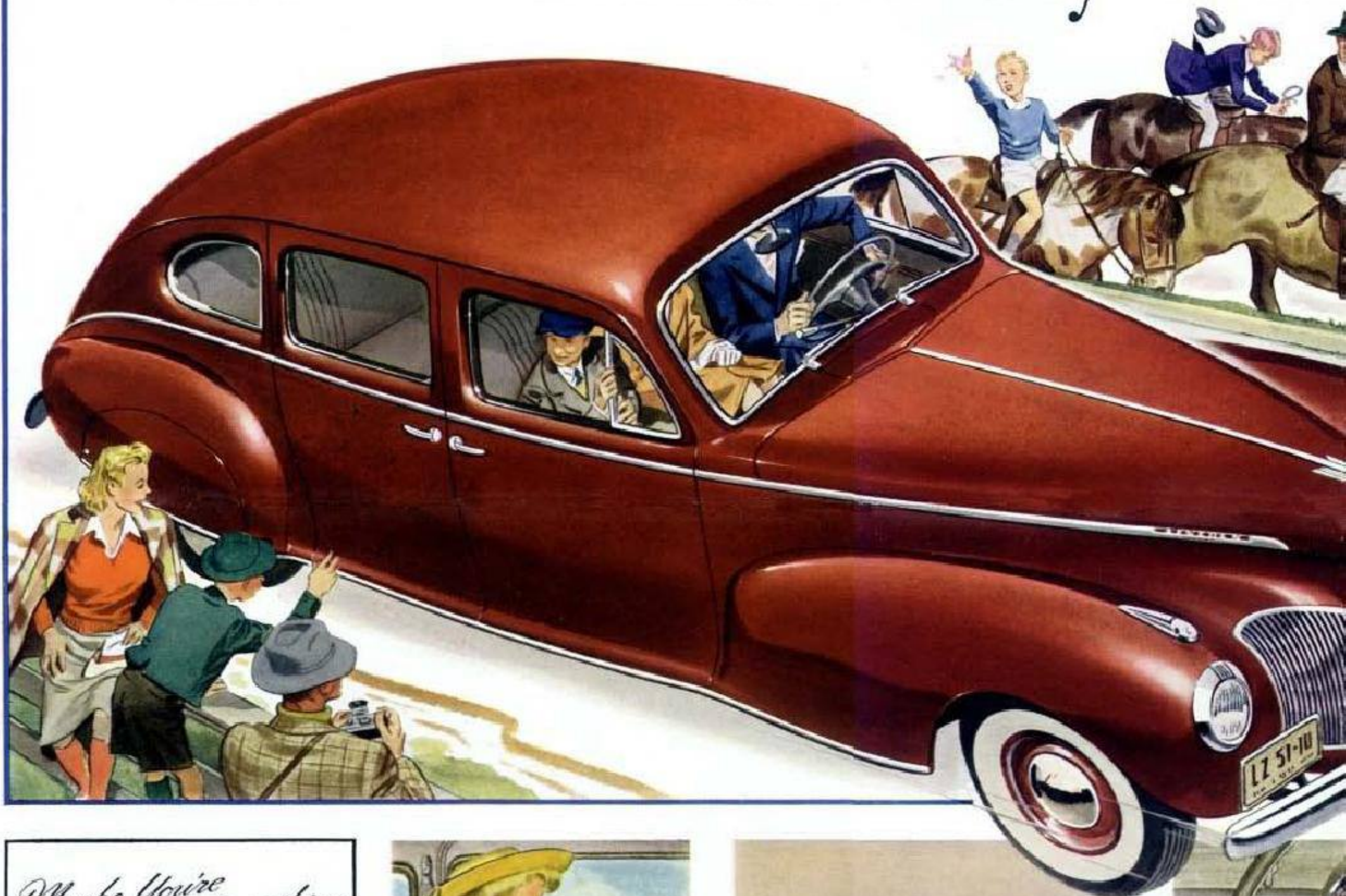
# LINCOLN





# A New Kind Of Ride

## Pride .....An All New Way Of Bu



### *Maybe You're Missing Something*

• If driving has become just a hum-drum, routine part of your life—if you've lost that new-car thrill—go for a ride in a Lincoln-Zephyr! As you slip behind the wheel and notice the trigger-quick response of the accelerator, you'll sense new realms of pleasant automotive adventure opening wide and limitless before you. You'll wonder if you haven't been missing something after all. . . . You'll start to *enjoy* driving again—just for the fun of it! Try it and see why Lincoln-Zephyr owners are so enthusiastic about this great new car . . . that gives you far more fun per gallon!



**PUSH-BUTTON TYPE DOOR OPENERS** inside the 1941 Lincoln-Zephyr provide new safety. No handles to turn by accident. Press a button and the door opens. Buttons are recessed—protected against accidental pressure. Outside door handles of modern design are chromium plated.



**BRIDGE-TYPE, UNIT BODY-AND-FRAME CONSTRUCTION** in the 1941 Lincoln-Zephyr closed models protects passengers in a welded fortress of steel. This advanced functional design is rigid, unyielding, strong—reduces weight, improves economy, control and responsiveness—prevents wind-wander, virtually eliminates squeaks and rattles—increases road stability.



**TWO NEW SWITCHES** and **CONTROLS** add to the 1941 Lincoln-Zephyr. The turn indicator switch-off, on the right or left of the steering wheel. New horn ring enables you to honk without taking your hands off the wheel.



# e.... A New Kind Of Building An Automobile



**Y**OU MIGHT think quality came by the "pound" in the yesterdays, when you recall the ponderous jewelry, the heavy suits and dresses, the "iron" hats and all—now tucked away in many a dusty attic.

All the "weighty" ways of making things are out of date in these fast moving days. So it is natural that this new and modern kind of car should sweep over the horizon—different in basic design—different in construction—different in motor—amazingly different in riding comfort and driving ease—truly *streamlined from the inside out!*

The modernity of this 1941 Lincoln-Zephyr is more than skin deep because of its clear cleavage with the past in all ways of building an automobile.

Created by Lincoln engineers and built to watchlike nicety in the renowned Lincoln precision plant, the new Lincoln-Zephyr—with

plenty of live horsepower and an entirely modern unit-welded body-and-frame in closed types—is spirited and responsive yet so nimble and obedient that control is almost effortless.

Styled for distinction and built for efficiency and economy, the Lincoln-Zephyr is yacht-smart and youthful in every sleek line—yet charged with the rugged, dependable power of 12 eager, responsive cylinders!

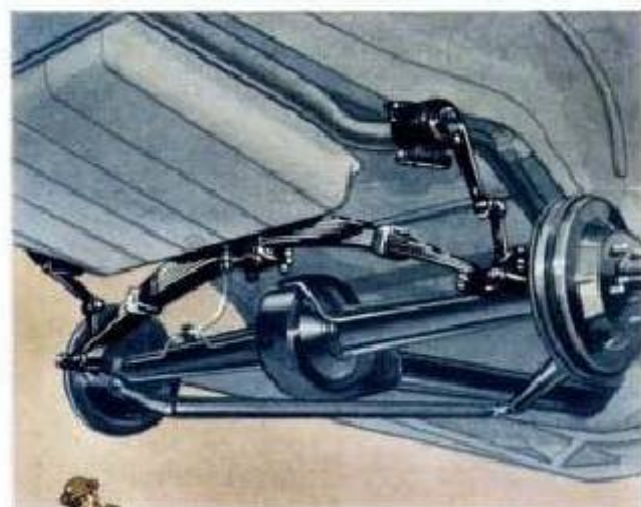
Won't you go for a thrilling glider ride in a Lincoln-Zephyr? This spirited car fairly treads on velvet over the roughest roads—while you relax luxuriously on seats like divans, cradled safely "amidships" on Lincoln's flexible, gently buoyant springs.

Everything about this car—its beauty, comfort, safety, convenience—will convince you that never before has any car offered so much luxury and modernity at so moderate a price!

## LINCOLN Zephyr V-12



STEERING COLUMN led to the safety of Lincoln-Zephyrs. A or, with automatic signals front and attention to make turns in traffic. es you to sound and from wheel.



**THE AMAZING NEW GLIDER RIDE** in the 1941 Lincoln-Zephyr results from new scientific springing, equalized weight distribution, mid-section seating, and wider wheel rims that "put more tire on the road." Springs are wider, rubber anchored, life-lubricated; front, 2 inches longer—rear, 2 1/2 inches longer. Shock absorbers are 40% larger in rear and 20% larger in front.



**SMART INSTRUMENT PANEL** of the 1941 Lincoln-Zephyr is new in design and arrangement. It has a grained brown beech finish and is fitted with handsome plastic control knobs. Indirect lighting of controls—ignition switch, choke and throttle. Roomy glove compartment.



**SMART, ROOMY INTERIORS** give greater riding comfort and distinction to the 1941 Lincoln-Zephyrs. Ample room for six to ride uncrowded in the Sedan. Seats are chair-high, with rubber foam cushion padding. Hardware is chromium plated. Panorama windshield and larger windows, with several hundred more square inches of glass than average cars, improve vision.





**H**unting Period "Pieces," Pictures, Silver, Up and Down the Kingdom, you could not have a better car than the New Ford V-8 "30," whose appearance indicates your judgment of value, whose performance is equally gratifying to amateur or expert, "every seat a front seat" in restful, comfortable roominess. It costs very little to buy, run and maintain, over a term of years, always in prime condition.



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Prices from £230, at Works

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**VRAI, SALON DE LA ROUTE, LA DYNA**  
EST, D'ORIGINE EQUIPEE AVEC **Radiomatic** LE LEADER DE L'AUTO-RADIO

**PANHARD**



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Released in 1968 the Opel GT was styled by Tony Lapine before he went to Porsche.

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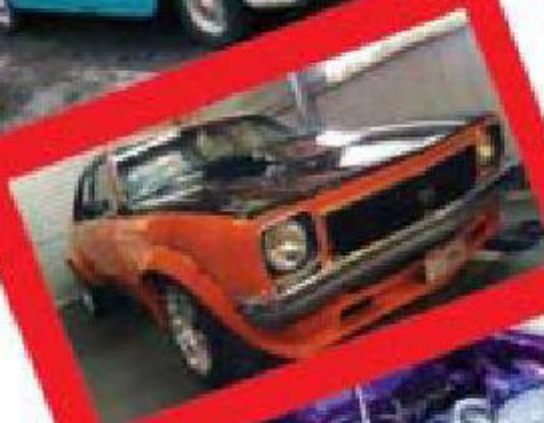
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[www.actholdenday.com](http://www.actholdenday.com)

**entries close 15 August 2015**

**EMAIL: [info@actholdenday.com](mailto:info@actholdenday.com)**

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FE-HR Holden Owners Club ACT  
EJ-EH Holden Club ACT  
Canberra Torana Club  
Canberra Gemini Club  
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**Saturday 22nd Aug 2015**

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**Sunday 23rd Aug 2015**

Gates Open 7am - 3pm

Info-line: 0498 054 140 or 0439 170 882

Email: [info@goldcoastcarshow.com.au](mailto:info@goldcoastcarshow.com.au)



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23rd August 2015 Silverwater Park

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Entrant Contact: Michelle 0478 599 729

Enquiries: Mitchell 0447 420 498

Entry form: [www.ehholdencarclubofnsw.org/](http://www.ehholdencarclubofnsw.org/)



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**Sat - Poker Run / Lunch,  
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