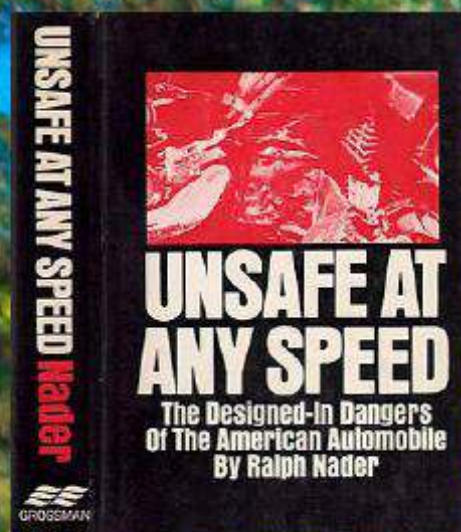


collectible & classic

September 2015 #48

# RETROAUTOS



50 Years Since  
Nadar's Corvair  
Bashing Book !

## Ray Green: The Digital Collector



1968 "eBay"  
Mustang



Prototype Mercedes  
You Never Saw



FX Holden at  
Monte Carlo



1965 Monte Carlo  
Grand Prix



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

### QUESTIONS:

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

**Sam Princi - President - Sydney Machina Social Club**

M: 0438 060 821 E: [sydneymachinasc@gmail.com](mailto:sydneymachinasc@gmail.com)



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







# 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)**



## About Us

Managing Editor: David Burrell

Website:

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

Postal Address

PO Box 243

Jannali

NSW 2226

Email:

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

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

Ray Green's startling picture of 1941 "jail bar" Ford truck.

# In This Issue

## Special Features

- 14 1968 Mustang: Bought on eBay.
- 22 FX Holden in Monte Carlo Rallye.
- 31 Building the FX Holden Rally Car.
- 36 Ray Green's Digital Collection.
- 44 50th Anniversary of Ralph Nader's Corvair Bashing Book "Unsafe at Any Speed".
- 49 Chevrolet Corvair: Design to Driveway.
- 54 1959 Mercedes: Searching for Style. Secret Prototypes.
- 70 Rob Roy: Classic Hill Climbs.
- 72 1965 Monte Carlo Grand Prix.
- 76 Vale Tom Perry.

## Regular Features

- 5 Voice
- 6 News
- 10 Auctions
- 64 RetroRacing
- 80 RetroAds
- 98 RetroCarPark
- 101 RearView







US President Barack Obama and Vice President Joe Biden inspect the 3D printed Shelby Cobra.

The quickening pace and decreasing costs of 3D printing technology will impact us as classic car owners and change forever the industries which support us.

Right now there are 3D printers that can make an exact copy of a part in plastic, which can then be used create a mould for casting in metal. Some printers can even make a replacement part in cobalt-chrome. It is estimated that in less than five years the technology will allow metal parts to be made cheaply *at home*. Patents are beginning to expire which eliminates copyright restrictions.

Make no mistake, the spare parts industries supporting the classic car hobby will be impacted. The cost of parts is tipped to rapidly decline. Even swap meets will feel the change. Why go searching if you can print the part in an hour?

So vital does the US government see the many applications in the automotive and

other industries that it gave its National Research Laboratories at Oak Ridge in Tennessee (the same folks who helped invent the atom and hydrogen bombs) the go ahead to build a working 3D printed car. It took them just six weeks to design and build this Shelby Cobra replica, powered by batteries. So impressive was the outcome that the President and Vice President went and had a look.

In the same way that emails have helped turn Australia Post into a loss making business, that the camera/phone caused Kodak to disappear, that online shopping is bringing retail stores to their knees and that online publishing is 99% cheaper than printing a magazine on paper, so too will 3D printing influence the classic car industry.

Here's our summary: 3D printing will inflict massive, disruptive and enduring change on the buying, selling, restoring and maintaining of classic and collectible cars.



# RetroNews

## Peugeot Citroen Preserve Heritage

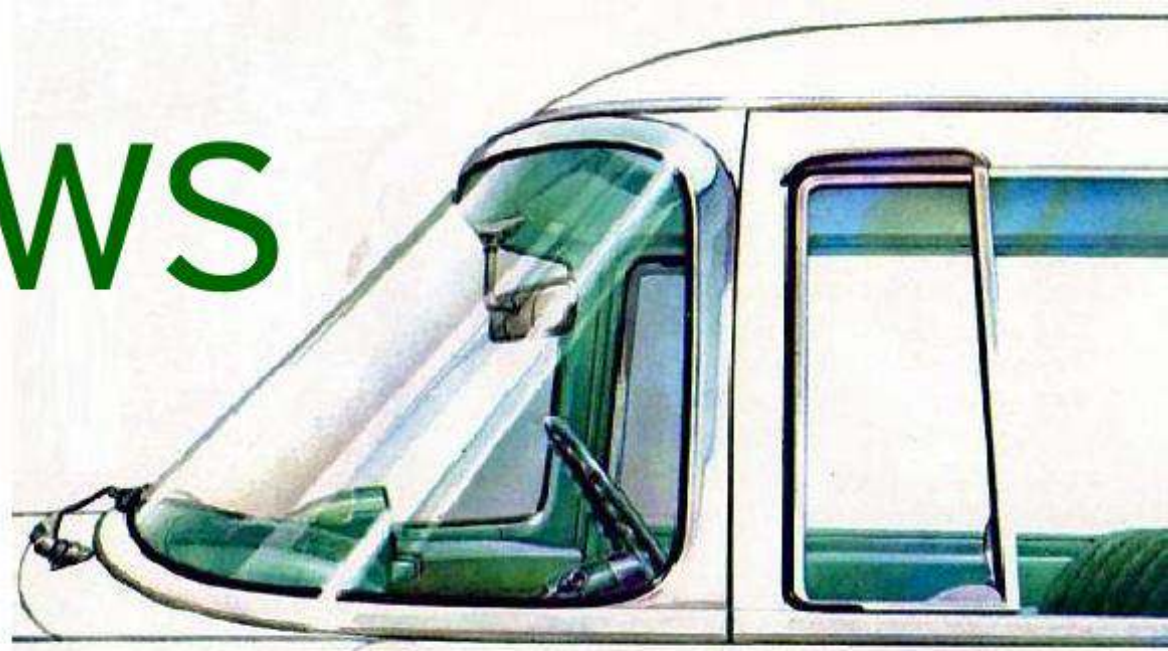
To highlight its rich provenance, PSA Peugeot Citroen recently announced a heritage initiative to insure the company's history doesn't get lost to time. The new *L' Aventure Peugeot Citroën DS* association consolidates some existing heritage centres within the company and will be administered by employees of the company, including Citroën's product planning chief.



1939 2CV Prototype

## If They Had Only Known!

In 1977 when this photo, below, was taken, and used in a VW Beetle advertisement these 100 junked cars had a combined scrap value of about \$A2000. Had they not been scrapped, but rather been stored and not touched we estimate they would be worth between one and two million dollars now.



## US Classic Car Prices Fall for 2<sup>nd</sup> Month

The Hagerty Market Rating is down more than a quarter of a point to 71.23 (from 71.50 in July). After dropping for the first time in 12 months last month, private sales activity is essentially flat for August.

Auction activity is down for the third straight month and is the lowest it has been since August of 2013.

Hagerty's analysis of the recent Monterey auctions suggests that for first time since 2009, there was no year-on-year gain in the total. They say that the long-awaited stabilization in the market appears to be under way.

What is clear, say Hagerty, is that 1950s-1960s cars are no longer appreciating significantly and that relatively newer "classics" such as the Porsche 959, which is not yet 30 years old, now fetch more than a Mercedes 300SL Gullwing. Insiders are speculating that a generational shift is happening and as baby boomers age, they no longer are bidding on the cars of their youth from the 50s and 60s.





## Ford Bronco's 50<sup>th</sup>

On Aug. 11, 1965, Ford launched the 1966 Bronco. It wasn't the first consumer-oriented 4X4, but it's in fine company with the Jeep Wagoneer,

The Bronco is a founding member of the class of vehicles that would come to be known as SUVs.. While not well known in Australia, the Ford Bronco has a long and illustrious history in the USA and is becoming highly collectible.

Dynacorn Industries, who make reproduction Camaro and Mustang bodies, now also offer Bronco bodies.



Above: The Dynacorn reproduction Bronco.

## Speedway Memories

Peter White's new book *100 More Aussie Legends of the Speedways* is a must have for collectors. The cost is \$A49.95 plus \$A15.00 for Australian postage. Contact Peter White at [prwhite@bigpond.net.au](mailto:prwhite@bigpond.net.au) or [www.speedwayfirst.com](http://www.speedwayfirst.com).



Gordon Benny (left), who raced speedcars in the sixties and seventies, is featured in Peter's new book.



## Zora Arkus-Duntov House For Sale. Cheaper than a '63 Z06 "big tank" Stingray!

This three bedroom house is former residence of Zora Arkus-Duntov, the GM automotive engineer often called the father of the Corvette, the designer of the ARDUN cylinder heads for Ford flathead V8s, maker of Duntov cams and a class winner at LeMans in a 550 Spyder. You can see it at 621 Lochmoor Blvd in Grosse Pointe Woods, Michigan.. Price: \$US299,000. By comparison a '63 Corvette Stingray Z06 (with big tank) is worth at least \$US400,000.



Left: Zora Arkus-Duntov in 1961 in one of the racing Corvettes, which was a forerunner of the Stingray.

Below: One of the 199 Grand Sport Z06 Stingrays..







## Shelby Daytona @ 50

The folks at Shelby are celebrating fifty years of the their race winning Daytona. And have decided to build 50 brand new Daytona's. You can have a fibreglass bodied version, which starts at \$US180,000 or an aluminium bodied coupe with a starter price of \$US350,000. Photos above show the first of six Daytonaa being built and tested in 1964. Photos: Shelby and Henry Ford Museum.



Shelby Daytona: Bring your money with you.



## Peugeot Triple Anniversaries

At the 1935 Paris Motor Show Peugeot took the covers off its streamline designed 402. With headlights hidden behind the grille and styling based on the Chrysler Airflow, the 402 was sold until 1942. Approximately 75,000 were built. Not many of these 80 year old cars have survived.

Next on the list with a 60th anniversary is the familiar 403. It was the natural successor to the 402. Styled by Pininfarina the 403 was released in May 1955. This design was highly successful and Peugeot sold 1.1 million of them. TV cop Columbo drove the convertible model.

At 50 years come the smaller 204. Its debut was April 1965. Also penned by Pininfarina, the 204 incorporates many of his reoccurring design motifs. In our opinion the 204 is the 404 with all the sharp angles rounded off. Production ended in 1976. 1.6 million were made.





## Correction

The photo, below, which appeared in last month's issue was incorrectly attributed. It was taken by Rebecca Thompson. You can see more of her work at: [www.photographybyrebeccathompson.com](http://www.photographybyrebeccathompson.com)



## Next Month in Retroautos

In the October 2015 edition of Retroautos we talk to Colin Parry about his 1911 Model T Ford and to Kain Cosmas about his stunning 1971 GTS Monaro.

We all know about Holden's 1969 dream car, the Hurricane. What is less known is that over at Vauxhall in the UK, they were building a similar dream car. And we take a look at it.

Plus there's a lot more !

## Restoration of Ultra Rare 1939 VW

The Prototyp Museum in Hamburg, Germany has saved an historic VW Beetle that was owned by a private collector from since the end of the 1940s. The car was heavily damaged in a big fire four years ago. (pictured right and below).

The Museum considered it their duty to bring this piece of automotive history back to its former glory.

This 1939 VW is one of only 14 ever built *and the only survivor*. It was built by the Porsche factory and used by Prof. Porsche himself as a demonstrator.





# Retro Auctions



This month's roundup focuses on European offerings.

Sothebys have pulled together a wide ranging collection for their London show on 7<sup>th</sup> September.

Pictured above is a 1975 Lancia Stratos (photo by Guido Bissattini).

At right is a 1948 Talbot Lago, a 1950 Aston Martin DB2 and a 1953 Porsche (all images by Tim Scott).

On the left is a 1953 Cstalia 505F by Ghia (Tom Wood took the photo), a 1927 Sunbeam Tourer and a 1960 Maserati 3500GT (photo by Tim Scott).

Be sure to bring lots of dollars with you! [www.rmsothebys.com](http://www.rmsothebys.com)







Meanwhile, out in the beautiful Surrey countryside at Esher, Baron's auction house will hammer some classic hardware on 14<sup>th</sup> September.

Two bygone brands you can add to your collection include this 1935 Crossley Regis 6 (top left) with expectations of \$A35,000 and a 1951 Alvis (middle left). With a top estimate of \$A30,000.

For some French flavour there's this yellow Renault CV6. It could be yours for around \$A20,000.





Here's something different. A one owner 1963 Austin panel van with less than 4000 miles. High \$A30,000s are expected for this one. It's in pristine condition and seems to have been pampered.







This is our pick of the month. It is a hand-built 1964 Bentley S3 Continental by James Young, and is one of only 20 made by that coach builder. Baron's say the Continental S3 has covered less than 8000 miles in the past 40 years. It is finished in Tudor Grey with Stone interior. The odometer is showing a total of 113,000 miles, and there are receipts dating back to the 1970s. This Continental is one of the rarest of all S Series Bentley Continentals. Price guide? \$A200,000.





“I bought this car after seeing photos of it on eBay.”

*Mustang*







There is no doubt that the Ford Mustang is the world's favourite classic car. Despite its humble beginnings as a re-bodied Ford Falcon it has become an icon, particularly those made from 1964 through 1969, and especially the convertible. Many of us dream of owning one.

Richard Rowe is living the dream.

He has the icon of icons, a pristine, original 1968 Mustang convertible. Like so many car enthusiasts these days, Richard first saw the Ford on eBay.

He explains: "I bought this car after seeing photos of it on eBay in January 2010. It was owned by an elderly lady from Riverside in Los Angeles. The original owner's manual and dealer's order form were included with the car".

Richard was fortunate to have the original papers. These papers gave him a complete history of the car, and showed that it was built at the Ford plant in Dearborn on 25<sup>th</sup> April 1968.

Its first owner paid \$US3680 for it. Her trade in was a 1959 Chevrolet Impala convertible and the dealer gave her just \$600 for the big "rag-top".

The first owner also ticked most of the options list, ordering the 4.7 litre V8, Cruise-O-Matic transmission, glass back window, push button AM radio, wheel covers, white sidewall tyres, power steering, power top and undercoating on the body.

Since he has owned the car Richard has had it repainted. "There were three different shades of blue as a result of repairs from previous accident damage", he says.













Richard also told us that “the only rust repair needed was a small section on the lower part of the left rear quarter panel. I replaced the trim on the back seat and a lot of the exterior bright metal.”

The exterior colour is now a consistent light blue, with two tone blue interior trim and a black convertible top.

To upgrade and improve the safety Richard has added LED tail-light lenses and electronic ignition. Front drum brakes have been replaced with power discs.

And how does this icon drive? “It is comfortable to drive and easily keeps up with modern traffic”, says Richard, as he cruises down the road, top down, arm on

the door, the 289 cubic inch V8 rumbling nicely in the background.

It is the stuff that dreams are made of.





# Styling the '67 & '68 Mustang

The 1968 Mustang was a face lifted version of the 1967 model.

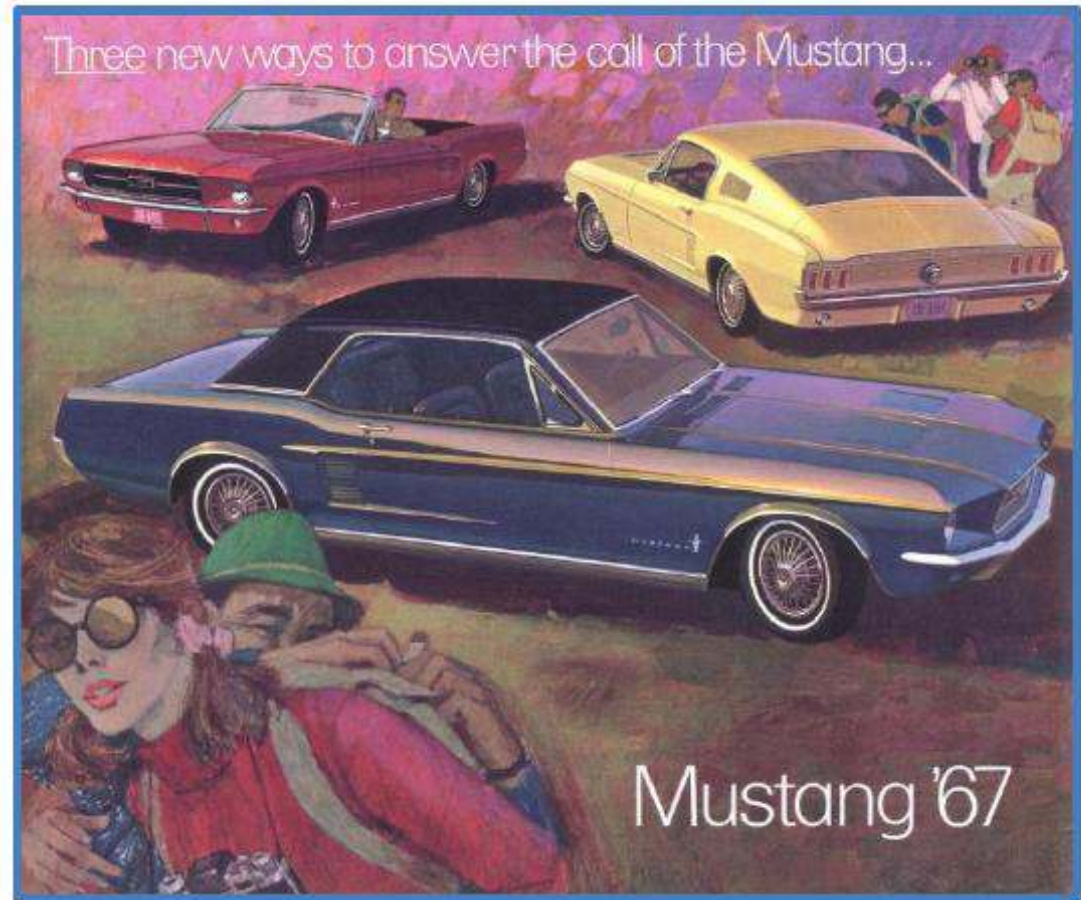
The '67s retained the original Mustang's basic chassis and inner structure but were reengineered almost everywhere else.

The styling was lead by Gale Halderman.

He was handed the tricky assignment of changing the 1964 icon without really changing it.

Many ideas were tried (see images this page) which included combinations of crisp lines and soft, rounded forms.

Designers also played around with Mustang's trademark grille, side sculpting, and rear end.



Above: 1967 Mustang brochure

Below: A '67/68 Mustang proposal from May 1964, which was not long after the first generation Mustang had been launched.





The theme for the '67s was performance, so the car was made to look stronger in appearance all over.

The side scallop got deeper and the grille and rear panel were enlarged.

Wheelbase stayed at 108 inches, but overall width swelled by 2.7 inches.

A half-inch height increase improved headroom. Overall length increased two inches.

Ford also decided to use the Mustang platform to develop a Mercury pony car and called it the Cougar.

It was more luxurious and slightly bigger than the Mustang.

The Cougar utilised a name that was once seriously considered for the Mustang.



Above: Prototype clay models of the Cougar.  
Below: A '67/68 Mustang proposal from November 1965.







Above and below: These proposals are six months apart but show how the stylists knew where they were going very early in the development of the 1967/68 Mustang.





# Monte Carlo Rallye





# FX Holden







Gary Poole's FX is not just any old restored Holden.

It is a faithful replica of the car in which three Aussie adventurers took on the world in the 1953 Monte Carlo Rally.

The team comprised World War II flying ace Tony Gaze and racing car drivers Lex Davidson and Stan Jones (Alan Jones' dad). They finished 64<sup>th</sup> out of an almost 100 car field. Not bad outcome for a crew who had decided to enter on a whim!

Gary's restoration of Monte Carlo replica happen by chance.

"I was at a Holden reunion in 2008 and Tony Gaze's wife, Diana, mentioned the Monte Carlo Rally to me and how most people had forgotten what a great success it was," says Gary. "I happen to

have a spare FJ Holden in my shed and decided there and then to build a replica and race it the historic version of the Monte Carlo Rally."

The restoration took a few years says Gary: "All we had were some black and white photos and the memories of Tony Gaze, who was in his nineties at that time, to guide us."

The intended replica was stripped back to almost bare metal and rebuilt everything.

"It all had to be strengthened for the rally as well as being historically accurate, right down to the decals and sign writing typeface," Gary says.

Gary formed a driving team with Richard Davidson, son of the late Lex, and Richard's mate from go-kart days, Craig Lowndes.





When the car was finished in late 2012 the team decided to enter the Holden in the 2013 Monte Carlo classic rally.

“It would be the 60<sup>th</sup> anniversary of race and we wanted to celebrate Tony, Lex and Stan’s achievement,” says Gary.

“It was a lot of fun. We had to contend with ice, snow, fog and rain in a car that ran on skinny tyres, stopped with drum brakes and had those old vacuum wipers, you know, the kind that slow when you put your foot on the accelerator.”

Over 300 cars started the event, and the FX finished 251<sup>st</sup> overall.

Gary now takes the FX to major classic car events and it always draws the crowds.

And what happened to the original FX? Well, it was shipped back after the rally and used locally for a couple of years and then sold, and it disappeared.















The original team set off from Glasgow, heading to Monte Carlo, along with all of the other UK based competitors. The weather on the rally was severe, with snow storms en route.







Inset: Davidson, Gaze and Jones check the route before the rally.

Above: At the high point of this famous mountain pass. Snow is piled on the side of the road.

Bottom: In Monte Carlo with the sun shining. You can see Prince Rainier in the background, sitting and wearing sun glasses, looking bored. Such a tough life being a rich and famous prince.







The car appeared black in photos but it was actually a dark green, as per the replica.





# Wreck to Rally Car

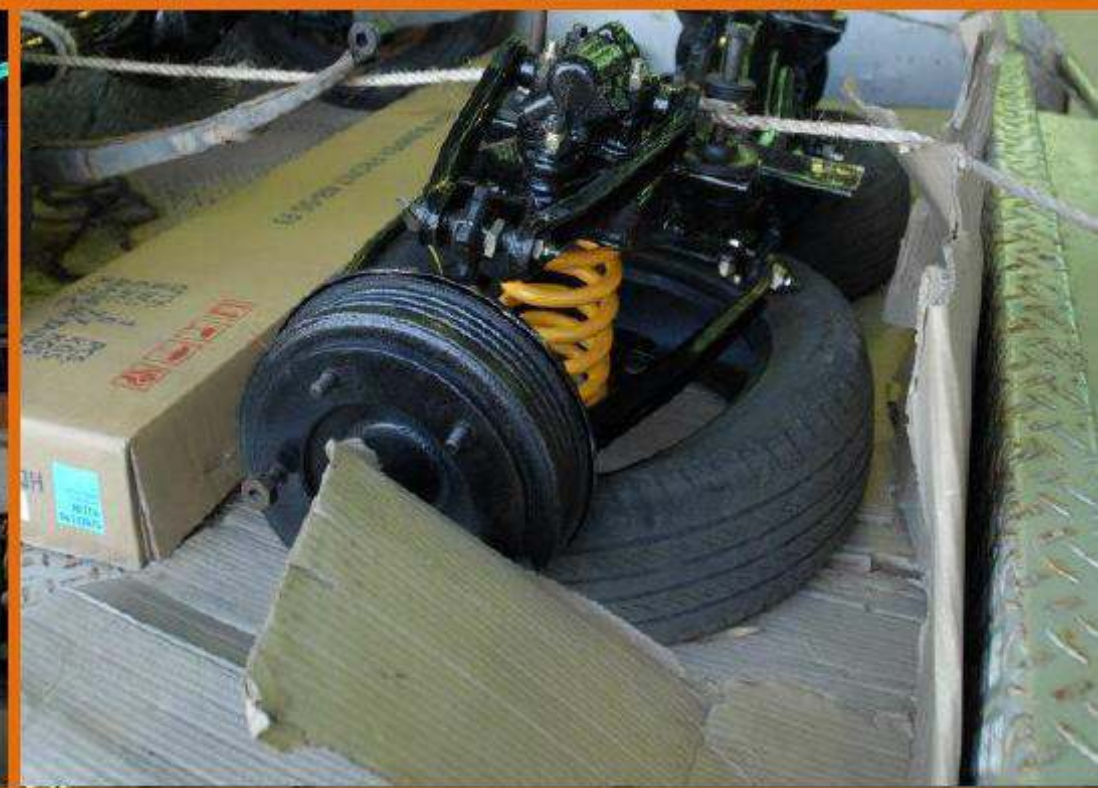


## How Gary Poole Built the Monte Carlo FX Replica



This is how it all started

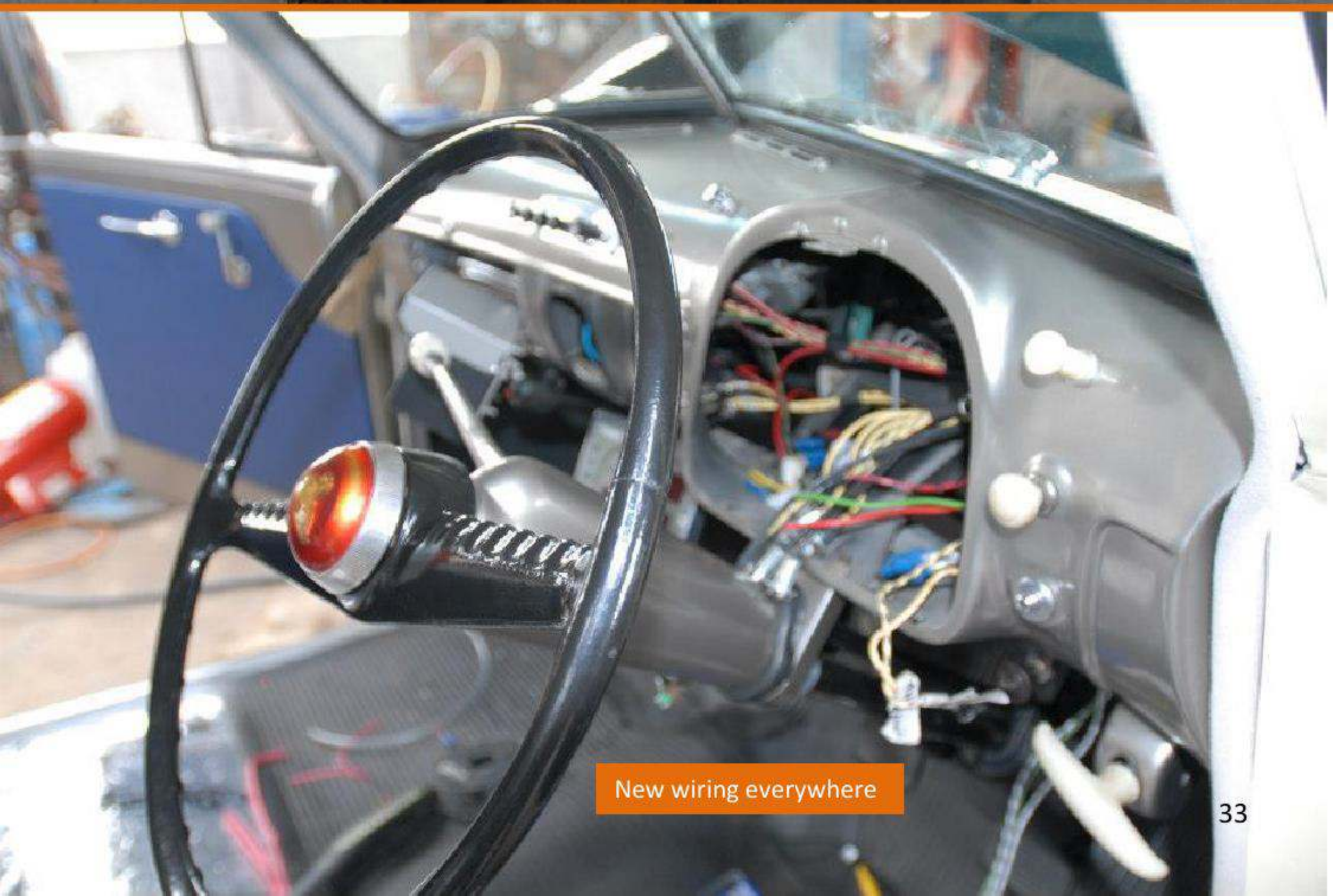




Thanks to Gary Poole for these images which show how he converted a wreck into a replica!







New wiring everywhere





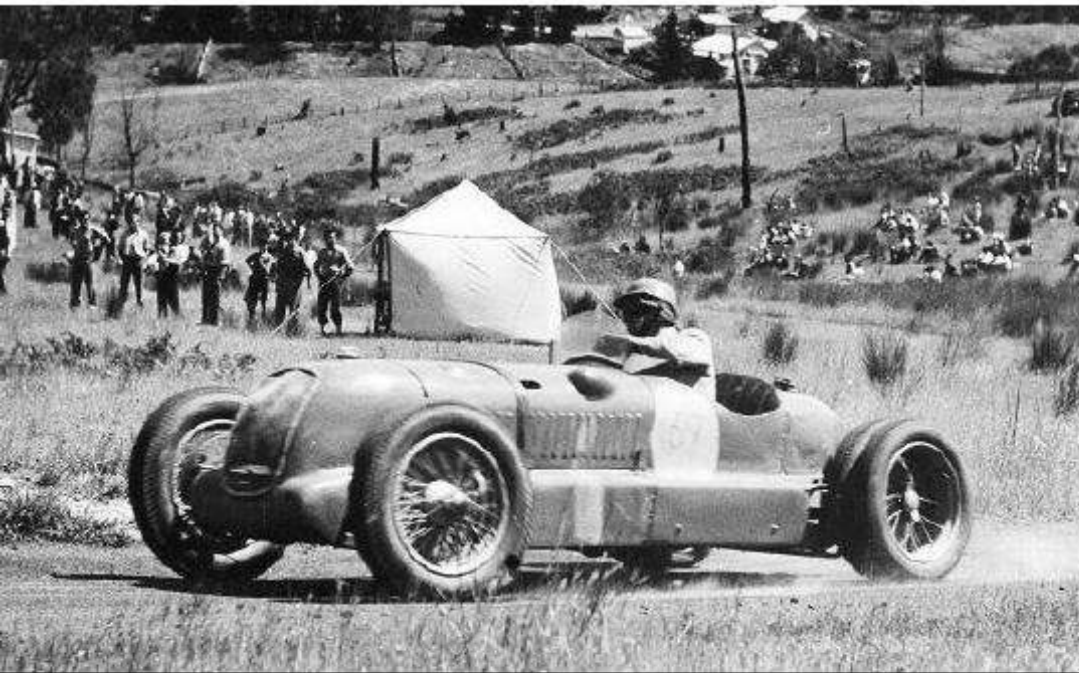
Above and below: Note the photos taped to the windscreen and rear window. Gary only had pictures of the original car to guide him in the restoration.



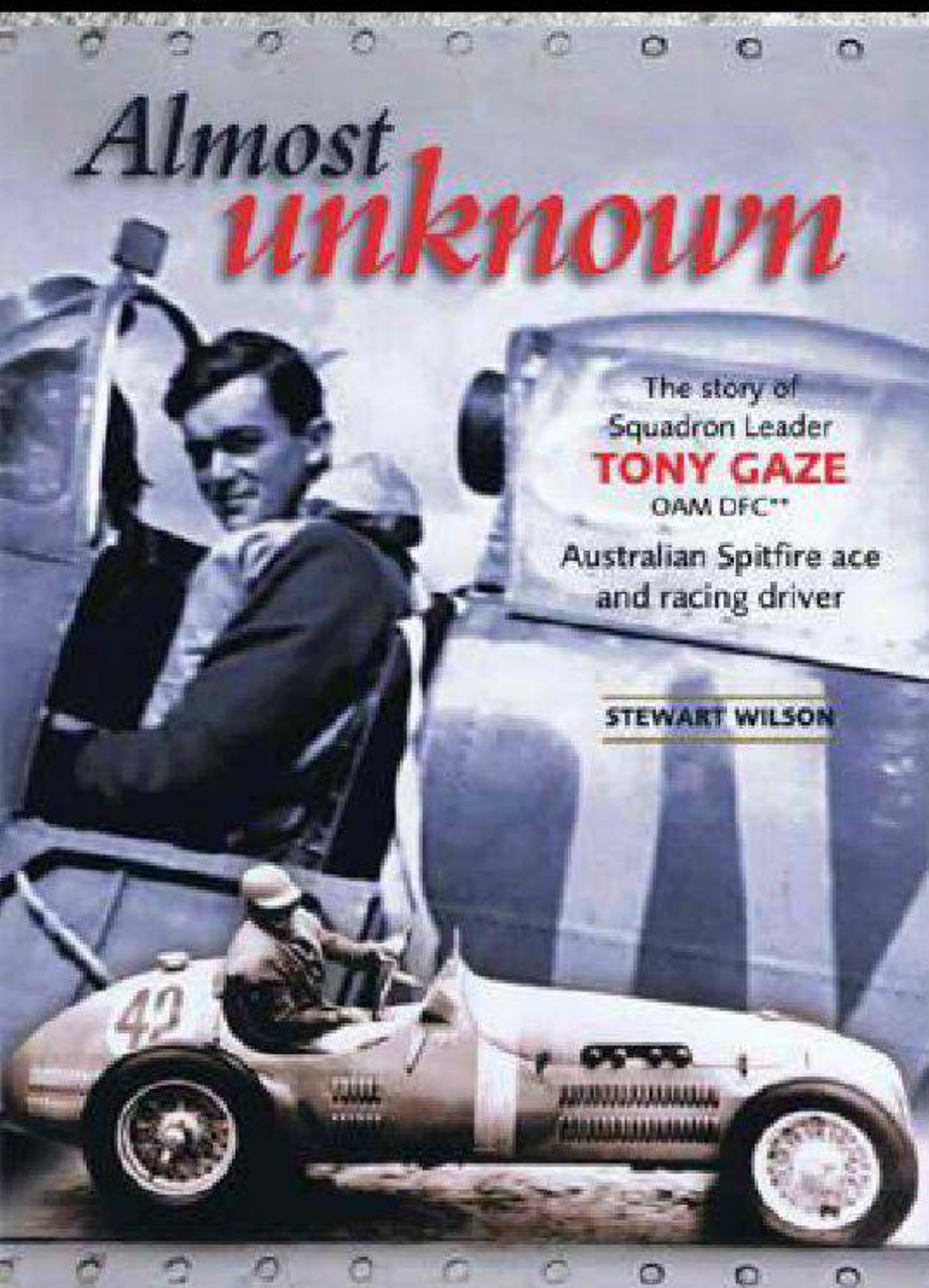


# Tony Gaze

Wartime Spitfire Ace  
Racing Driver  
“Father” of Goodwood



Tony in 1948 at Rob Roy hill climb



Tony Gaze's life seems like an Indiana Jones movie. He has a litany of remarkable achievements to his credit resulting from his two careers: as a fighter pilot with the Royal Australian Air Force during World War II and as a racing driver afterwards.

Tony flew Spitfires almost exclusively during the war. He has the rare distinction of being awarded the Distinguished Flying Cross three times; he was the first Australian to fly jet aircraft operationally; he was the first Australian pilot to shoot down an enemy jet aircraft; he escaped from occupied France with the help of the French Resistance; and he was the first Allied pilot to land in France after D-Day.

Then there's Tony Gaze's motor racing career after the war: the first Australian to compete in World Championship Grand Prix motor racing; the driving force behind the establishment of the Goodwood motor racing circuit in England and a racing career that saw him competing in Europe, Australia, New Zealand and South Africa

Tony Gaze also represented Australia in the 1960 World Gliding Championship in Germany and was awarded the Medal of the Order of Australia in the 2006 New Year's Honours List.

He passed away in 2013.

For more information about Tony and to find out about Stewart Wilson's wonderful book go to: [www.almostunknown.com.au](http://www.almostunknown.com.au)





# Ray Green

## Digital Car and Truck Collector

Ray Green knows that you do not need to own and restore old cars to be part of the “classic car nation”.

Ray collects and preserves classic cars and trucks as digital images. His focus (excuse the pun) is old abandoned vehicles in desolated locations. And we are lucky to have him as part of the Retroautos team.

He has an extensive body of work and you can see more of his haunting photos of rusting relics on his ‘raytookthis’ website and Facebook page

“I take my camera everywhere I go because I always seem to find a wonderful old car or truck beside the road, in a front yard, in a

junk yard or in the middle of long grass in a paddock” he admitted to us recently.

Ray always takes a photo when he first sees the vehicle. “I like to stop right away and take the shot because I have found that if I put it off and come back a few weeks later sometimes the vehicle is gone.”

Although Ray takes pictures of cars, his preference is classic trucks.

“They always seem to have a story to tell and tend to have a little bit more character about them. Plus, they tend to be more prevalent than cars these days”, he says.



The Blue Mountains (NSW) resident is a relative new comer to photography, having taken his first automotive photo in 2010.

“It was an old Chevrolet out near Dubbo and it looked so abandoned. I snapped a few images of it and when I got home I liked the way the car looked against the sky, and I was hooked on the idea. I’ve been taking photos of them ever since, he says.

And what does Ray look for when selecting his subject? “I look for cars and trucks with a few dents, a bit of flaking paint and some rust. These really add to the interest in a photo.”

Ray does not confine his expanding old car hobby to Australia.

Recent trips to the USA and Canada were planned to ensure they included likely locations, including Route 66 in Arizona.

Ray is also available to photograph your classic and give it the “Raytookthis” treatment.

**raytookthis.com**  
*Ray Green - Photographer*





















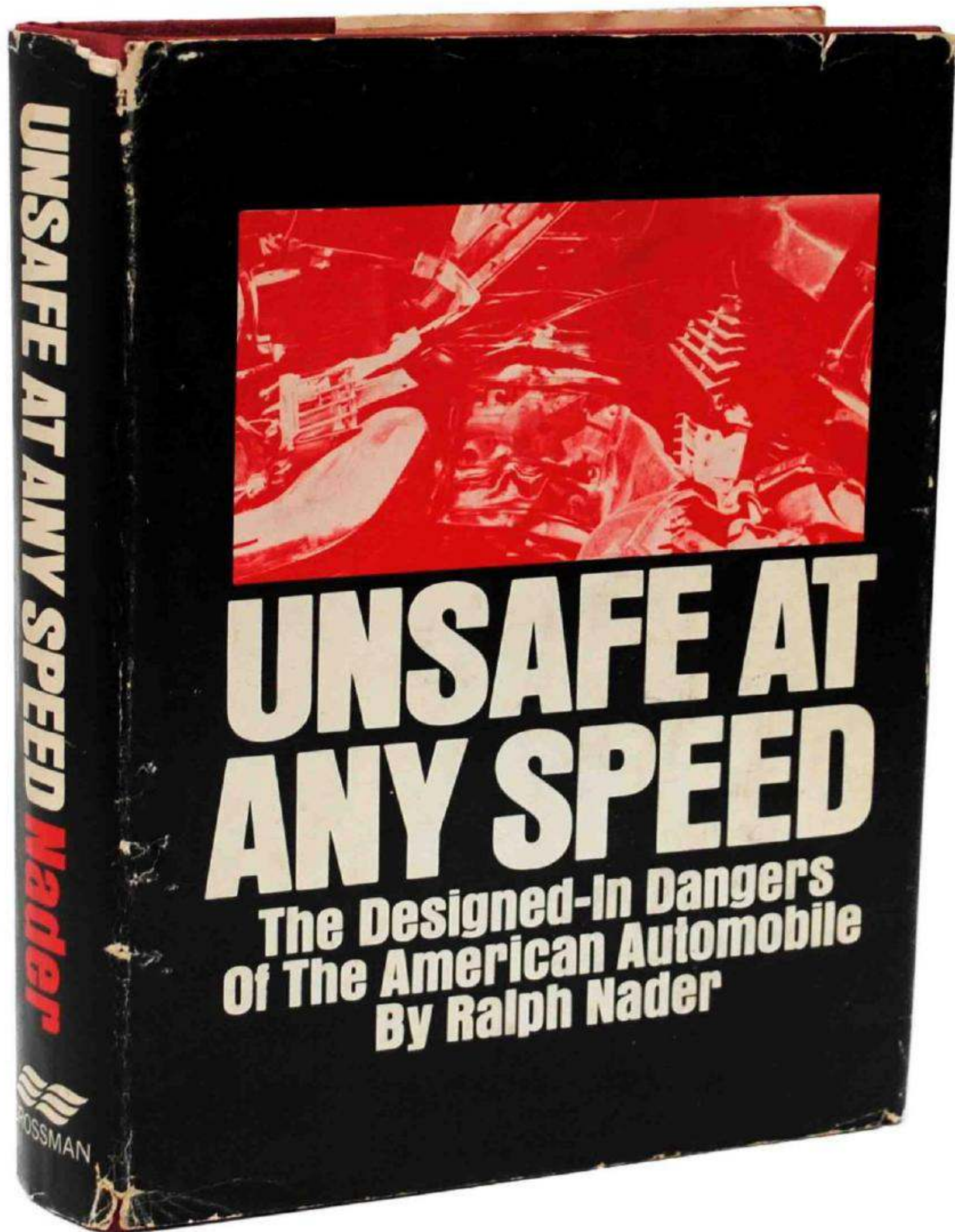








# 50<sup>th</sup> Anniversary of Ralph Nader's Influential Book







Ed Cole, who led the development of the Corvair

All Chevrolet images copyright GM Media 2015



This November is the 50th anniversary of Ralph Nader's book "Unsafe at Any Speed," in which the young Harvard-trained lawyer/reformer lambasted the automobile industry for making unsafe cars.

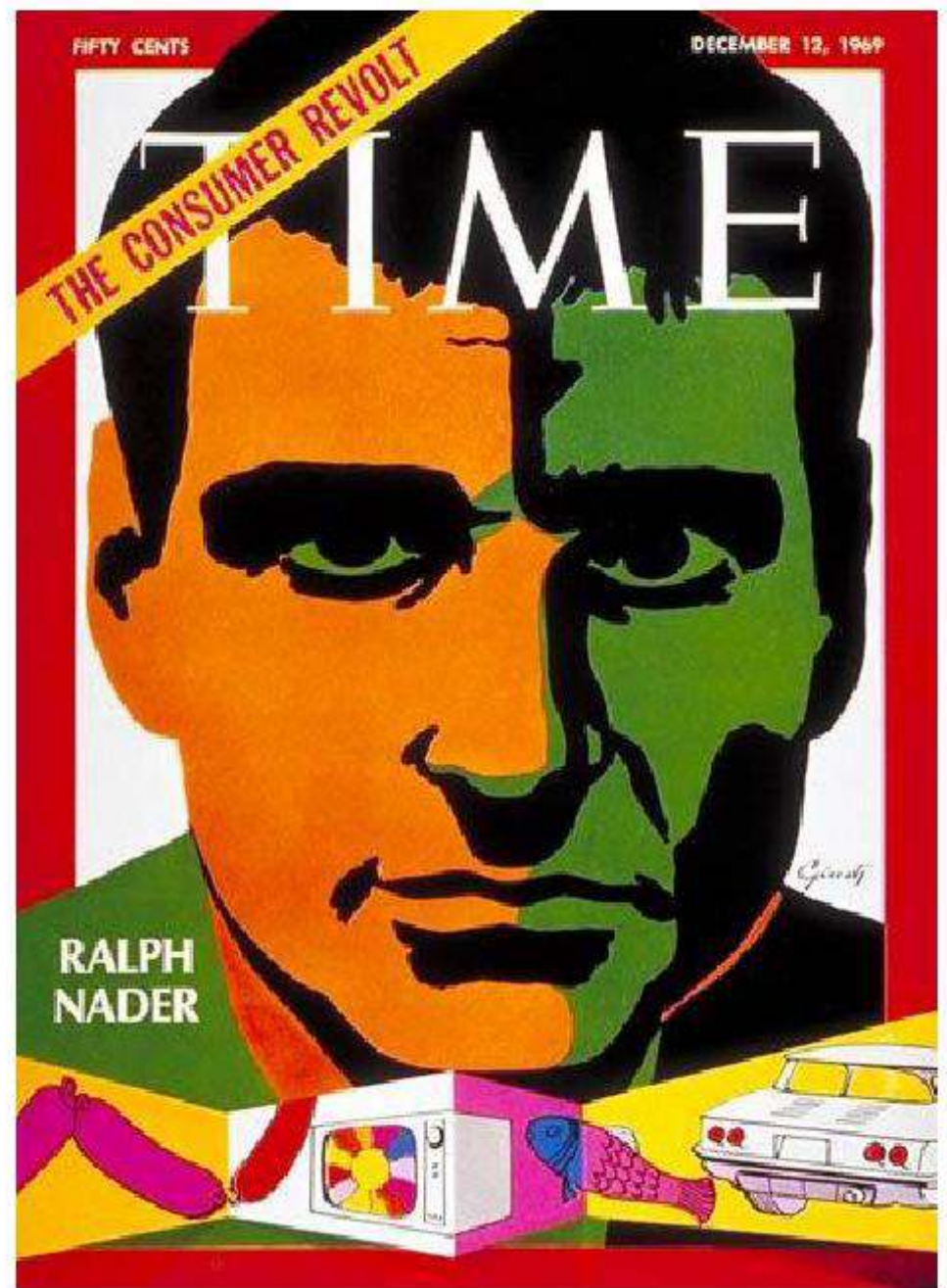
These days most people believe that "Unsafe at Any Speed" was almost solely about the rear engine Chevrolet Corvair and its handling problems.

Not so. The Corvair only featured in one chapter.

What Nader criticised was Detroit's lack of concern about car safety, and that they continued to make powerful cars with tiny drum brakes, dashboards with no padding and chromed, sharp protruding switches and steel post steering columns which impaled passengers even in low speeds crashes.

Nader gave voice to a growing cadre of car company customers who valued vehicle safety above gimmickry.

And he did at a time when the US automotive industry was at its absolute height of influence, power and arrogance.



The irony of Nader's book is that he struggled to find a publisher for it and then when it hit the bookstores sales were low. What gave the book national prominence and launched Nader's consumer activism career was General Motors (GM) itself.

At the time, GM was facing 103 Corvair lawsuits and became extremely nervous about the book. So they hired private detectives to dig up something on Nader. The Washington Post newspaper found out about the investigations and so did a US Senate committee investigating auto safety.

GM was hauled into the US Senate and asked to "please explain". Nader sued and GM settled out of court (for nearly half a million dollars).

As a consequence of all of the publicity generated by the investigations and GM's appearance in court Nader's book sales skyrocketed.



1962 Corvair Club coupe



1960 Corvair Sedan



During 1967 the political pressure was so great that the US Congress started to pass laws regulating automobile design and safety standards.

And so the great consumer protection regulatory reforms began in the US, covering many industries and products. That regulatory tsunami swept around the world and Nader's name became synonymous with consumer protection.

In 2000 Nader decided to run in Florida for the US Presidency against Vice President Al Gore and Republican nominee George W. Bush.

Nader received nearly 97,000 votes in Florida. Gore lost Florida by 2000 votes and it kept him out of the White House.

Perhaps, had not Nader been on the ballot many of his votes would have gone to Gore.

And if it had not been for the GM actions in 1965, Nader might have been just one of many unknown names on the ballot and Al Gore might have been the President of the United States.



The new Victoria . . . one of Ford's 18 models for '56

## You'll be safer in a '56 Ford !

For 1956, Ford announces the first major contribution to passenger and driver protection in accidents: New Lifeguard Design! It is the end result of more than two years of research by Ford in co-operation with universities, medical associations, and safety experts. It is designed to give you added protection in the areas where the majority of serious accident injuries occur.

### New Lifeguard steering wheel

Safety experts called for a wheel that would protect the driver from the steering post in an accident. The deep-center structure of Ford's new Lifeguard steering wheel provides a cushioning effect under impact.



### New Ford seat belts

Safety experts asked for belts to hold driver and passengers securely in their seats in sudden stops. Ford's optional nylon-rayon cord seat belts are solidly anchored to the steel flooring and will withstand a force of 4,000 lbs.!



You get this Lifeguard protection in a car unmatched for beauty . . . with styling inspired by the Ford Thunderbird. What's more, Ford brings you the sheer delight of commanding the new 202-h.p. Thunderbird Y-8 engine—a new smooth-running, Go-packed, deep-block engine that will put fresh enthusiasm into all your driving.

\*In Fordomatic Fairlane and Station Wagon models

### New Lifeguard door latches

Safety experts say that passengers are considerably safer in accidents if they stay inside the car. Ford's new Lifeguard double-grip door locks reduce the possibility of doors springing open under strain and occupants being thrown from the car.

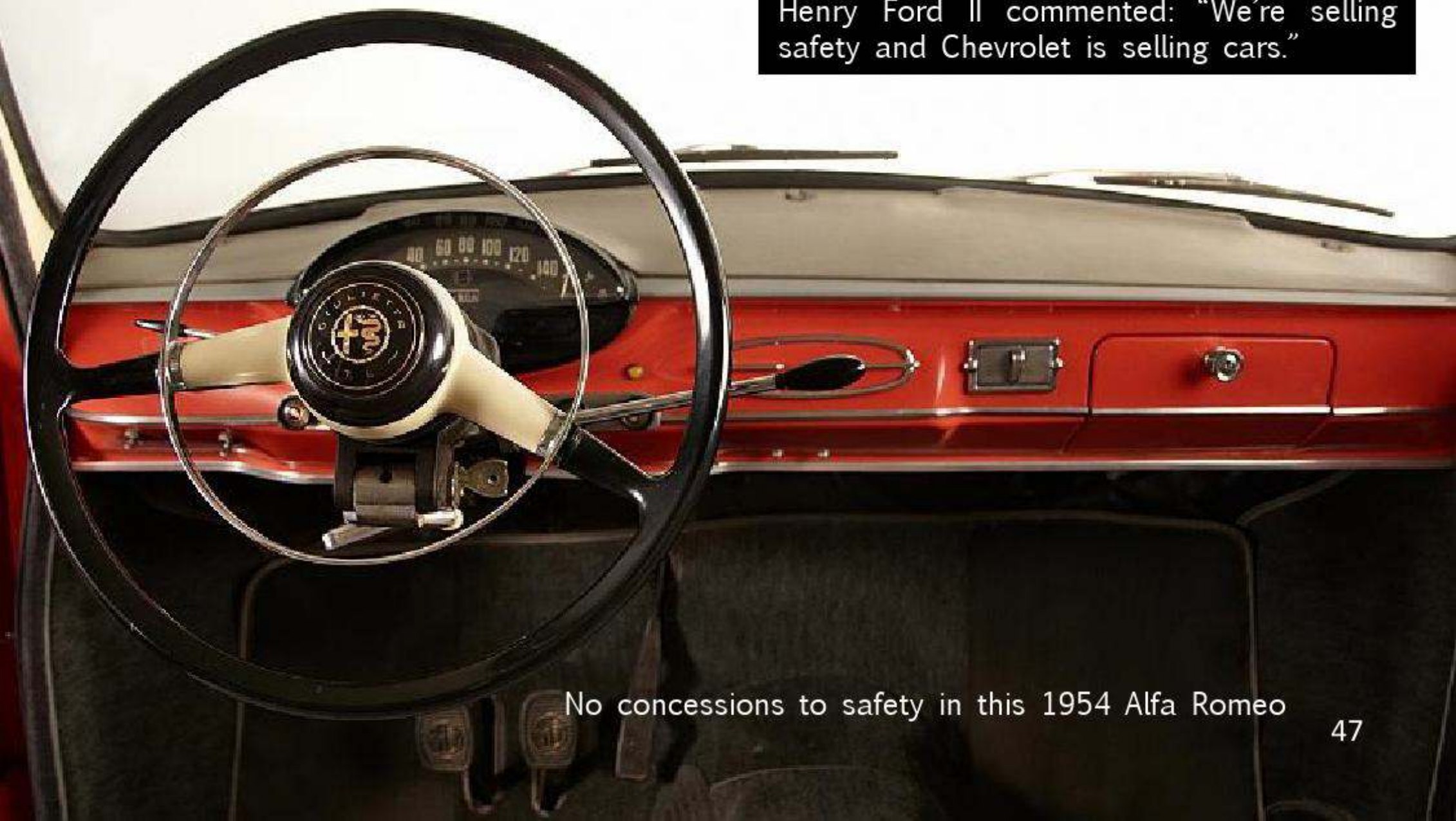


### New Lifeguard padding

Safety experts recommend cushioning hard surfaces within a car to reduce head injuries. Ford's optional Lifeguard padding on control panel and sun visors absorbs impacts . . . helps to guard you from injury.



In 1956 Ford promoted safety features in the hope it would sell cars. It did not. Henry Ford II commented: "We're selling safety and Chevrolet is selling cars."



No concessions to safety in this 1954 Alfa Romeo



# Design to Driveway



All Chevrolet mages copyright GM Media 2015



# Chevrolet Corvair



The Corvair test “mule” being subjected to torsional stress. The problem with the rear end “tuck under” is obvious.



Chevrolet released the Corvair in late 1959. With its engine made out of aluminium, cooled by air and mounted in the rear, this was a different American car by any measure.

Its driving force was Mr Ed Cole (pictured above), soon to be president of all of General Motors (GM), but in 1959, he was the general manager of Chevrolet.

The Corvair was GM's answer to the rising tide of imported small cars. Ford and Chrysler went with conventional driveline layout for their compacts, Falcon and Valiant, but Cole, the engineer, wanted to go radical, and keep the weight down to improve fuel economy, reduce assembly complexity and time, and save on costs.

He reasoned that an air cooled engine eliminated all of the complexity, costs and weight of cooling systems.

A rear mounted engine also meant no drivelines, saving even more weight and costs.

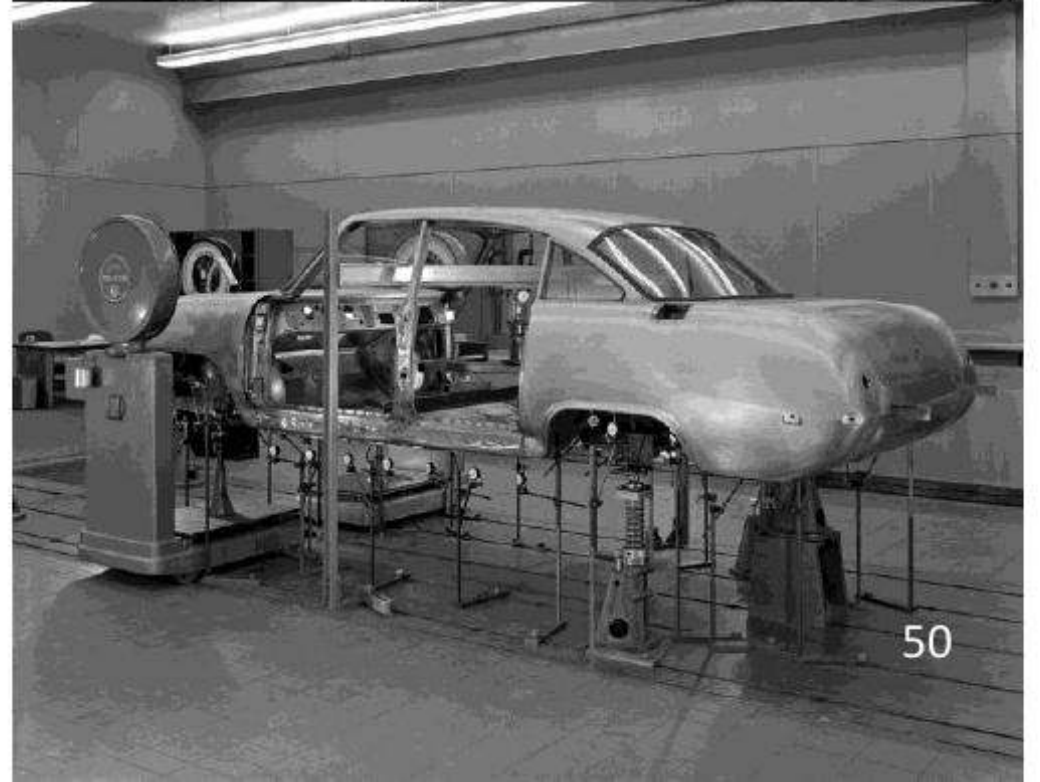
And, of course, there were those swing rear axles, with no stabiliser bars. So more weight was saved.

So, Ed and his team spent a considerable sum of money, largely in secret, to develop a six cylinder air cooled engine that they believed would appeal to American buyers.

They first tested the idea in a modified Porsche. A Vauxhall Victor was also used to test the rear engine design with the Corvair engine stuffed in a lengthened boot.

Once that proved a success they hand built a number of test "mules" to better understand the dynamics of such a large rear engined car (see images below).

To throw everyone off the scent, even within GM, Cole decided to disguise the project as a development program for Holden in Australia.







When the Corvair test "mules" were badged as Holden it gave rise to rumours that the 1960 FB Holden would be a rear engined car. This test car, and others like it, were registered for the road and was tested at GM's proving grounds in Michigan and Arizona. While the styling of the test cars is simple, the distinctive styling of the production Corvairs became one of the most copied styling themes in the world. BMW, NSU, Fiat, Hillman and Mazda all used the high waisted belt line and roof overhang in their designs.





He went to great lengths to establish the "Holden" deception. even using Holden stationery, letterheads and forms with Holden logos on them for all of the paperwork.

Components developed for the project carried Holden parts numbers. Even the styling of the Corvair was done in the international styling studio at GM headquarters, not in the Chevrolet studio.

The first running prototype was tested in at GM's Arizona and Milford proving grounds in the April of 1958.

Still badged as a Holden it used the FE and FC chrome work and side 'sweep spears'. A Holden steering wheel and hub caps completed the disguise.

When Chevrolet unveiled the new car mid 1959, it immediately polarised opinion.

Even so, GM sold over 300,000 Corvairs in the first year, which was a sensational start for any new model.

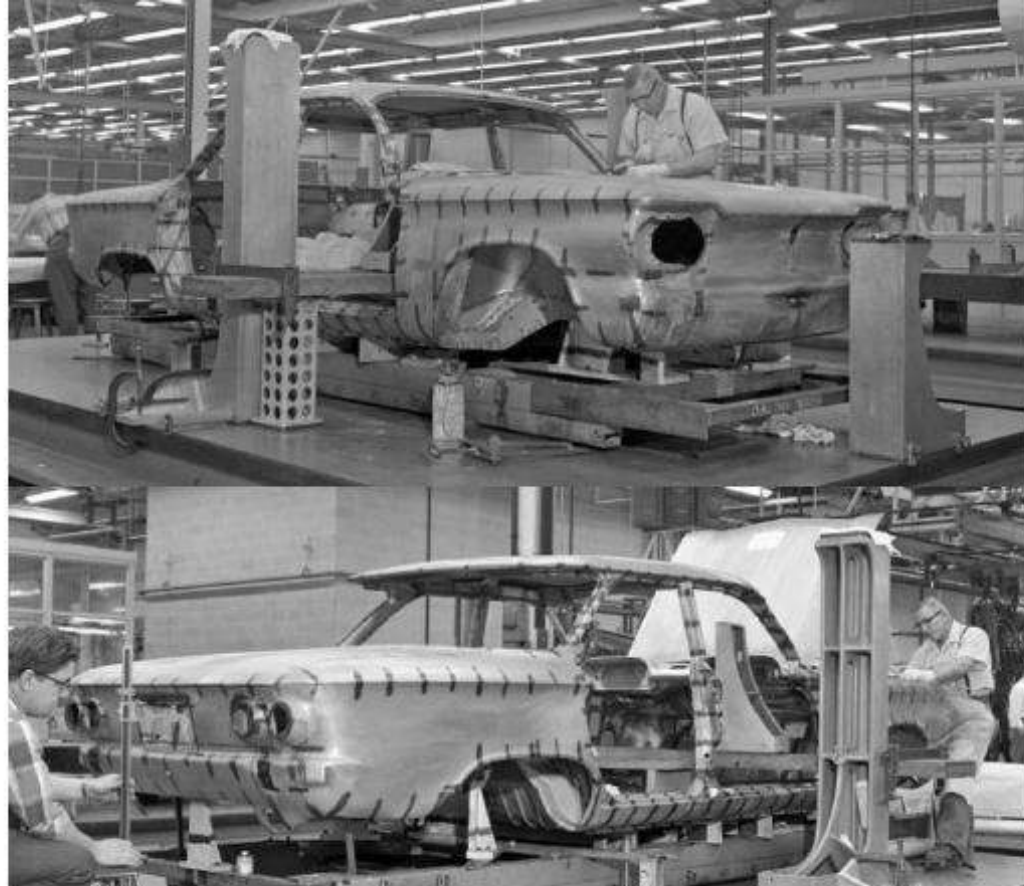
But it was not enough.

The more modestly engineered Falcon sold over 400,000 examples and GM quickly realised that the Corvair was not going to be a long term competitor to the Ford. They quickly instituted a fast-track program to develop a Falcon clone.

By August 1960, and with the Corvair less than one year in the market, the shape of the Chevy II/Nova was agreed. It was released in August 1961.

The Corvair was relegated to a secondary role as sporty/luxury/fun car and by the time Nader's book arrived was already thought to have a limited tenure.

In 1965 Chevrolet released a restyled Corvair. It was a beautifully sculptured automobile. The range consisted of a convertible and very elegant two and four door hardtops.



Above: The first Corvair production body being hand built at the Fisher Body experimental workshop. The Corvairs' distinctive shape came from Ned Nickles. Below: Dated August 1960 these images show just how quickly GM moved to match the Falcon with a conventional compact. The Chevy II/Nova took just 18 months to go from idea to showrooms, and holds the record for being one of the fastest developed new cars in GM history.





And the engineering had turned it into a great road car. But it was too late. The Corvair was in a squeeze. The Camaro was almost ready to go, the Chevy Nova now had V8 power and the Ford Mustang was selling in the millions.

Quite simply, there was no room on the Chevrolet roster, and no more development money, for a car that was the visual embodiment of lost dreams.

The Corvair's last year was 1969, and by then they were being almost hand built by a small team.

Today, Corvairs are much sought after classics. They are very rare in Australia.



Above: Testing the "Holden" Corvair at GM's proving grounds in the Arizona desert



Above and left: Chevy II/Nova prototypes. The shape was agreed within a couple of months. These photos are dated August/September 1960. Below and left The 1965 Corvair. Svelte, sculptured and elegant.





# 1959 Mercedes





# Styling a 1960s Automotive Icon

“Mercedes executives did not like what they saw and decided to make some fast changes.”







1953 180 "Ponton" design. Rounded and very 1950s

The 1959 "Fintail" Mercedes is an icon of the 1960s. Whenever film and TV advertisement producers want to evoke an aura 1960s chic they invariably use the W111 four door saloon as a prop.

But it could have been very different. Early ideas for the W111 were very much anchored in the fifties and their styling a long way from the elegant car that made it into the showrooms.

In late 1955 work began at Mercedes on the replacement for their 1953 "ponton" 180 model (W120) and its variants. The design team developed a number of alternative proposals to present to senior Mercedes executives. We have some of the

previously secret images taken on June 18<sup>th</sup>, 1956 as part of that presentation.

It is evident from these images that the design team was struggling to find a modern design theme. Overall, the proposed cars are slab sided, heavy looking, tall and rounded. Mercedes executives did not like what they saw and decided to make some fast changes.

They hired French car designer Paul Bracq to take charge, which put a few Germanic noses out of joint, but it was due to his efforts that the classic fintail design (W111) emerged. Bracq went on to style the 230SL Pagoda coupe and moved to BMW in the 1970s. Go here for more information: [www.paulbracq.com](http://www.paulbracq.com)







This is not a pretty car. The doors look like they are interchangeable and the windscreen has a weird split at the ends. Overall the car looks heavy and ponderous.







Did Mercedes Benz stylists sneak into the Holden design studios and get a peak at the FE and then do their own version? And do it badly? No wonder Paul Bracq was hired to fix the problems.







Horizontal grille theme mimics 300SL



The similarities with the FE are obvious







The prototypes on this and the next page look similar, but one has the horizontal grille and the other the vertical. Both are two sided models with slightly different roof lines and door shapes. The horizontal grille gives the car a lower, sportier look.







Rear end of this car is different to the "205" model on the previous page. Note different side trim on left and right hand sides. Both "205" and "206" prototypes look heavy and rounded and 1950s. Not what was wanted for the swinging 1960s.







18. 6. 56



18. 6. 56

Si. 5 6 6 5 8

Despite still being very rounded, upright and having a drooping rear end, this proposal is somewhat closer to what the fintail became. Two sided model has differing chrome trim. C pillar trim motif made it into production.



18. 6. 56

Si. 5 6 6 5 8



18. 6. 56





Once stylist Paul Bracq (who is pictured above) “lifted” the visually sagging rear end with fins, added sweeping full length body creases, squared off the grille, lowered the bonnet line and lengthened the front and rear mudguards, the classic design emerged. Even poverty pack version of the W111 (pictured at left) looked classy.





It's 3<sup>rd</sup> May, 1967 and here's Kenjiro Tanaka leaning against his Skyline 200GT prior to the start of the 4<sup>th</sup> Touring car race of the season. He finished 3<sup>rd</sup>.









Start of the race. Tatsu Yokoyama in the green #95 would win.  
Note the Buick convertible pace car, black Cadillac in the pits.









Race winner Tatsu Yokoyama.







# Rob Roy: Classic Hill Climbs



Bruce Walton powers it speedway style up the hill back in 1953.

Thanks to Wayne Rushton from the MG Car Club of Victoria for assistance with this news article.

It's 80 years since a couple of members of the Light Car Club of Australia had the idea to build a hill climb track on a piece of land outside of Melbourne called Clinton's Pleasure Grounds.

Back in 1935 they envisioned a track to rival the best purpose built hill climb tracks in the world, and in February 1937 that vision became reality when the first event was held at the newly named Rob Roy track. Initially, the 760 metre long track was dirt. It was paved in 1939.

The first Victorian & Australian Hillclimb Championship was held there in 1938.

From the 1930s to the 1950s the Rob Roy track was where the fast and the furious came to demonstrate their driving skills. They launched a succession of flimsy but awesomely powerful race cars up the hill with barely a nod to personal safety. Roll cages and seat belts did not feature here.



Frank Kleinig in his Hudson Special

A quick flip through the record books shows that Rob Roy attracted the best. The list of outright winners includes eight Australian Grand Prix winners and triple Formula One World Champion, Sir Jack Brabham. One of Australia's most decorated WWII fighter pilots, Tony Gaze, was also a regular and secured a track record of 28.88 seconds in March 1948. (see page 35 for more on Tony Gaze).





Iconic ex Prince Birra MG K3. The driver/owner is John Gillett

In 1962 a huge bushfire destroyed the track and it fell into disuse.

Fast forward 25 years and the MG Car Club in Victoria were told that the Templestowe Hill Climb they used regularly would be developed for residential housing. An all too familiar story!

Their thoughts turned to resurrecting the Rob Roy track. In 1992 they secured a lease and reconstruction began. The result was a faithful re-creation of the original track, with the additional of vital safety measures.

In February 1993 the first "Return to Rob Roy" Historic Meeting for classic race cars was run. It was a raging success and its popularity has never waned. The next Historic & Classic event is scheduled for 22nd November.

Meanwhile, the fastest elapsed time now stands at 17.3 seconds, less than half of what it was when the track first opened.



MG Magnette driven by John Hartley

Earl Davey in the Bugatti Hudson in 1951





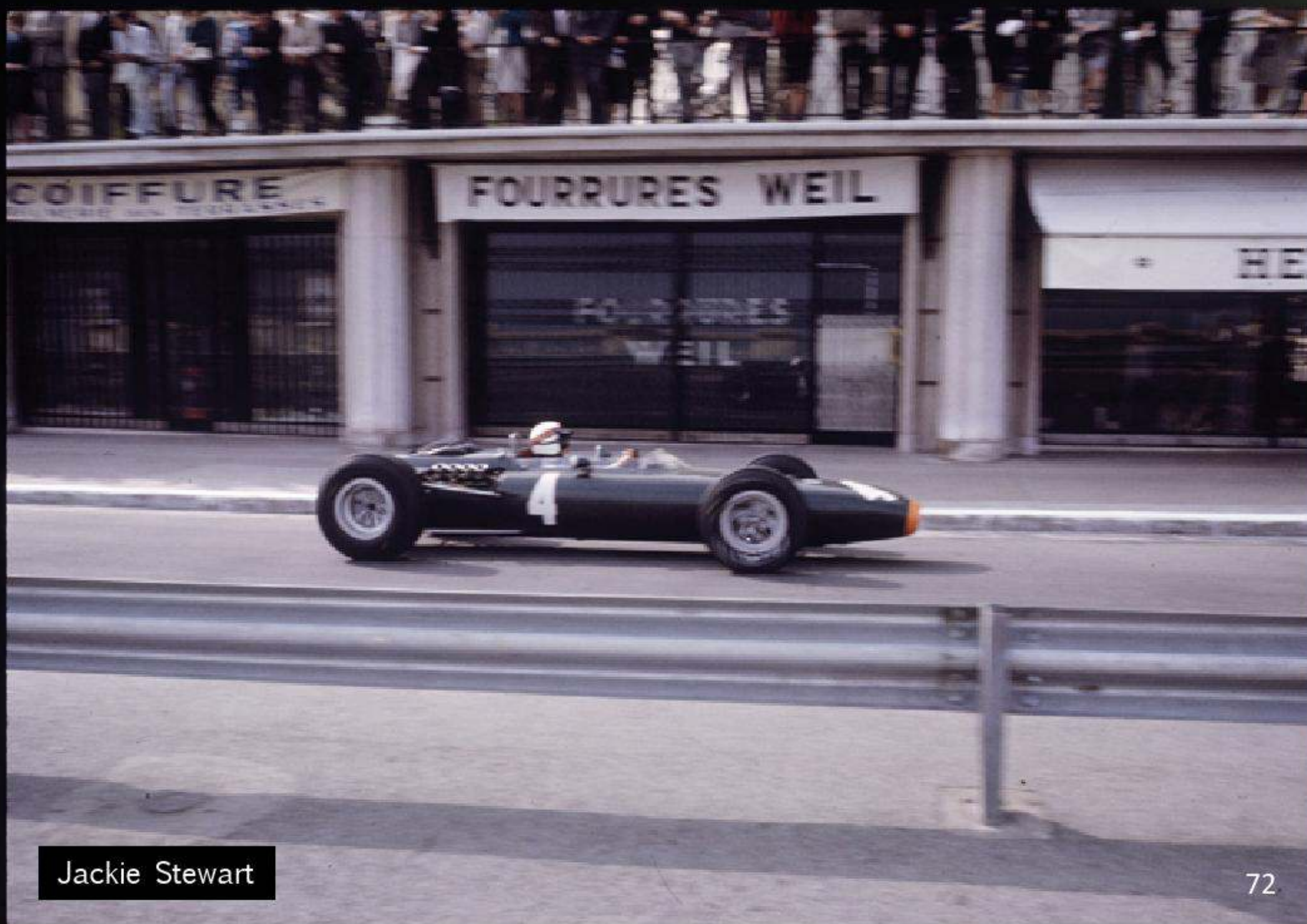
# 1965 Monaco Grand Prix



John Surtees drove the #18 Ferrari and finished 4<sup>th</sup>. Lorenzo Bandini was in the #17 and ran second.



Richard Attwood in the Lotus, before his wheel detached itself.



Jackie Stewart

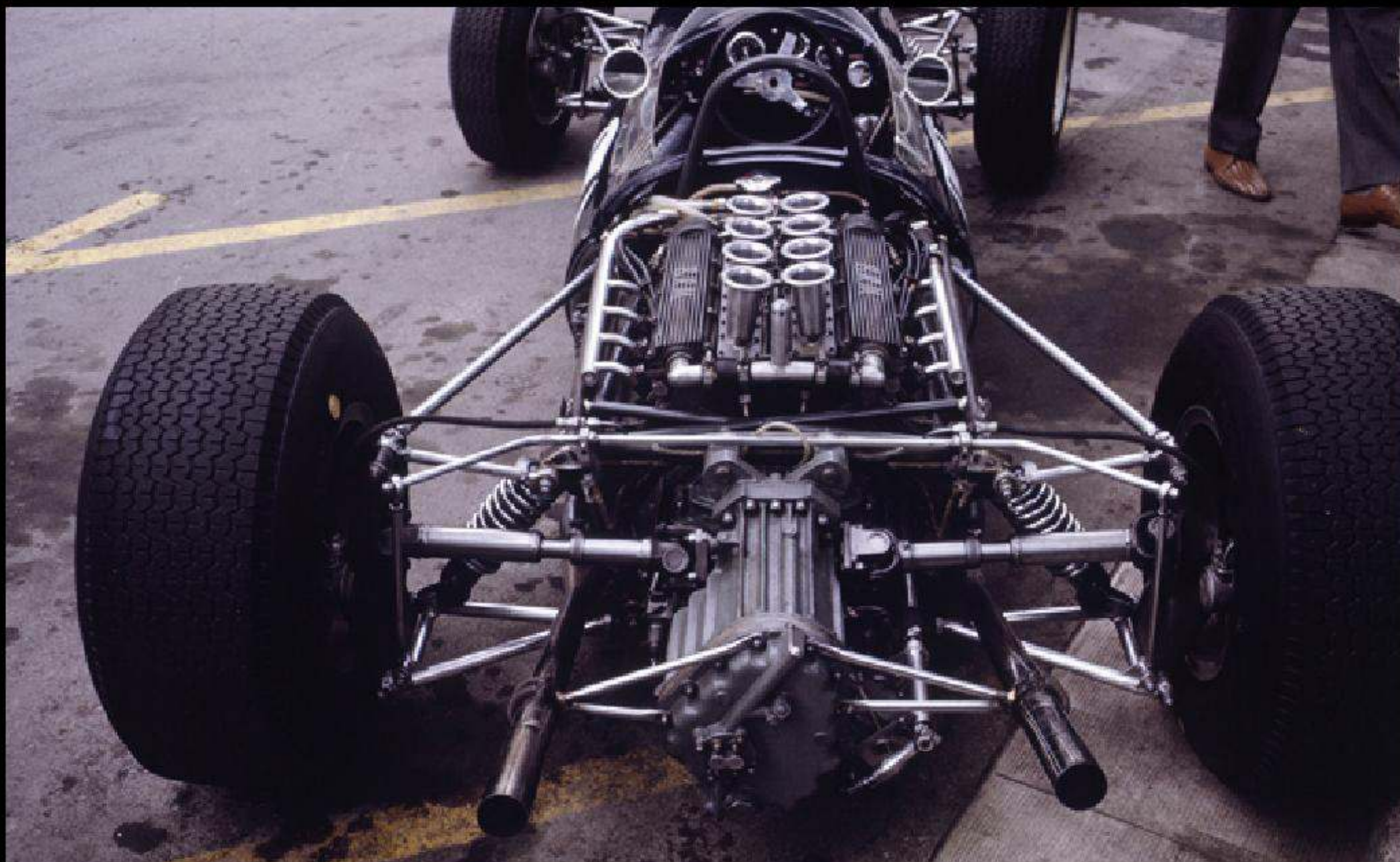




Above: What's left of Richard Attwoods Lotus after it threw a wheel  
Below: Jackie Stewart in a BRM' leads Bob Anderson in his Brabham-Climax. Jackie finished 3<sup>rd</sup>, Anderson was 9<sup>th</sup>, fifteen laps in arrears.







Above: No secrets. BRM's engine and suspension are here for all to see, unlike today where F1 teams surround their endeavours with ridiculous levels of security.

Below: Australian Paul Hawkins in a privately entered Lotus goes into the harbour. He escaped ok, but the car was a little damp. Hawkins died five years later in a race crash.







Above: Race winner Graham Hill in his BRM.

Below: The BBC mounted a two hour live telecast. The camera guys risked it all to bring the action to the screens! Check out the group further up the hill, one has his back to the racing, which is a definite no-no.





# Vale Tom Perry

By David Burrell

Tom Perry, my friend of more than 40 years, passed way on 27<sup>th</sup> July after a short illness. He was just 67.

Tom loved motor racing and built speedway sedans and was crew chief for his best mate, Newcastle speedway legend Ralph Ranger.

A kind, gentle and modest man with a wry sense of humour, Tom always saw the better angels in people and never let life's trials and tribulations get him down. If you met him for the first time you would not know of his skills in building winning race cars.

It was not something he boasted about, but he should have. Because he was good at it.

Tom had that rare ability to envision race cars in his mind and then shape and bend metal and have it all fit together exactly as he had planned. Whilst Tom never saw it as anything special, we'd call it *craftsmanship* today.

By the start of 1974 Tom had been building Ralph's race cars for five years. The first one he designed was a HT Kingswood with a 350 V8, followed by a HG Monaro (pictured below).



"Tom designed and constructed the first purpose-built chassis used in an Australian speedway sedan."



Ralph Ranger picks up the story. "In mid 1974 when it was announce that Liverpool speedway was switching form dirt to pavement I immediately wanted to race there. But because of costs, I wanted to run Liverpool and Newcastle in the same car. So Tom set about constructing a car he thought would be light enough to run the tar, and yet robust enough to survive the rigours of dirt racing".

And what a car Tom built! It was super-lightweight, four door HQ GTS Monaro. It boasted the first light weight, purpose-built chassis for an Australian speedway sedan.

And Tom did it in his spare time on the cement floor of Ralph's back yard workshop. The car started as a burnt-out shell, which Ralph bought from a Newcastle wrecker for a couple of hundred dollars. "It was badly burnt and rusted" remembered Ralph. It was this fire damage which led Tom to develop some unique and innovative construction solutions.

The heat of the fire distorted the centre and rear pillars completely out of shape. To fix this problem, Tom decided that roll cage would be their substitute. "It also saved a lot of weight" he told me a few years ago.

The rear end and rear suspension was also distorted by the heat and could not be used. Tom cut it all away and then hand fabricated a complete perimeter frame chassis for the rear half of the car, including all of the suspension pick-up points. That was then welded to the existing HQ front end chassis. The result was a full frame chassis that worked on tar and dirt.

Tom used just 14 body panels on the car, none of which provided any structural support.. They were stripped of any bracing and the sheet metal was simply tack welded onto the roll cage.

Tom also cut weight from the car by eliminating the floor and replacing it with sheet metal filler.

"There was nothing under it," Tom admitted, "we cut out any internal panels and supports that did not give the car strength. The only floor in the car was what was under the driver's seat."

How light was the car? Tom once gave me an insight: "One Saturday night I was towing it back to Newcastle from Liverpool and we were asked to go through the truck weigh station on the F3 freeway. The guys there could not believe how light the car was. I said to them 'look under the underneath', and they said 'there's nothing there', and I said 'RIGHT!!!'. Really it was just a pair a chassis rails, a motor and gear box, some suspension bits, a roll cage and a few panels. There was not much to that car. One person could lift up the rear end quite easily."



Above: The HQ at Liverpool speedway.  
Below: The car has just been painted.





During the 1974/75 speedway racing season Ranger drove the car to many feature race at both Liverpool and the Motordrome,.

During one memorable period at Liverpool he won the whole race card on successive weekends. No one has ever replicated that versatility and success using the same car.

Ralph also had the rare honour of representing Australia in the test matches against the Americans at both venues. In fact the American cars, which were Chevrolet Vegas with V8s stuffed in the front and touted as the latest in American speedway technology, were of similar construction design to the Monaro Tom had built on the garage floor.

The Monaro also ended the reign of the Mini's at the Motordrome. Up until then they'd been quite dominant. With arrival of the GTS the V8 guys could see a new direction. The car re-set the design standards.

By mid 1975 it was obvious to Ralph and Tom that the technology being thrown at pavement cars at Liverpool was beginning to overtake the Monaro GTS. This, combined with the wear and tear of racing two days a week on the dirt and pavement, meant plans were laid to refresh it and confine it to dirt. At the same time Tom built a new car incorporating all the knowledge gained so far.

That car, a Chev Monza, was also successful at both Newcastle and Liverpool. In the following years Tom built a succession of Chevrolet Monzas which were winners on both dirt and tar. However the era of handcrafted race cars was coming to an end. Kit cars from the USA started to become available and everyone, including Ralph and Tom, switched to them.



Above: Ralph's HT Kingswood at Heddon Greta speedway in 1971.

Below: A succession of Perry built Chev Monzas that ran on tar and dirt.





## RetroRacing

Like so many historic race cars, the fate of the HQ Monaro is not known. It was sold to Bill Warner in Sydney and in the early 1980s sold to a race team in country NSW. From there its whereabouts is not known.

A couple of years ago we discussed building a replica of the HQ. "It will be easy", Tom told me. "I still have all of the roll cage dimensions and chassis pick up points in my head. I could do it in a week, just find me a HQ shell", he said. But we never did get around to finding a cheap HQ shell.

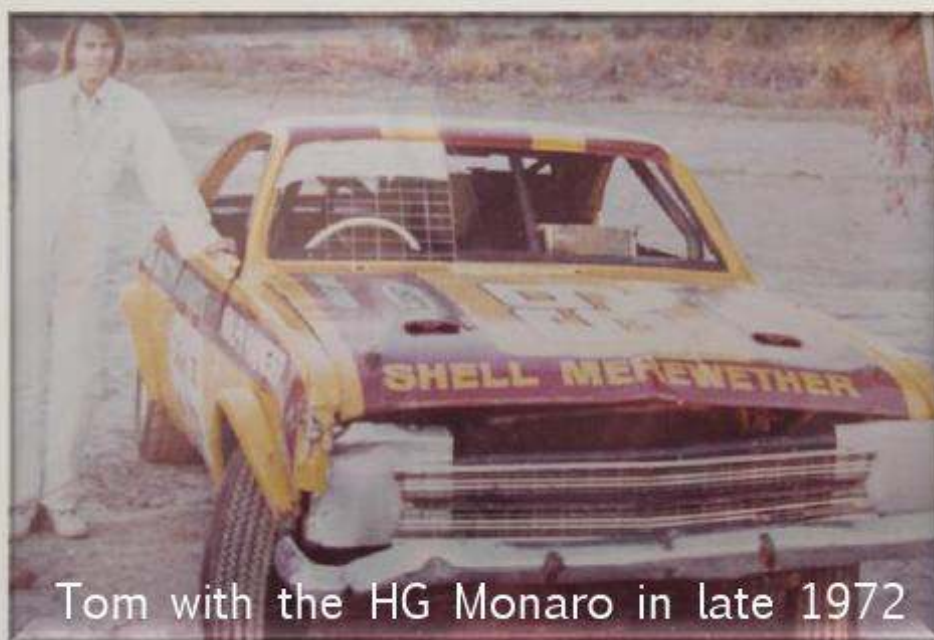
At Tom's funeral Ralph said that "Tom built just about every race car I owned and remembered how he did it long after I'd forgotten."

Then he added: "He was the reason I won so often."

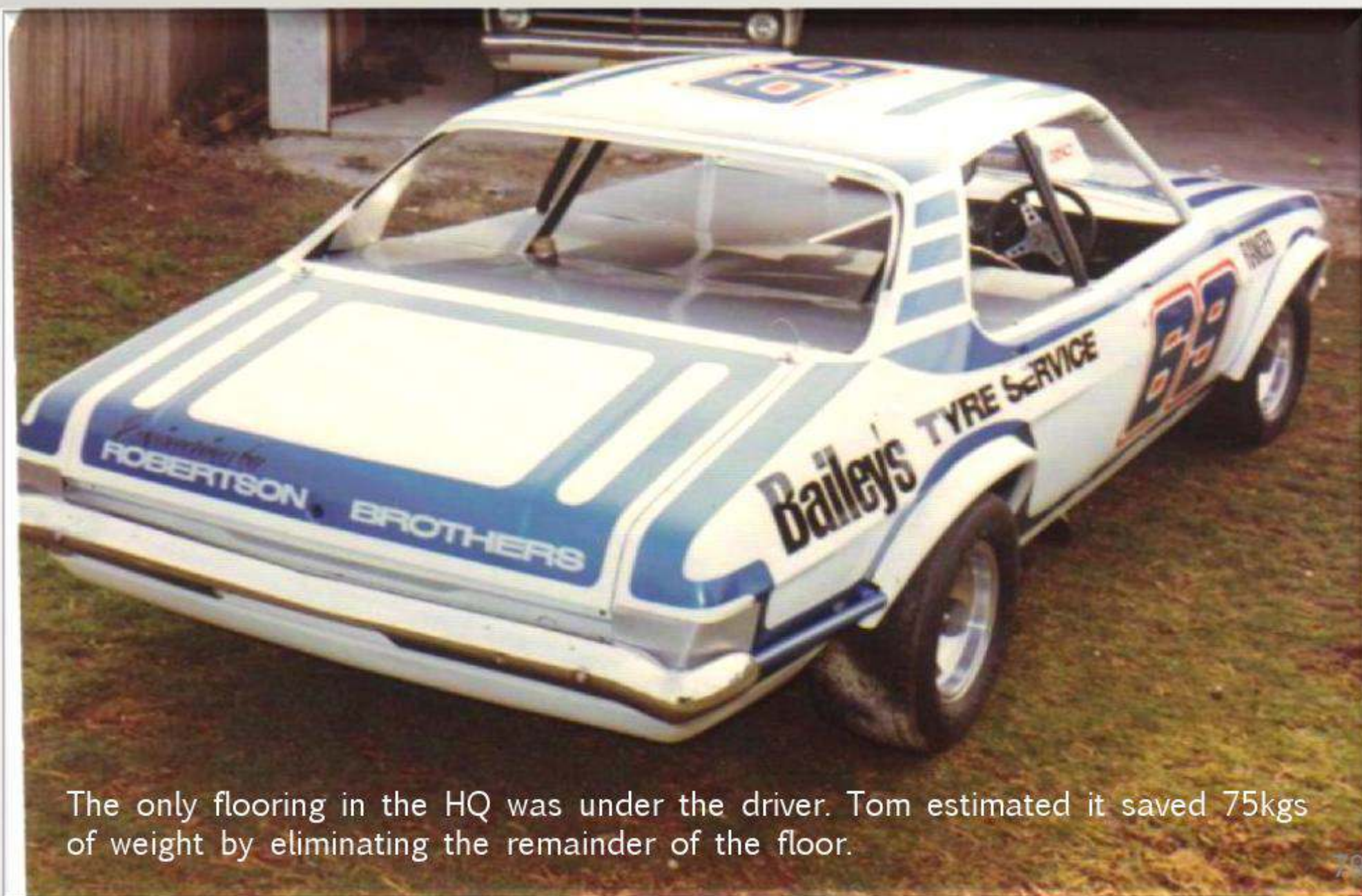
RIP Tom Perry



Ralph and Tom (right) lean against the HG Monaro, mid 1973



Tom with the HG Monaro in late 1972



The only flooring in the HQ was under the driver. Tom estimated it saved 75kgs of weight by eliminating the remainder of the floor.





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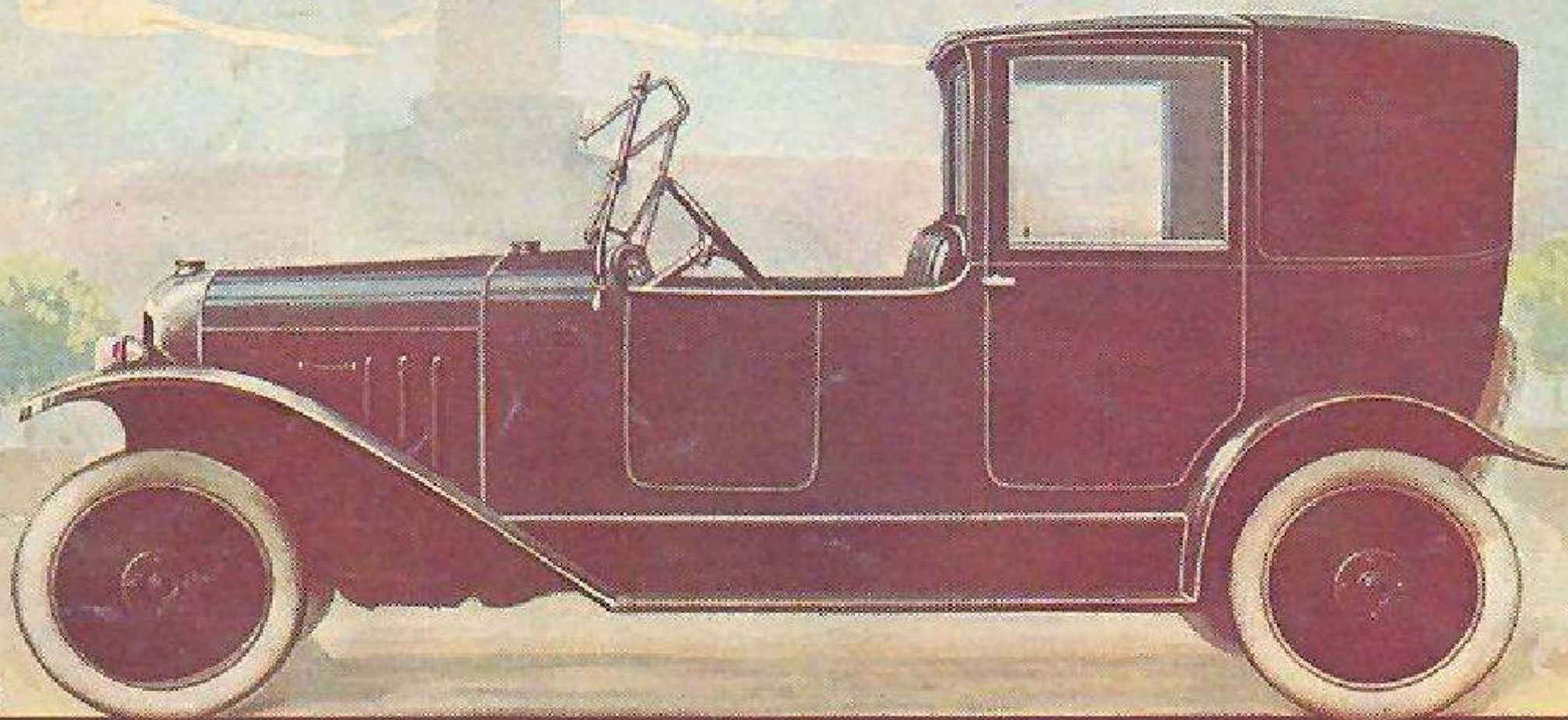


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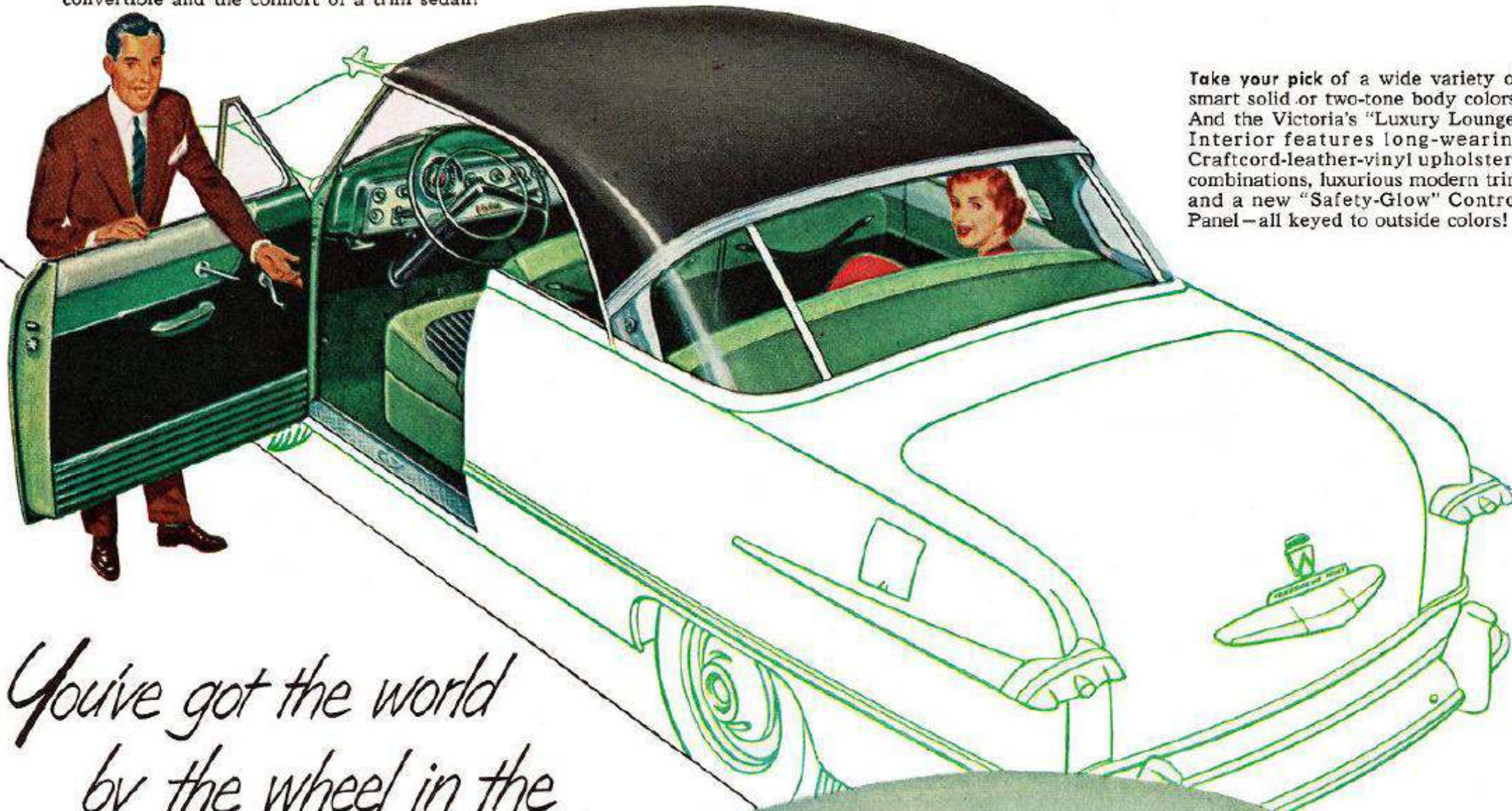
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\*Overdrive, Fordomatic Drive and white sidewall tires (if available) optional at extra cost. Equipment, accessories and trim subject to change without notice.

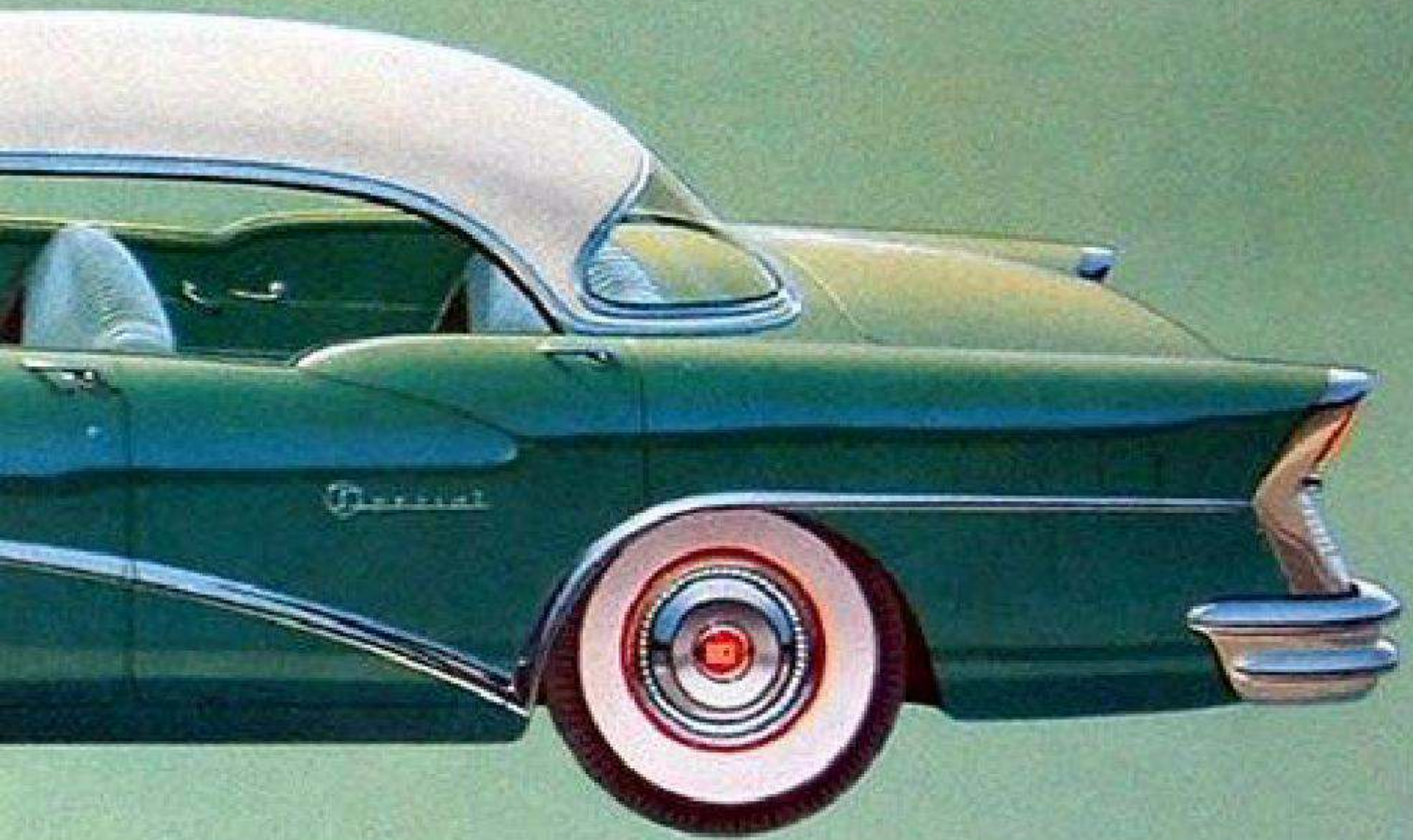
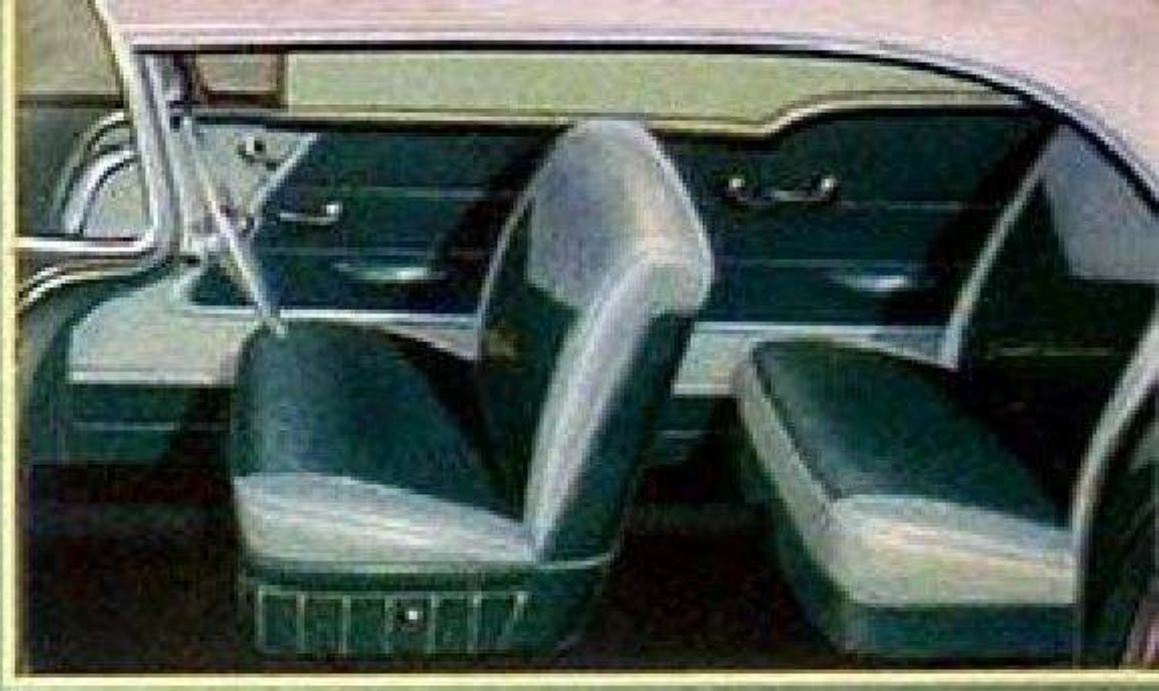


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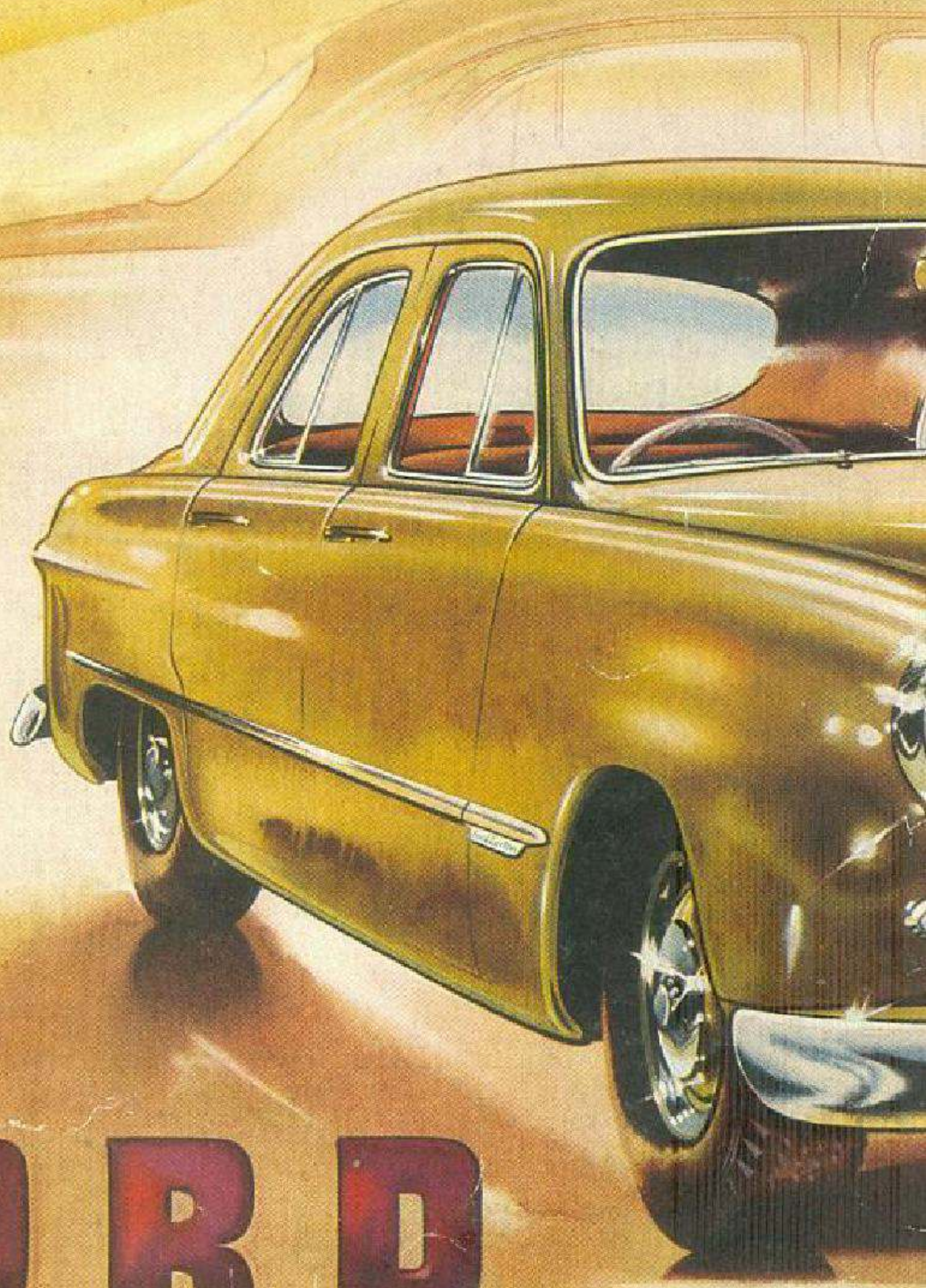


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# RetroCarPark



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

Above: We snapped the Ford truck close to home. Its been for sale for months.

Below: Pete Sampson found this Falcon wagon in a used car holding yard in Sydney. These cars are highly collectible now, especially Fairmonts with the two-way tailgate and V8 power. Check out the classy venetians and the wind deflector designed to keep dust off the glass, supposedly.





Hosted by the 55-56-57 CHEVROLET CAR CLUB of VICTORIA



## CHEVROLET CONVENTION

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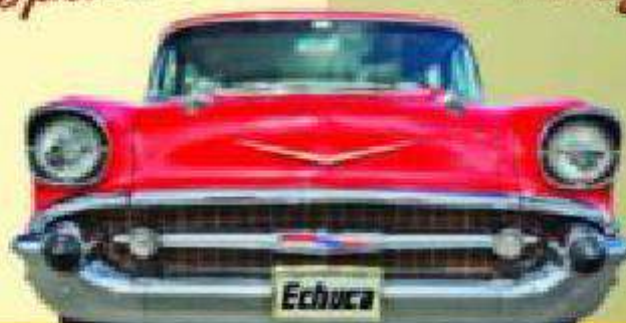
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Ford stylist J Mays interpretation of a 21<sup>st</sup> Century look for the 1949 Ford

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