

collectible & classic

October 2015 #49

# RETROAUTOS



Brass Era Model T

Award Winning  
1971 Monaro

Vauxhall's Fabulous  
1970 SRV Dream Car

1966 AMX  
Concept Car

Ex-King's  
Custom Cadillac





**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 Princ** - 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.





# GRAND BMW SHOW

***Rushcutters Bay Park - Sunday 11th October***

***All BMWs invited to attend***

Hosted by BMW Drivers Club  
& BMW Touring Club NSW

Historical line up of all 3 series BMWs

Online registration essential to display your BMW

This Event to support Variety – \$10 cars/\$5 motorcycles



40 YEARS OF BMW 3 SERIES



This event is to support  
Variety the  
Children's Charity

**Register: [www.bmweventnsw.com.au](http://www.bmweventnsw.com.au)**



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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

Colin Parry's  
1911 Model  
T Ford

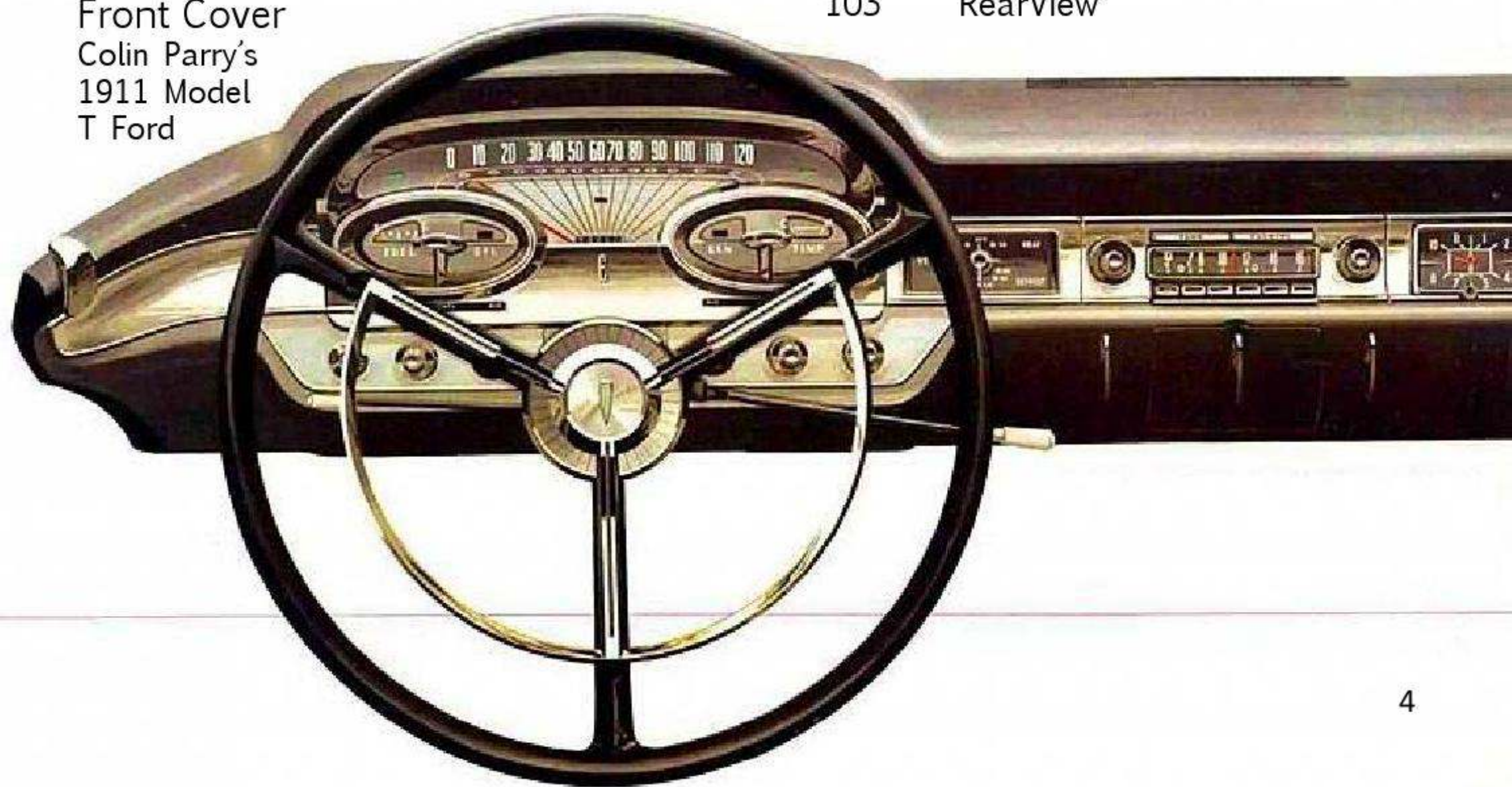
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## New NSW Regulations for Historic Plated Vehicles

From October 1<sup>st</sup> historic-plated motorcycles and cars under 3.5 tonnes will be allocated 60 days of general use each year outside of club meetings.

To qualify for the two year trial the vehicles must be at least 30 years old, meet the safety requirements of full registration and be affiliated to a participating historic club.

This brings NSW finally into line with other states.

NSW Transport Minister Duncan Gay admitted it had taken *three years* to work out the details.

Congratulations must go to all of those car club members and committees who kept the pressure on the government and negotiated their way through the convoluted bureaucracy.

## This Edition

In this edition of the magazine we talk to Colin Parry about his brass-era Model T and at the other end of the spectrum, Kain Cosmas shows us his immaculate 1971 Monaro GTS.

A rare American Motors AMX concept car is up for sale and we have the story of how it was built.

In 1970 Vauxhall unveiled their SRV dream car. And we take a look at it.

Then there's the 1941 Cadillac, custom built especially for the Duke and Duchess of Windsor. It shows what lots of money and knowing the boss of General Motors can get you.

And the November 2015 issue will be our 50<sup>th</sup>. Read what we have in store in RetroNews.

We hope you enjoy this issue of Retroautos.





# RetroNews

## Classic Car Prices: What Next?

There's plenty of debate at the moment about whether the prices of classic cars are heading up, down or sideways?

The current volatility in global share markets combined with fears that China's economy is slowing have naturally made both buyers and sellers of classics a little cautious.

From our perspective we summarise that there are three scenarios being considered by the watchers of global classic car prices.

The first is that price growth has slowed but prices will continue to climb at about 1-2% for the next 12 months. This is the best scenario.

The second scenario is that prices have flattened off, rather than it being a bursting of a price bubble.

The third scenario comes in the form of the bad news bears who suggest we are seeing the start of car prices following the stock markets down, down and down.

The Hagerty's index for September is 71.11, and is down for the fourth straight month. When Hagertys combine this number with other data they conclude that the price flattening scenerio is what is happening.—at the moment.



In what may be another indication of a cooling-off in the classic car world, Barrett-Jackson has made the decision not hold its Reno event again.

A report in the Reno Gazette-Journal newspaper suggests that total sales of vehicles in its recent auction dropped from the previous year.

## Local Implications

Take a look at the chart below. It is the Australian dollar's slide in the past 12 months from near parity with the US dollar to a number with a "7" in front of it. This pushes up the cost/price of imports and when combined with rising unemployment and the slow down of the mining industry means we all have a lot less money to spend on classic cars.





## No More Newcastle Hill Climbs

There'll be no more Mattara Hill Climbs in Newcastle.

This year's event, held in early September, was the last at the iconic Newcastle venue in King Edward Park.

The termination of the historic event is because of Newcastle council's Bathers Way coastal walk project which will reconfigure the park's roads, widen footpaths and generally make the road racing course impossible to navigate.

The hill climb event has been running since 1951.

Back in the day, Newcastle had its own Speedweek, of which the Mattara hill climb was a centre piece.

Thousands watched from the grassy slopes of the Park, which was a natural amphitheatre.

But the eradication of the four local speedways and other motorsport venues, combined with local government authorities who have actively discouraged car racing, mean the city and Hunter region now have no major motor sport events on their entertainment calendars.



## Founder of the UK National Motor Museum Dies

Lord Montagu, who founded the National Motor Museum near his estate in Hampshire, UK, has died aged 88.

Lord Montagu was one of the leading authorities on veteran and vintage cars and founded the National Motor Museum on his New Forest Estate in 1952 with one car, pictured below.



## New Classic Car Show on SBS TV

SBS are broadcasting a UK produced Classic Car Show with hosts Jodie Kidd, Quentin Willson (one of the early Top Gear hosts) Chris Routlege (of Coys auctioneers) and Alex Riley.

The first series went to air in the UK earlier this year. See more at: [www.classiccarshow.com](http://www.classiccarshow.com)





## Opel CEO buys Classic Car

Opel CEO Karl-Thomas Neumann (pictured at left) has recently acquired the last Diplomat A V8 Coupé ever made. The rare model is powered by the 5.4-litre Chevrolet V8 engine and is part of an exclusive series consisting of only 347 units built by Karmann from 1964 until 1967.

The sedan version of the Diplomat was styled by Leo Pruneau in March 1962 (see inset photo below), prior to him penning the HD Holden. If you ever wanted to know what a HD/HR coupe would have looked like, then the Opel Diplomat is as close as you will ever come.

Neumann was previously with VW and has been given the task of turning around the money losing Opel and Vauxhall companies.





# Annual BMW Car Show

*Sunday 11th October 2015*

BMW Drivers Club  
New South Wales



Our Annual BMW Car Show in 2015 is at the very prestigious Rushcutters Bay Park on Sunday 11th October. This year BMW is celebrating the 40th anniversary of the 3 series and the release of the 7th car in that series. We will be assisting this celebration with our stunning full range of the very best 3 series cars as well as all the BMW Models.

The motorcycles from the BMW Touring Club NSW will be joining us at this spectacular Grand BMW Show.



In October there is also the Australian MotoGP at Phillip Island on the 18th October and Motorclassica at the Royal Exhibition Building in Melbourne 23rd to 25th October plus BMW Clubs International Council, BCIC, annual conference in Melbourne 16th to 21st October.

After the BMW Car and Motorcycle Show we will be driving to Melbourne on a Mountains and Coastal tourist Drive. Motorcycles from the BMW Touring Club will be taking their own ride called the **Zündschlüssel Run** to Melbourne at the same time via their own route. Cars and Motorcycles will stop each night at the same location arriving at the Royal Exhibition Building in Melbourne on Friday 16th October for a reception. This then gives us the time to attend the MotoGP, visit Motorclassica and tour Victoria before heading home.

Many BMW Clubs International Conference participants from BMW Classic Munich and Delegates from BMW Clubs around the world will be joining us for the BMW Show and travelling with us to Melbourne.

Reserve these dates, get your BMW prepared for the show and possibly event the Melbourne holiday. This is your opportunity to give that BMW a show and a run and for you to be able to enjoy a tour to Melbourne, the Australian MotoGP and/or a tour of Victoria and Motorclassica. All the information is on the event website with newsletter subscription and accommodation.

Entry to these events is only via Registration on the Event Website.

Website : [www.bmweventnsw.com.au](http://www.bmweventnsw.com.au)



## Next Month in Retroautos

November 2015 is our 50<sup>th</sup> edition, so we are planning a BIG issue.

The LH Torana was one of Holden's best locally produced and styled cars. Retired boss of Holden styling, Leo Pruneau, talks to us about designing the car and we have found previously unseen photos of the American version of what GM in Detroit wanted the LH Torana to look like. Will you be able to spot the differences?

The Eureka sports car celebrated its 40<sup>th</sup> anniversary last year and we have spoken to a number of owners of this unique and distinctive Australian built automobile.

The 3<sup>rd</sup> generation Chevrolet Comaro and Pontiac Firebird are drop-dead beautiful classics. We have looked through the GM's archives and will bring you the many design ideas that were developed before the final shape was decided.

Dorts are rare cars in Australia and Wayne Cooper shares his 1923 six cylinder Tourer with us. At the same time we dive back into history and discover how the owner of the Dort company, Josiah Dort was instrumental in establishing General Motors.

Remember when automatic transmissions had wondrous names that promised a new world of driving pleasure? Names like PowerGlide, Flash-O-Matic, Cruise-O-Matic, TorqueFlite and TurboGlide, not the unimaginative letters and numbers of today. Cruise down memory lane with us, put the gear selector in "D" and enjoy the ride.

Plus, there's RetroRacing, RetroAds and our popular auction previews. November 2015 will be A BIG issue !

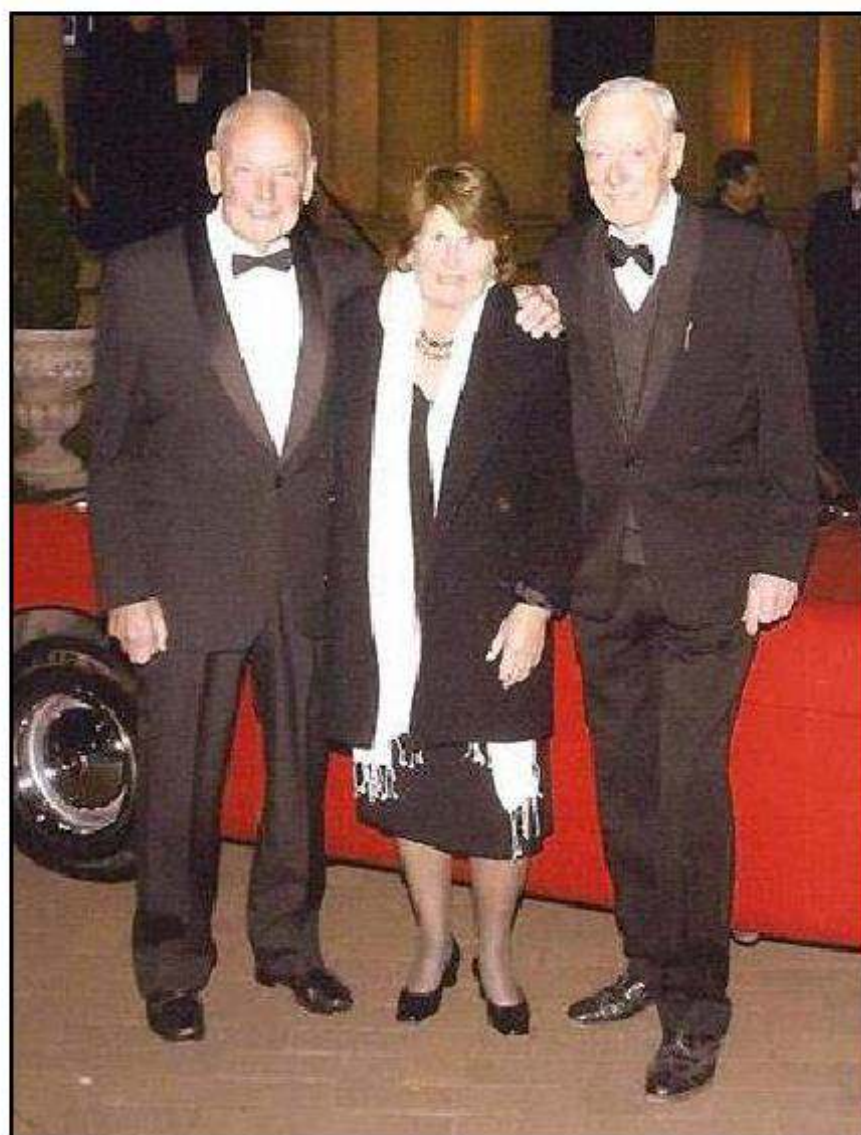
## Bill Buckle Honoured

Bill Buckle was the guest of honour at the Royal Automobile Club of Australia (RACA) Annual Motoring Dinner in recognition of Bill's extraordinary contribution to Australian motoring as an innovator and entrepreneur.

The dinner celebrated Bill's career in motor sport, as the designer and constructor of the Buckle Sports, as well as the locally built Goggomobil Sedan, Coupe and Dart roadster together with his other business achievements.

With Bill was another special guest, Ron Tauranac AO who assisted Bill with the engineering design of the Buckle Coupe.

Also present at the dinner was international motoring celebrity, Irv Gordon who is recorded in the Guinness Book of World Records for driving over 3 million miles in a non-commercial car, a 1966 Volvo P1800. Irv was visiting Sydney as a guest of the Volvo Biennial National Rally.



Right: Bill and Alvia Buckle at the RACA Motoring Dinner with Ron Tauranac AO





## 3 Million Mile Classic Volvo

Racking up statistics that would be the envy of most frequent flyer program members, Irv Gordon has become the first - and likely the last - individual to accumulate 3 million miles behind the wheel of the same car.

Gordon, pictured above, a 75-year old ex-science teacher from New York set the new distance benchmark in his 1966 Volvo P1800 that he purchased new. And according to Gordon, he's continuing to rack up the miles.

## 2015 Motorclassica

Motorclassica, returns to Melbourne's Royal Exhibition Building from 23rd-25th October.

BMW plans to celebrate 40 years of its 3-series with a special display. And Citroen will do the same for the 60th anniversary of the DS.

Along with 150 cars and motorcycles on display, many of them competing in the Australian Concours d'Elegance, a further 400 vehicles will feature over the Motorclassica weekend in the adjacent 'Club Sandwich' car club displays outside.

And there's the obligatory car auction. [www.motorclassica.com.au](http://www.motorclassica.com.au)

## Bankrupt Bertone's Big Sale

Bertone was once a name revered in the car styling and small run production world. Now it's bankrupt and the last vestiges of the company can be bought in an on-line auction from Italian authorities on 28<sup>th</sup> September.

Up for sale is the Bertone museum collection of 79 concept cars and assorted memorabilia.

But wait, there's more! You can also buy the Bertone trademark and name.

The current bid on the car collection is \$A2.6 million and the Bertone name is attracting bids around \$A5 million.

But all is not as simple as it seems. The collection can't leave Italy, as it is heritage listed by the Italian Government, and has to be bought in one lot, not sold individually.

In 2014 Road and Track magazine published the definitive account of the fall of the house of Bertone. It is well worth the read.

Bertone's Jaguar concept of 2011. Unfortunately for Bertone the world had moved on and backward looking cars were not what Jaguar wanted in the 21<sup>st</sup> Century. Anyway, in 2011 Bertone was technically broke.





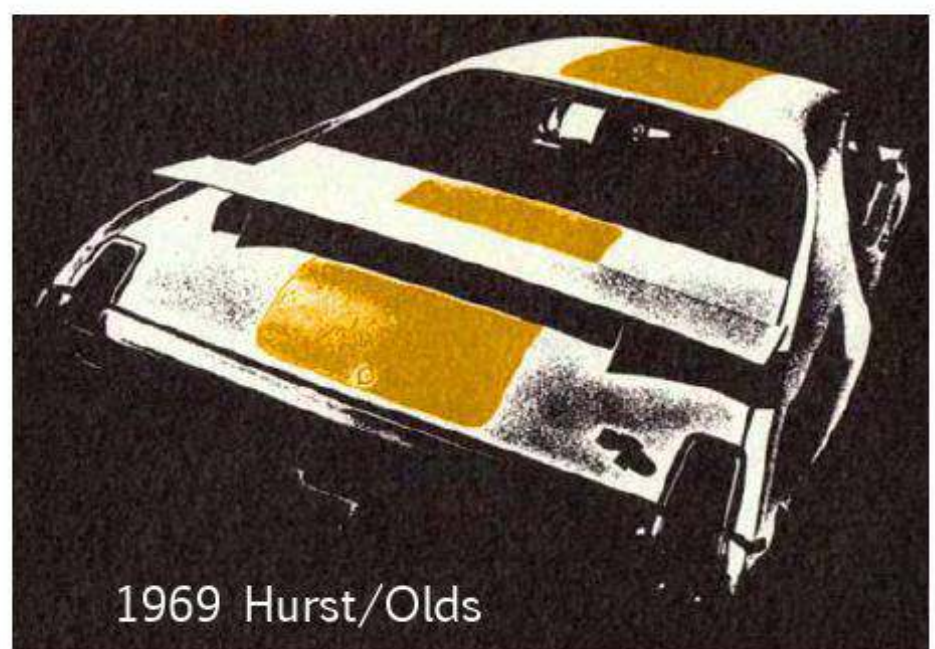


## BMW 3 Series 40<sup>th</sup> Anniversary Small Package Prestige

It may be hard to believe, but the BMW 3 Series has been around for 40 years. The first generation hit the streets in May 1975.

Since then, BMW's small sports sedan has become an industry benchmark. As the baby boomers became more affluent in the late 1970s it was to the BMW 3 Series that they flocked in order to express their wealth and success. And they passed that ethos onto their children.

In the USA and Australia the 3 Series pushed aside Buick, Cadillac, Chrysler, Thunderbird, Lincoln, Statesman, Fairlane, Calais and Fairmont as the preferred and aspirational brand destination for generations of car buyers.



1969 Hurst/Olds

## Hurst Olds Creator Dies

Jack "Doc" Watson, the co-creator of the legendary Hurst Oldsmobiles, died in August aged 75.

'Doc' worked for GM on the Super Duty performance packages and then at Hurst where he and George Hurst created the 455 cubic inch V8 Hurst Oldsmobile muscle cars.





# MOTORVATION



CUSTOM  
PAINT & PANEL



Give Away's  
Face Painting  
BBQ and Drinks  
Onsite Photographer  
Rock and Roll Band "Gotcha"

## *2nd Annual* Show and Shine

Sunday 25th October 2015, 12 - 3 pm  
1 Burgess Rd Bayswater North

Whether we've worked on your vehicle or fully restored your pride and joy,  
bring it down to the shop and show it off!

From your classic Aussie and American Muscle to your Commodores and Falcons.

**ALL SPECTATORS AND CARS WELCOME**

Any queries contact Jade 0419029762



# Retro Auctions

Image: David McNeese ©2015 Courtesy of RM Sotheby's









RM Sotheby's continue to outshine all others when it comes to assisting the media with stunning images of what they have to offer.

These crystal clear photos of the 1957 Cadillac Biarritz they will hammer in Hershey on October 8<sup>th</sup> and 9<sup>th</sup> vividly demonstrates the passion this company has for customer service.

By the way, the Cadillac is a “no reserve” car.

Thanks to [www.rmsothebys.com](http://www.rmsothebys.com) for the photos.



















## Richard Roy Collection On Offer

RM Sothebys will present Mr. Roy's collection of 25 Early American and Classic Era cars at its upcoming Hershey sale on 8<sup>th</sup> and 9<sup>th</sup> October.

The collection focuses extensively on vehicles with local Sussex County, NJ or regional Pennsylvania ties, along with cars of particular originality or peculiarity.

Mr. Roy purchased his first car in 1949 at the age of 17. It is a 1929 Chrysler Series 75 Roadster.

It remains part of the collection and is included in the offering (Est. \$A65,000 - \$A85,000). It is pictured above.

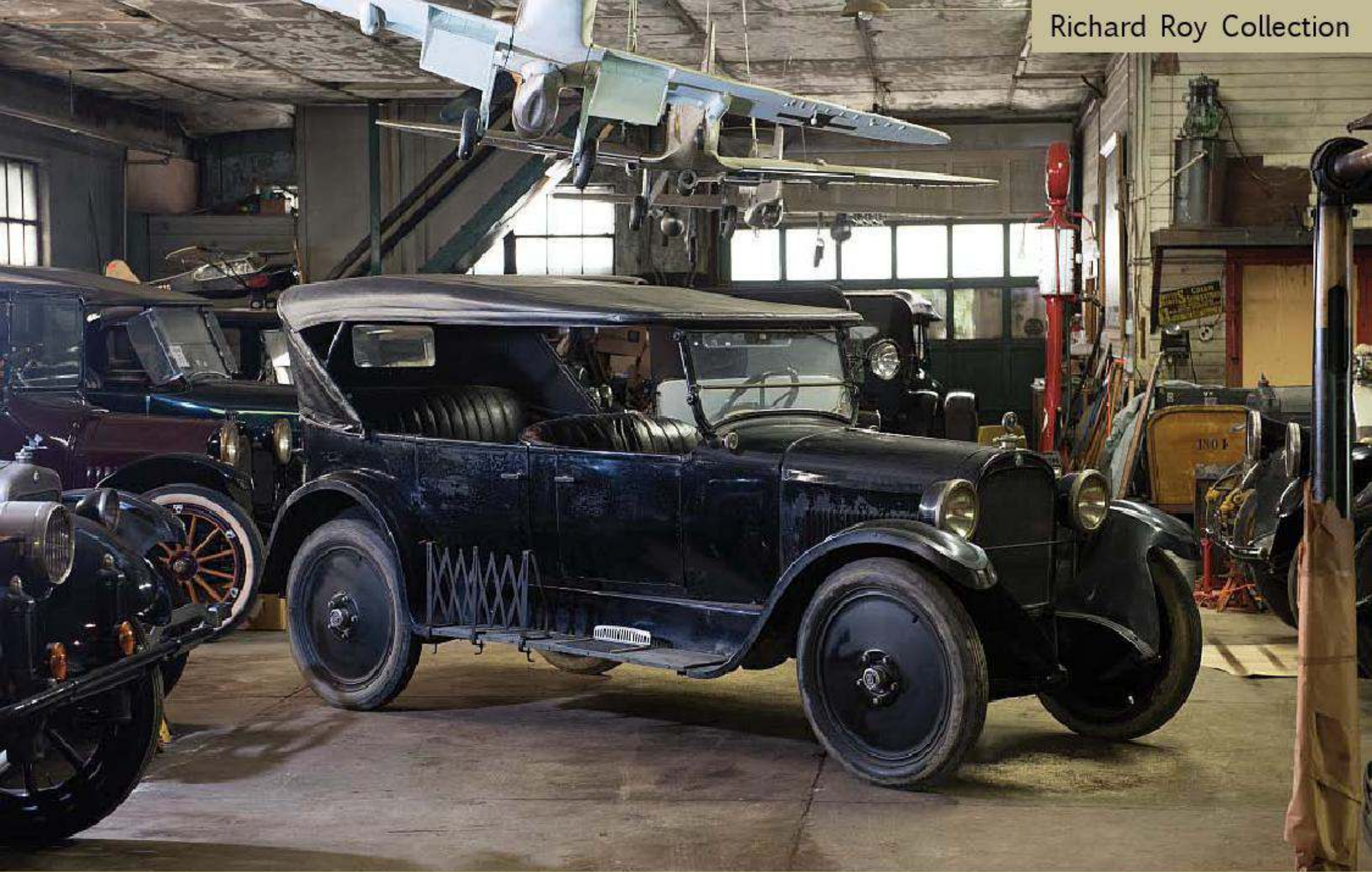
The collection is offered with no reserve.



Above: The 1929 Chrysler  
Below: 1941 Buick Super Sport







Above: 1924 Dodge Bros Touring Sedan  
Below: 1926 Model T Ford







Above: 1920 Rouch and Lang Electric Sedan  
Below: 1929 Roosevelt Sedan







Above: 1907 Proctor Runabout  
Below: 1916 Republic Beer Truck







Bonhams have The Frederiksen Collection on offer at Lyngsbækgaard Manor, in Mols Bjerger national park, Denmark, on 26 September. Spanning the best of British, European and American motoring, the collection features 13 Rolls-Royce, three Mercedes-Benz, three Cadillac's and two Bentleys, in addition to offerings

from Lagonda, Duesenberg, Jaguar, Horch, Chrysler, Renault, Citroën, Isotta Fraschini, Ahrens-Fox, Lincoln, Stutz, Packard, Auburn, Pierce Arrow and Alvis.

A selection of the cars is pictured above. The 1934 Packard 12 Roadster is pictured below. Price guide is \$A850,000.





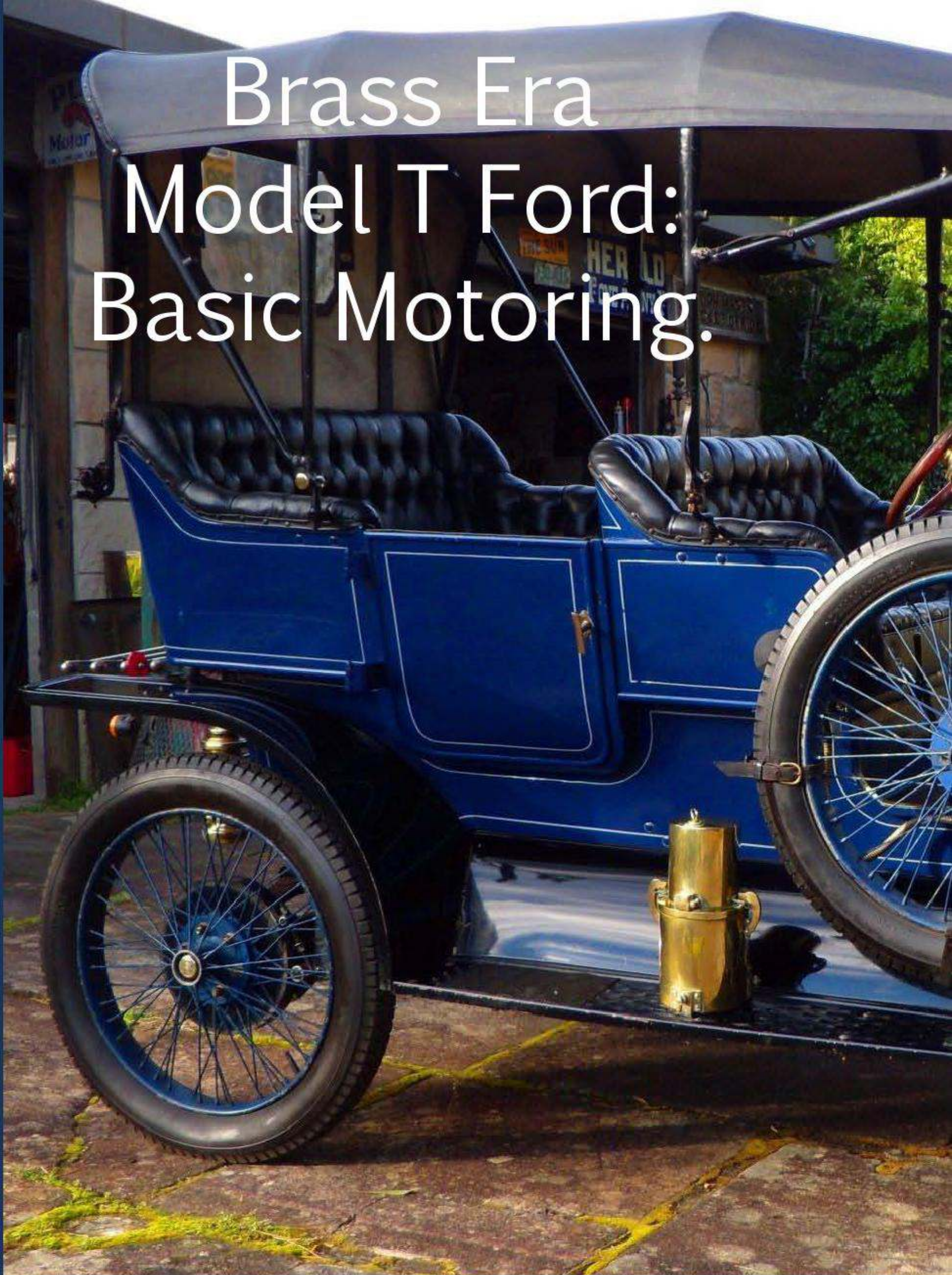


In the UK, South Western Vehicle Auctions will hold their classic car sale at Poole on 30<sup>th</sup> October. Among the bargains is this 1965 Sunbeam Rapier hardtop. With a price estimate of just \$A4,500 this one has the Rootes over-engineered body and frame with late 50s American styling.





# Brass Era Model T Ford: Basic Motoring.



The Brass Era is so named for the prominent brass fittings used on cars for such things as lights and radiators. It is generally considered to cover the period from when cars became recognisable as cars until about 1915.













Colin ready to head out onto the road.

Everyone loves the Ford Model T. Put one next to any other classic automobile at a car show and the simple, robust Model T always wins most of the admirers.

Colin Parry's 1911 Model T Ford is no different. The lifelong Gosford resident and his canvas roofed "touring" car are constantly in demand for car shows, displays, parades and as transport for the diggers on Anzac Day.

"I bought the car 30 years ago. I saw it at a local Ford dealership when it was part of a vintage Ford display. I got talking to the owner and found

out it was for sale. So, I decided to buy it on the spot." Colin told Retroautos recently.

The car was also being sought by a well known West Australian collector who offered more money but because Colin asked first, the seller honoured the deal.

The Ford is on full registration and Colin drives the 104 year old car regularly. "It is ok around suburban roads, but it is a bit too slow for freeways and long distances" Colin says. "I use a trailer if I'm going to a car show that's any distance".





Motoring at its most simple. Ford made more than 15 million of them.





You can see all the road in a Model T.

The car was fully restored when Colin acquired it. He has kept it in top condition ever since through constant servicing and attention to detail.

To prove the point he walks to the front, gives the crank handle a couple of turns and old Henry's four cylinder motor starts instantly. Next thing he is out of his garage and down the driveway in double quick time.

The five seater tourer is not Colin's first Model T. He's owned a rare 1925 truck, which carried advertising for his nursery business. "I had it for about 12 years and then in a moment of weakness I sold it," he tells us.

Colin admits he's bought and sold numerous classic cars over the years, including a 1948 Ford ute, a 1930 Chrysler and two Model A Fords, one a coupe and the other a truck.

Right now there's a left hand drive 1965 Mustang convertible parked next to the old Model T.

Colin's late wife also collected classic cars and owned an MG Magnette sedan and an MGTF, both from 1954.

In addition to cars, Colin is an avid collector of many things mechanical, including lawnmowers, small engines, bicycles and farm equipment. His garage is an "Aladdin's Cave" of historic technology.





Colin's joke about car phones

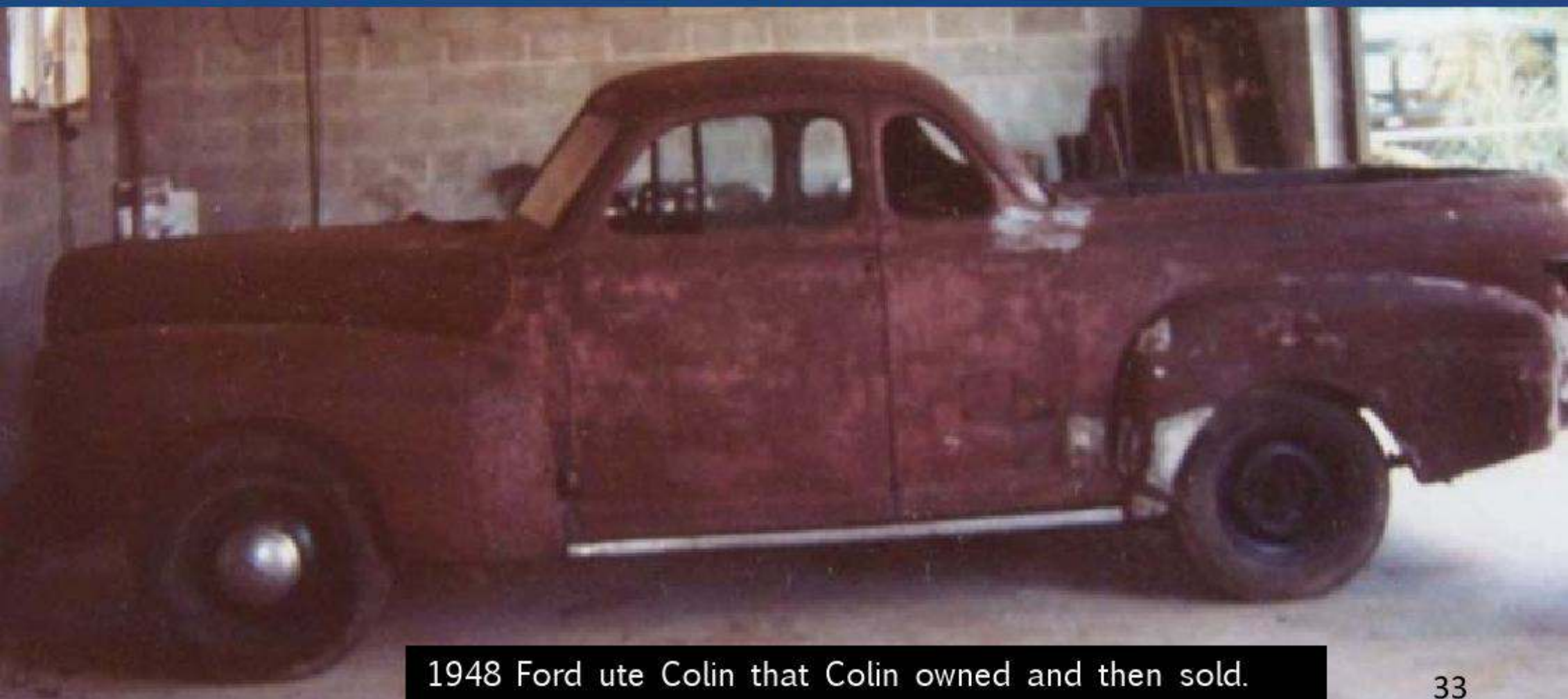




Trusty Model T engine



Speedo gears drove off the front right wheel.



1948 Ford ute Colin that Colin owned and then sold.









Above: Colin's garage is a treasure trove of mechanical wonders including his Mustang convertible and Model T  
Below: The Model T truck Colin regrets selling.

Model A Ford used in Colin's business.



The 1930 Chrysler he once owned.









# Classic AMX Concept For Sale











It is very rare that concept cars survive more than a few years. Most are crushed. The rest end up being given to museums or remain in the hands of the car companies as corporate show pieces.

Very few go into private hands. But this American Motors Corporation AMX Concept car from 1966 is now for sale at Mecum's auction in Chicago on 8-10<sup>th</sup> October.

What's even more amazing is that it was saved from the crusher in 1971 by assembly line worker Domenick Giardine, Jr, who owned it until his death in 2012.

The red fibreglass bodied speedster was one of three (or four, depending on legend) AMXs built in 1965 and 1966 by American Motors Corporation (AMC) as show cars. Apart from the styling, which pointed

to the 1968 AMC Javelin pony car and its shorter sibling, the AMX, the concept cars all featured a "rumble seat".

The first car built, a non-running, fibreglass "pusher" with no interior, caught the public's attention at the 1966 Chicago Auto Show. The fastback design included the rumble seat named the "Rambleseat." Reaction was so enthusiastic that AMC commissioned Italian coachbuilder Vignale to produce an operational car for the New York Auto Show. Vignale delivered a steel-bodied "runner" just in time for the show. This car had a cantilever roof and no front pillars

This running AMX was then combined with three other AMC concept cars, the AMX II; the Cavalier four door sedan; and a two-door hardtop, the Vixen and were sent to auto shows





throughout the USA and were also used by major dealers as showroom draw cards.

These show cars primed the public for the Javelin's and AMX's 1968 introduction. and later, the Hornet.

While all this was going on. AMC executives decided to experiment with fibreglass bodies and contracted with another external company to build a handful of prototype fibreglass bodied AMXs.

What AMC engineers found was that a fibreglass car with an external rumble seat was not a safe mode of transport, especially in a crash. So, the cars went into storage at AMC's proving grounds. In 1971 AMC decided to destroy the fibreglass cars. And here is where luck, chance and self confidence all intersect.

The luck part is that Dom Jiardine's brother, Joe, worked at the proving grounds and told him the cars were about to be scrapped.

Next comes chance. William Luneburg, then president and COO of American Motors, was visiting the production line where Dom was working. According to an interview Dom gave in the Kenosha News in 1975, he had enough self confidence to walk up to Luneberg and ask if he was going to destroy the AMXs. Dom reportedly said "I told him that if he was going to destroy them, why didn't he give one to me instead."

A week later, Domenick was told the car was his for \$50!

Domenick passed away in 2012 and the car is now for sale at Mecum's Chicago auction on 8-10<sup>th</sup> October.





Above and below: Same car, two colour schemes. This is the Vignale-built, steel bodied car. It had a cantilever roof and no front pillars, similar to the 1956 Chrysler Norseman concept car.



DESIGN EXPERIMENT WHICH IS BEING PURSUED TO CHECK VARIOUS DESIGN  
 ELEMENTS AND TO TEST PUBLIC RESPONSE TO THE MANY UNUSUAL FEATURES

A M X



# HQ Monaro

“The most beautiful automobile  
ever styled in Australia.”







The HQ Holden Monaro hardtop coupe is universally acclaimed as the most beautiful automobile ever styled in Australia.

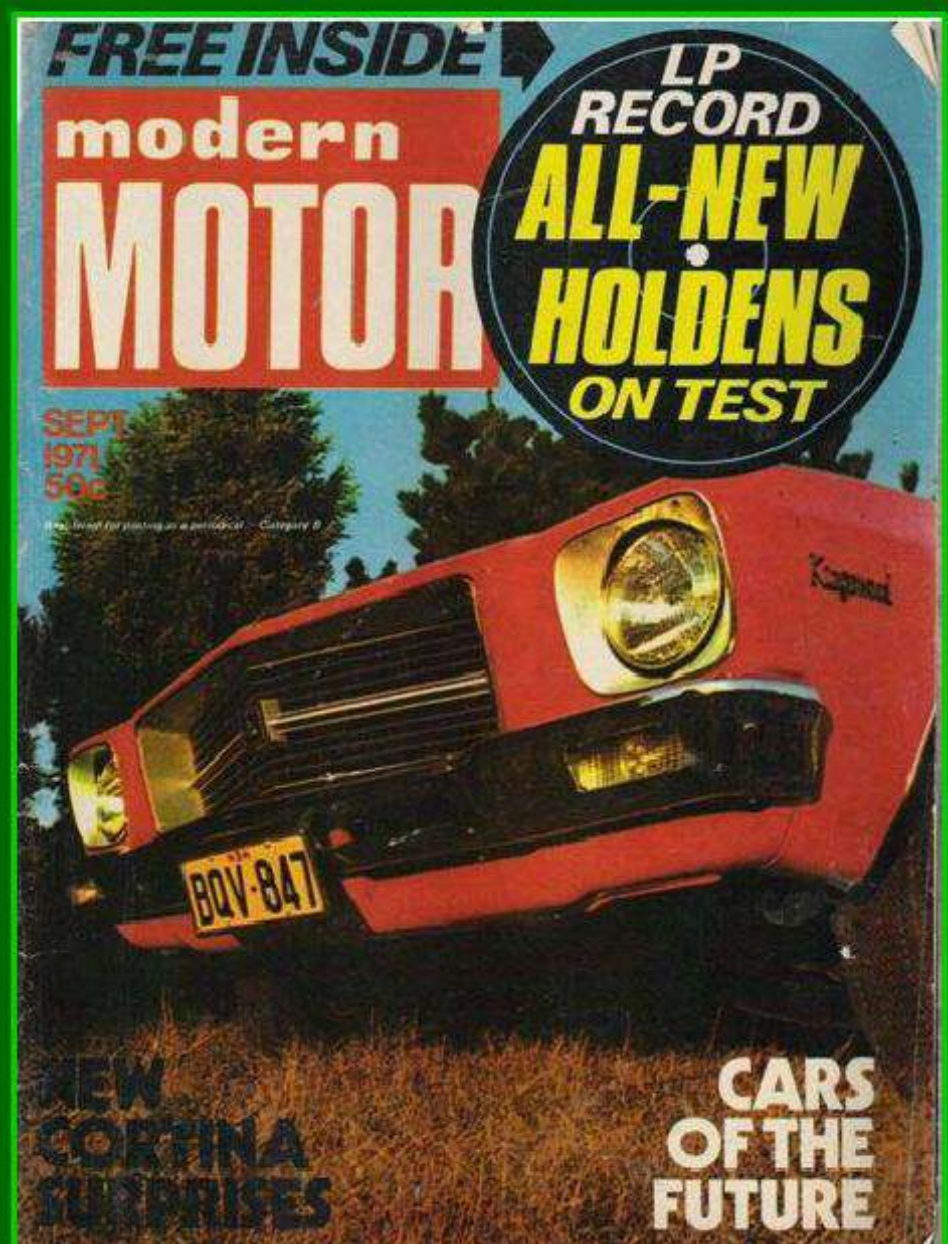
The Monaro is a rolling sculpture.

Its smooth, curvaceous lines, huge compound curve rear window and pillarless construction combined with ultra thin front pillars give it a timeless elegance.

Kain Cosmas saw his first HQ Monaro GTS coupe when he was nine.

“That’s the car I want to have”, he said at the time.

“When I was 22 I decided to get one,” he remembers.



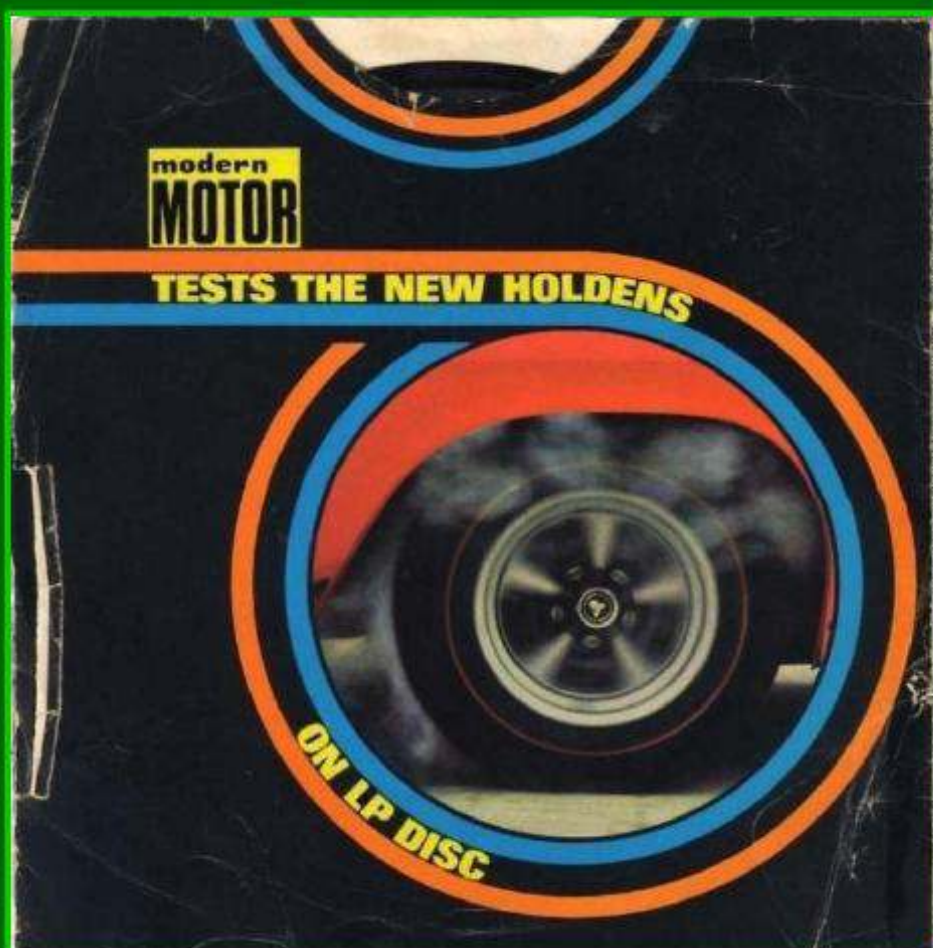




Above: The Monaro after it was taken off the road and restoration was about to begin.  
Below: Kain with the result of his efforts: Peoples' Choice Award at the Gasolene Muscle car show







Above: When the HQ range was released, Modern Motor gave away an LP record with every magazine purchased. One memorable section has the sound of a HQ being thrashed through a corner, tyres screaming in protest.

Kain did not rush into this purchase.

It took him another two years of dedicated sifting through all manner of HQ coupes in various stages of condition, until he found the right car.

“It was a one owner with the small 4.2 litre V8 and a Trimatic transmission”, he says.

Painted in the iconic blackwatch green colour, it also had the rare green hounds tooth upholstery.

Although the Monaro was on the edge of needing some panel restoration work Kain decided to use it as his daily driver for the next two years while he considered what work needed to be done to bring it to top condition.



As the Supervisor and chief panel beater at Motorvation Custom and Panel in Melbourne, Kain had the right skills to bring the Monaro back to as-new condition.

And that's what he decided to do.

"I pulled it apart and did a ground-up restoration," recalls Kain.

"It took me six years on weekends and at night. I did most of the work under the cover of my carport."

The GTS now has the five litre version of the Holden V8.

Kain has upgraded the braking system to four wheel discs in place of the old, smaller front disc and rear drums arrangement.



Above: Kain and his boss at Motivation Custom Panel and Paint Tim Kollosche work on an FJ van  
Below: Houndstooth upholstery up close and personal. So 1970s.







Above and below: The before and after photos show the amount of work Kain did on the car.







Kain repainted the car in blackwatch green to factory specifications and refurbished the hounds tooth interior.

The quality of Kain's restoration work is evident by the number of awards the Monaro has garnered.

"It won the People's Choice at the 2014 Gasolene muscle car extravaganza in Melbourne", says Kain with evident pride.

Despite its award winning status, Kain's Monaro is no trailer queen.

"I like to drive it at least once a week, but only when the sun is shining," he says.

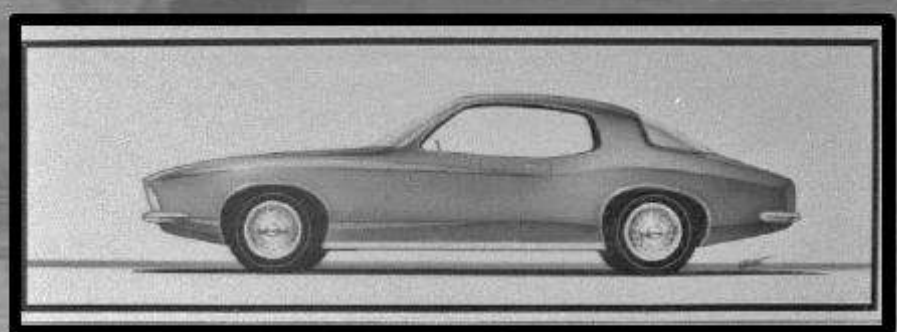
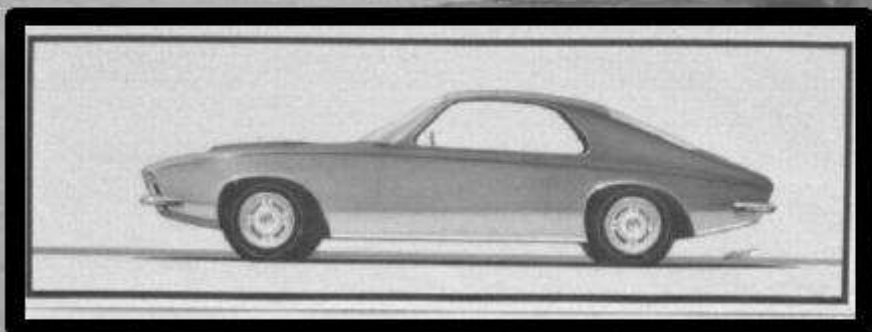
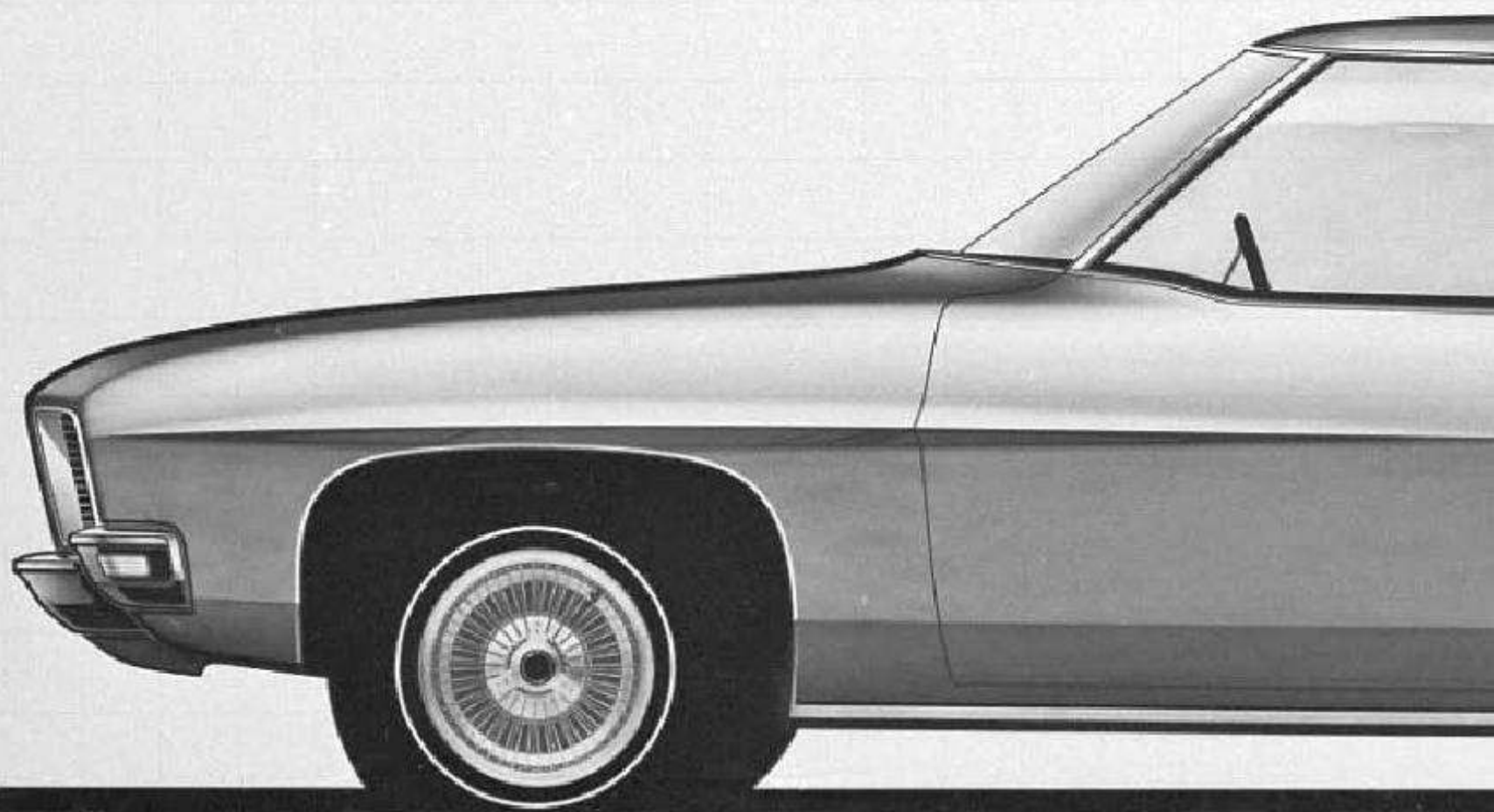








# Design to Driveway





# HQ Monaro Styling

“It is our opinion that the HQ Monaro is GM’s finest design of 1971.”

**HQ MONARO COUPE**



The HQ Monaro styling efforts kicked off in 1968 led by Joe Schemansky, the talented ex-Pontiac designer who came to Australia as Holden’s first design boss.

He was supported by 26 year old American John Schinella and 21 year old local talent Phil Zmood.

Later, Leo Pruneau arrived to take over from Schemansky.

The shape of the HQ range was drawn from past and future GM designs, with a bit of 1950s Mercedes thrown in.

The soft shape and thin front pillars were a reflection of GM’s full size cars for 1971. The tail lights enclosed in the rear bumper came from the 1968 Chevrolet. The “trapped bonnet” and nose cone grille was another GM styling motif





and was first seen here on the 1965 Chevrolet Impala/Bel Air and then appeared on the 1969 LC Torana.

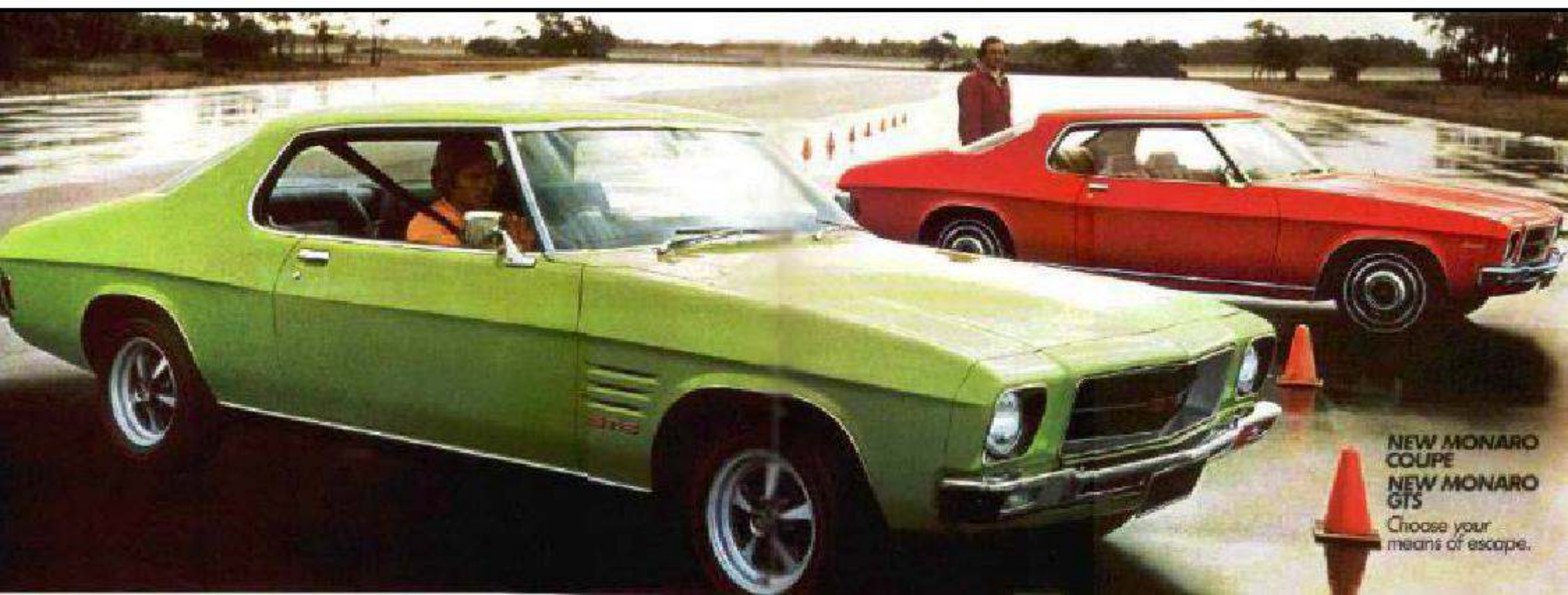
The razor shape “eyebrows” over the wheel arches initially appeared on the 1955 Mercedes 300 SL Gullwing and then used on the 1970 and later years Pontiac Le Mans, Tempest and GTO.

Styling proposals for the HQ Monaro were undertaken in Australia and at GM styling HQ in Detroit.

The pillared coupe and the two small renderings on the previous two pages are from GM’s archive in the USA.

Whilst recognisable as a HQ Holden by the overall design theme, the main drawing is clumsy and forced. Quite simply, it has none of the elegance of the final Phil Zmood inspired design.

It is our opinion that the HQ Monaro was GM’s finest design of 1971. In years to come, these Monaros will become even more collectible than they are now. That collectability will not be because the handling of the HQ, which was woeful, nor the power of the motor, which was just adequate. The reverence will be for the elegance and liveness of the shape.

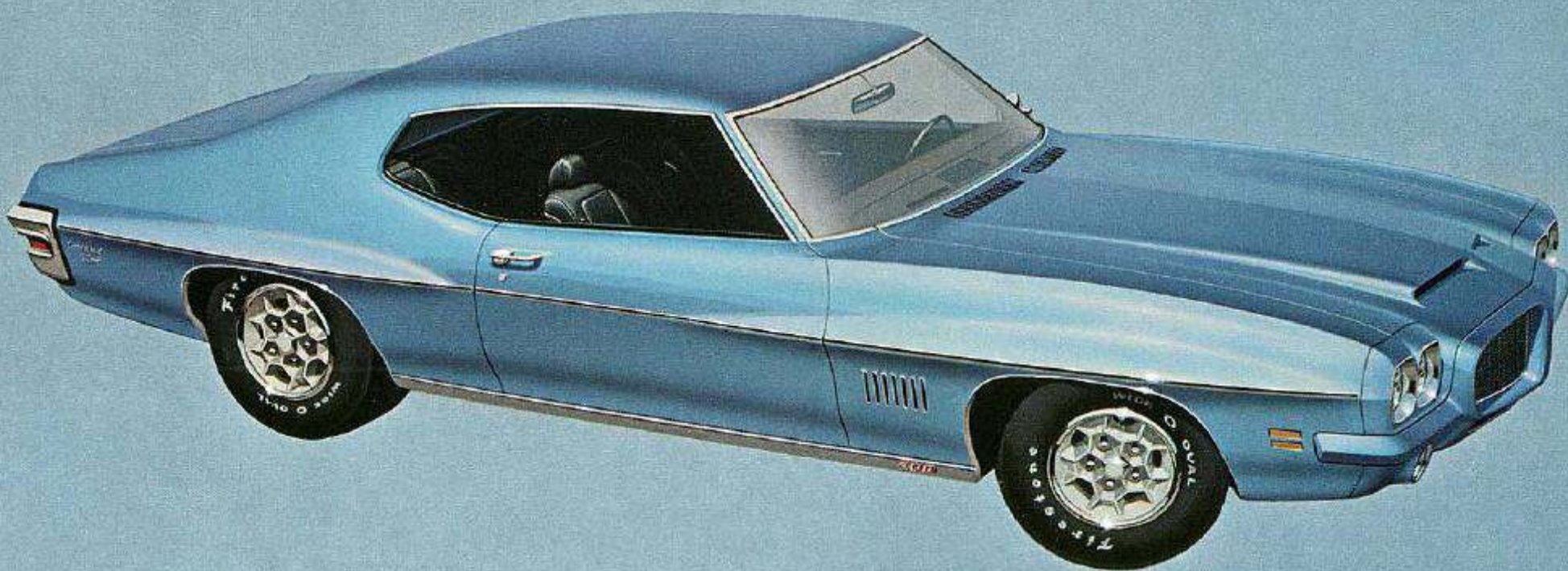


NEW MONARO  
COUPE  
NEW MONARO  
GTS  
Choose your  
means of escape.





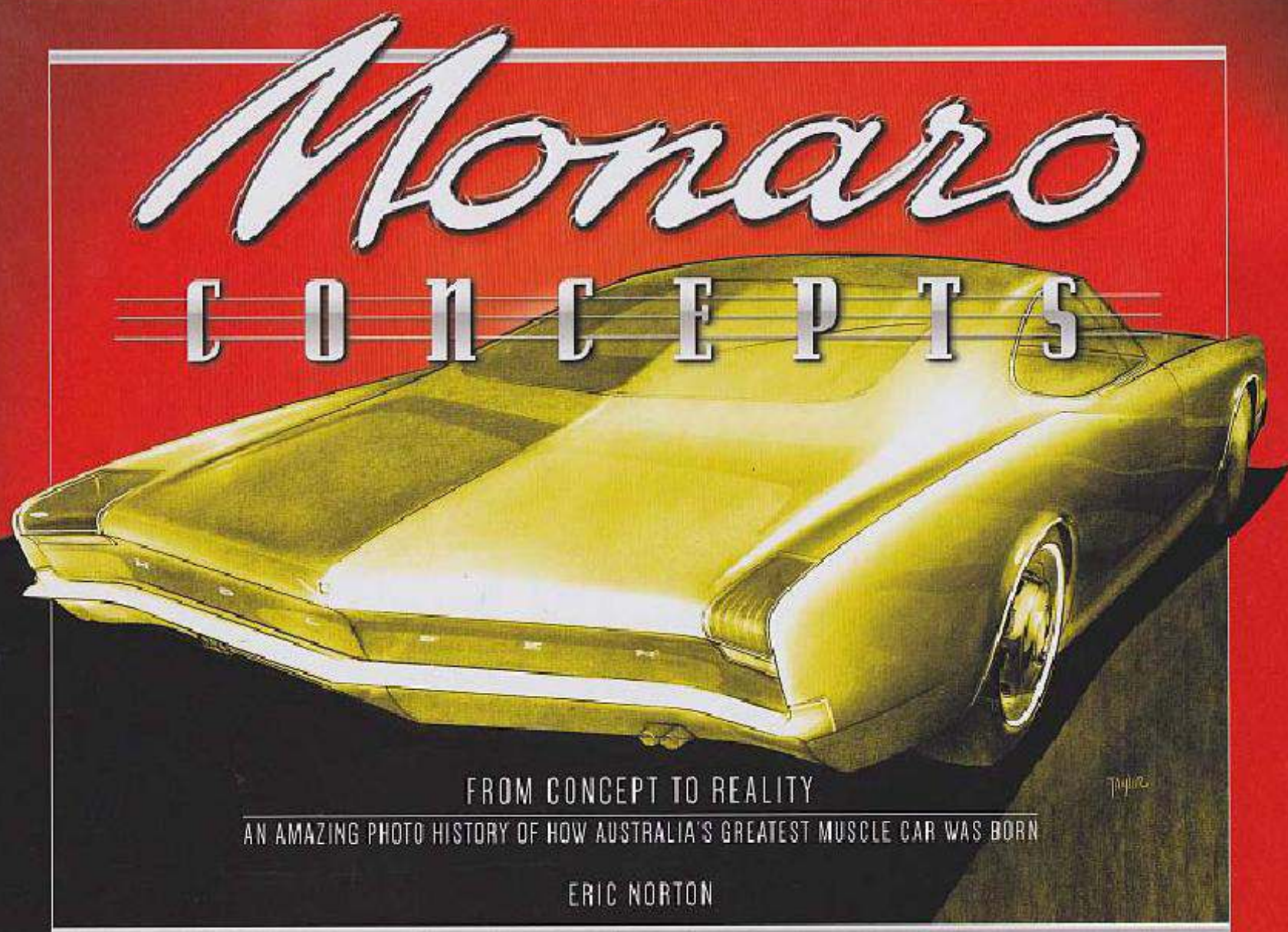




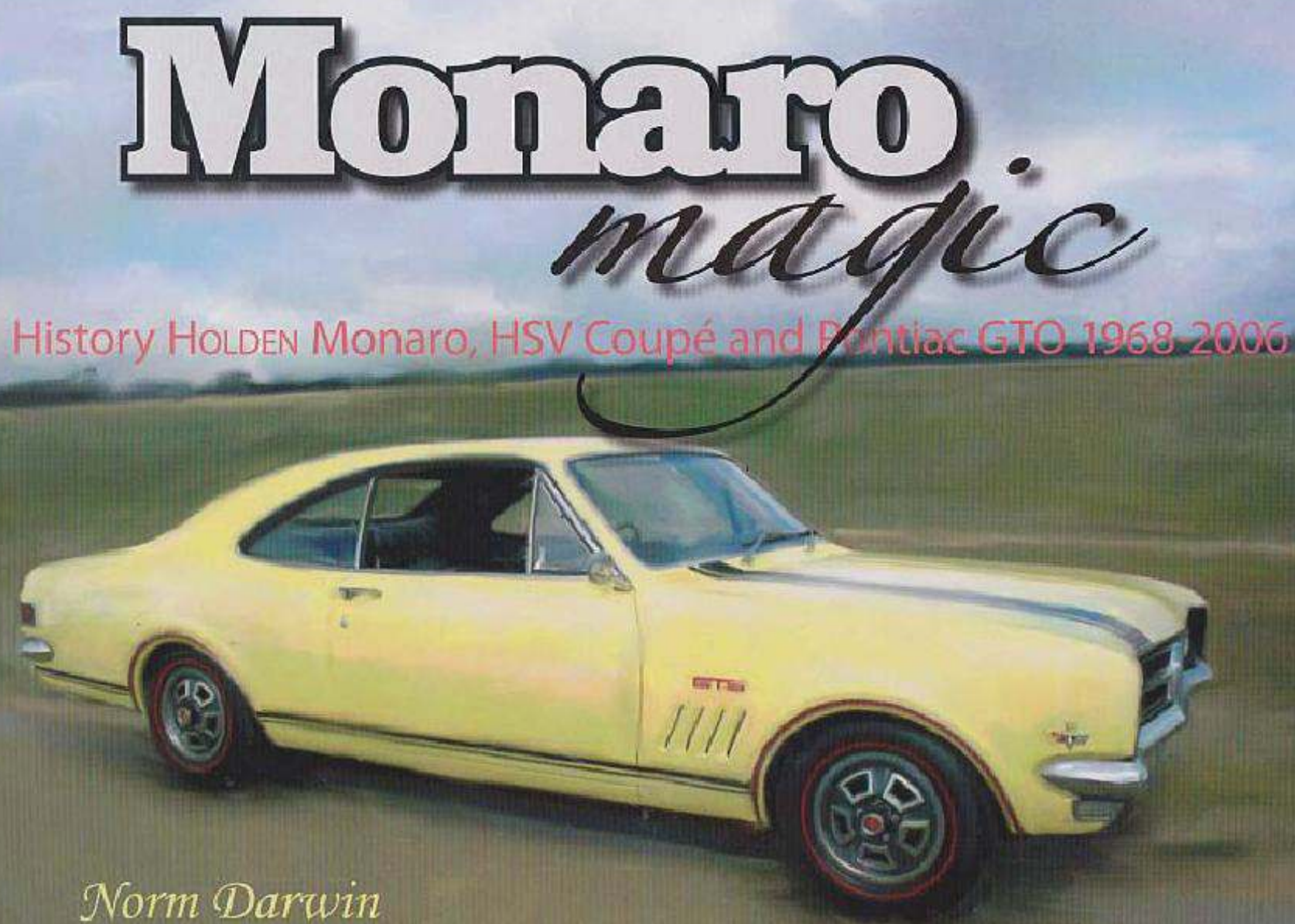
The styling heritage of the HQ is clearly seen by comparison with the Pontiacs, above and below, and the Mercedes 300 SL, right.



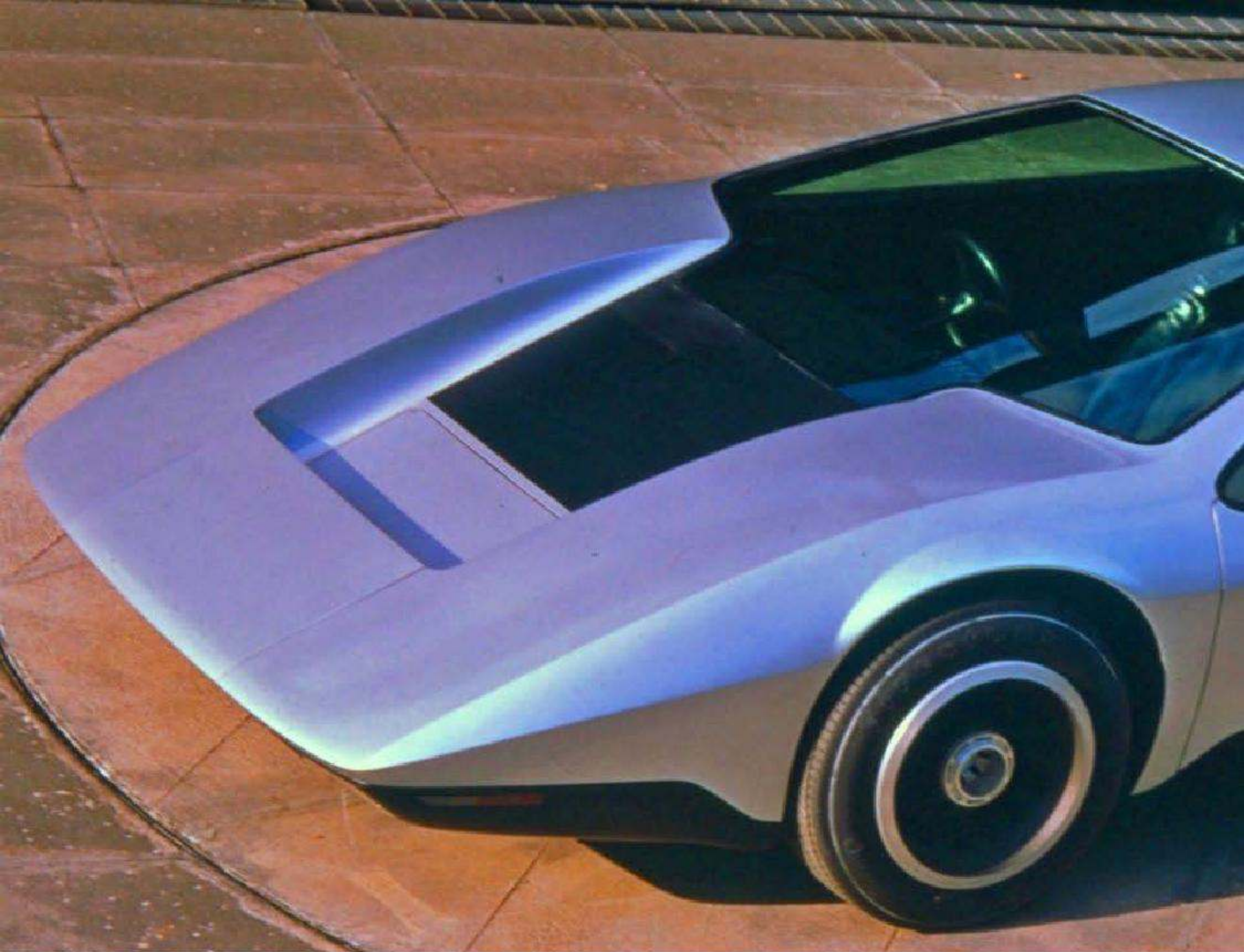




If you wish to learn more about Monaros and their styling heritage, these two publications are the best. Eric Norton's *Monaro Concepts* can be obtained by going to [www.cargoodies.com.au](http://www.cargoodies.com.au). Norm Darwin's *Monaro Magic* can be found at [www.handpub.com.au](http://www.handpub.com.au). Both are must-have books.

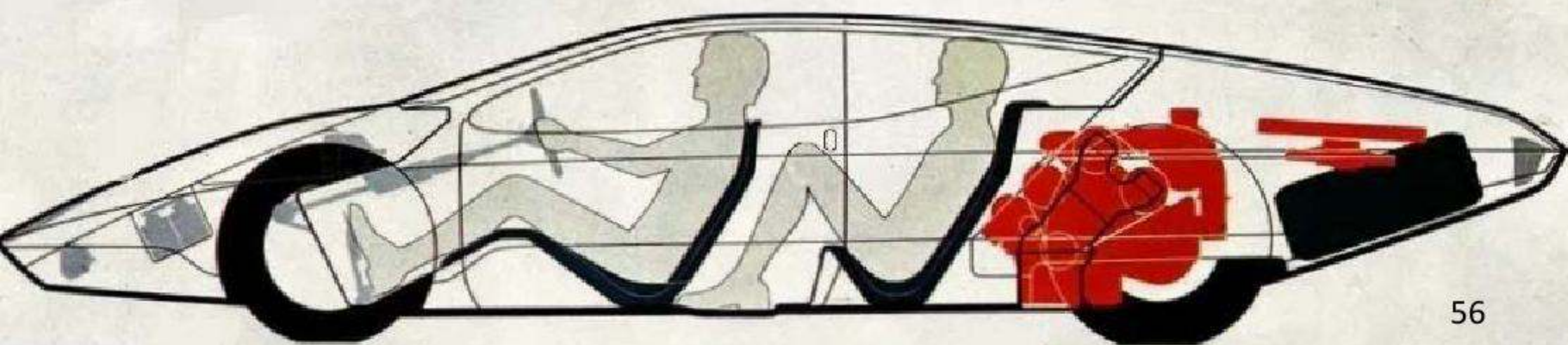






# vauxhall srv

styling research vehicle







We all know about Holden's 1969 dream car, the Hurricane.

What is less known is that at the same time over in the UK, Vauxhall, were building a similar dream car.

When that staid maker of family cars, unveiled their SRV (Styling Research Vehicle) at the London Motor Show in 1970 everyone looked on in disbelief and said gasped "is that really a Vauxhall?!".

It was so futuristic and packed with advanced ideas that it would not look out of place at any of the motor shows around the world in 2015.

The Hurricane and the SRV were similar in that neither was intended for production.

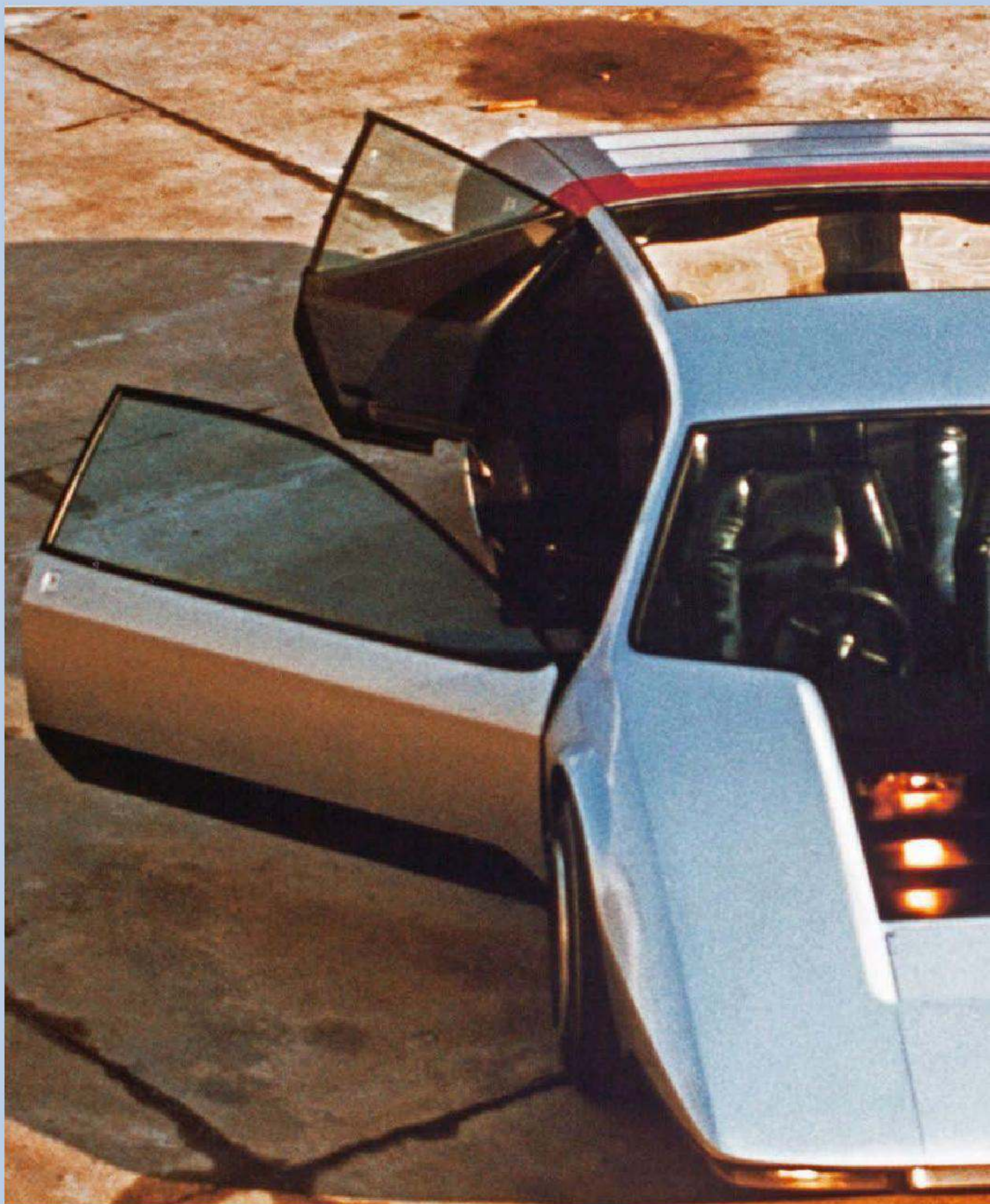
Both cars were designed to raise the image and showcase the engineering and styling prowess of their respective organisations, while providing a platform for researching some unusual design concepts.

The SRV project was led by Wayne Cherry.

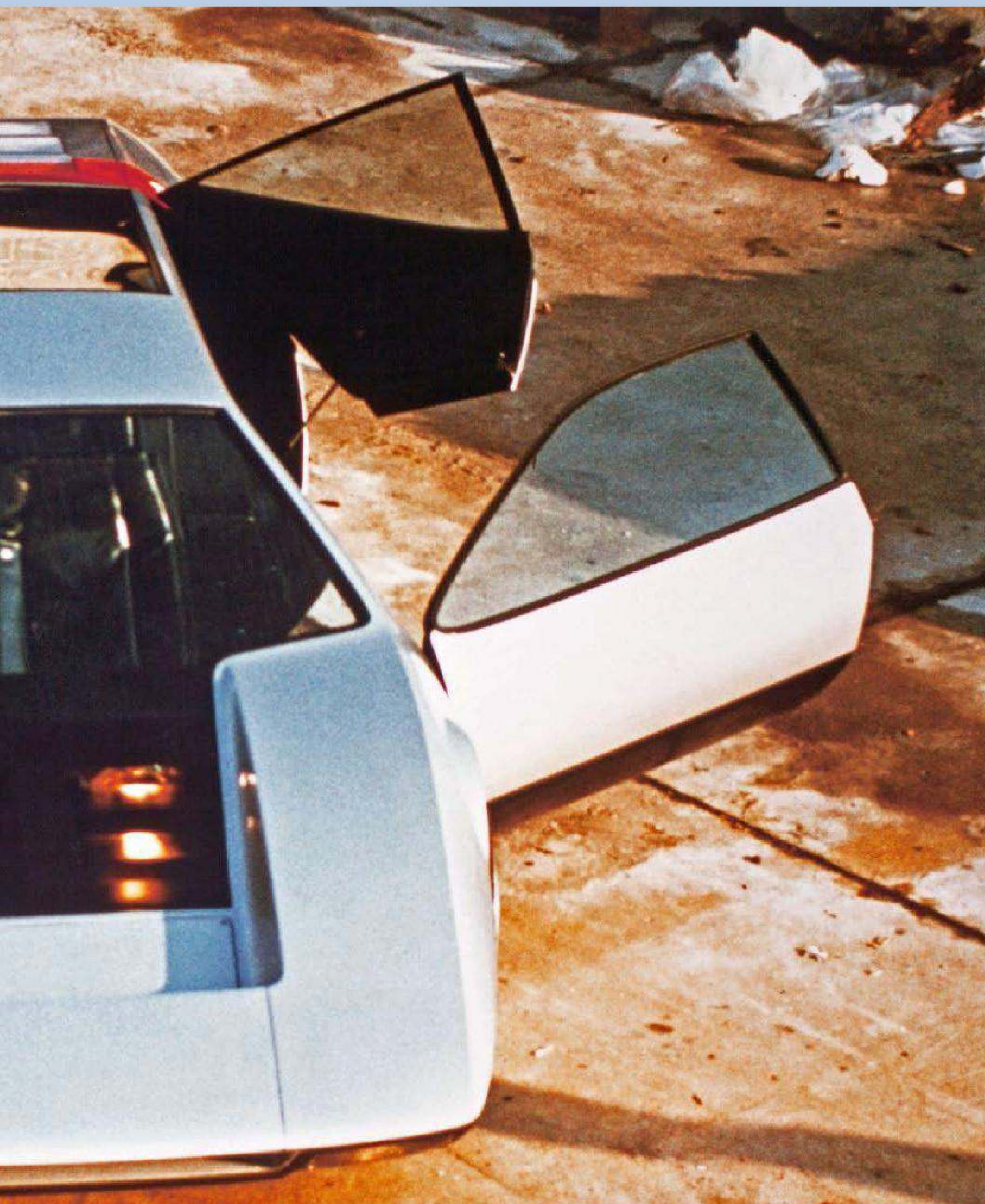
The cab-forward, long tail styling was inspired by the Le Mans racing cars of the time.

Because the dream car was designed

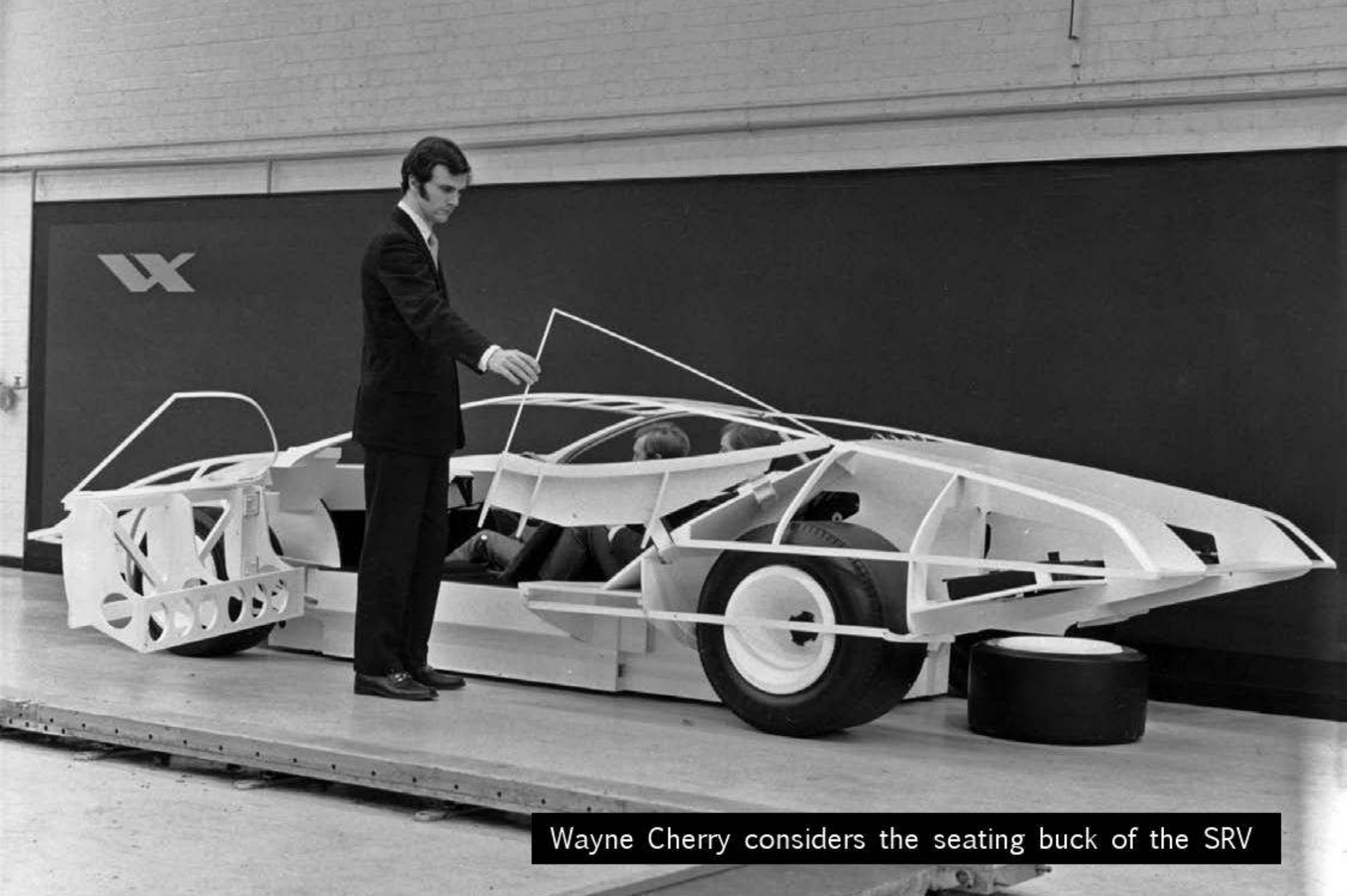












Wayne Cherry considers the seating buck of the SRV

to attract attention, normal styling practicalities went out the window.

The SRV was barely a metre in height, but a massive two metres wide and stretched to 5.1 metres long. The wheel base was the equivalent to a Toyota Camry.

The fibreglass body featured movable panels to aid high speed aerodynamics. The huge front doors gave access for the driver and front passenger while smaller, rear hinged gull-wing rear doors gave access to the back seats.

The exterior featured hinged panels for access to the rear wheels and a huge rear louvered cover for the engine compartment. The engine was a 2.3 litre turbo charged four cylinder unit, bolted in sideways.

The inside of the SRV was easily a match for the futuristic exterior. It featured four individual seats.

The front seats were fixed but control pedals, steering column and front seat rake were all adjustable to suite drivers' individual requirements.

Seats belts were anchored into the roof structure.

A very unusual feature was the dashboard. Because the seats were fixed, the driver's side of the aircraft styled dashboard was mounted on a hinged pod that swivelled out the way when the driver's door was opened.

The SRV still exists and is given regular outings by Vauxhalls Heritage Centre.





Above: The good and the great inspect the SRV in 1975. In the car is Margaret Thatcher, then Leader of the Opposition. Later she would be UK Prime Minister. Standing is Chuck Jordan, then one of GM's senior design executives. Crouching next to Maggie is the newly appointed Vauxhall CEO, the energetic and company turn-around specialist, Bob Price. Jordan rose to become the global boss of GM Design, and Cherry succeeded him in that job. Price died, aged 61, in 1987 after retiring from GM a year earlier.

Below: The unique swing out dashboard.







Wayne Cherry would go on to a stellar career in General Motors, becoming global head of General Motors styling from 1992 to 2004.

GM insiders say it is the SRV which first gained him serious corporate attention.

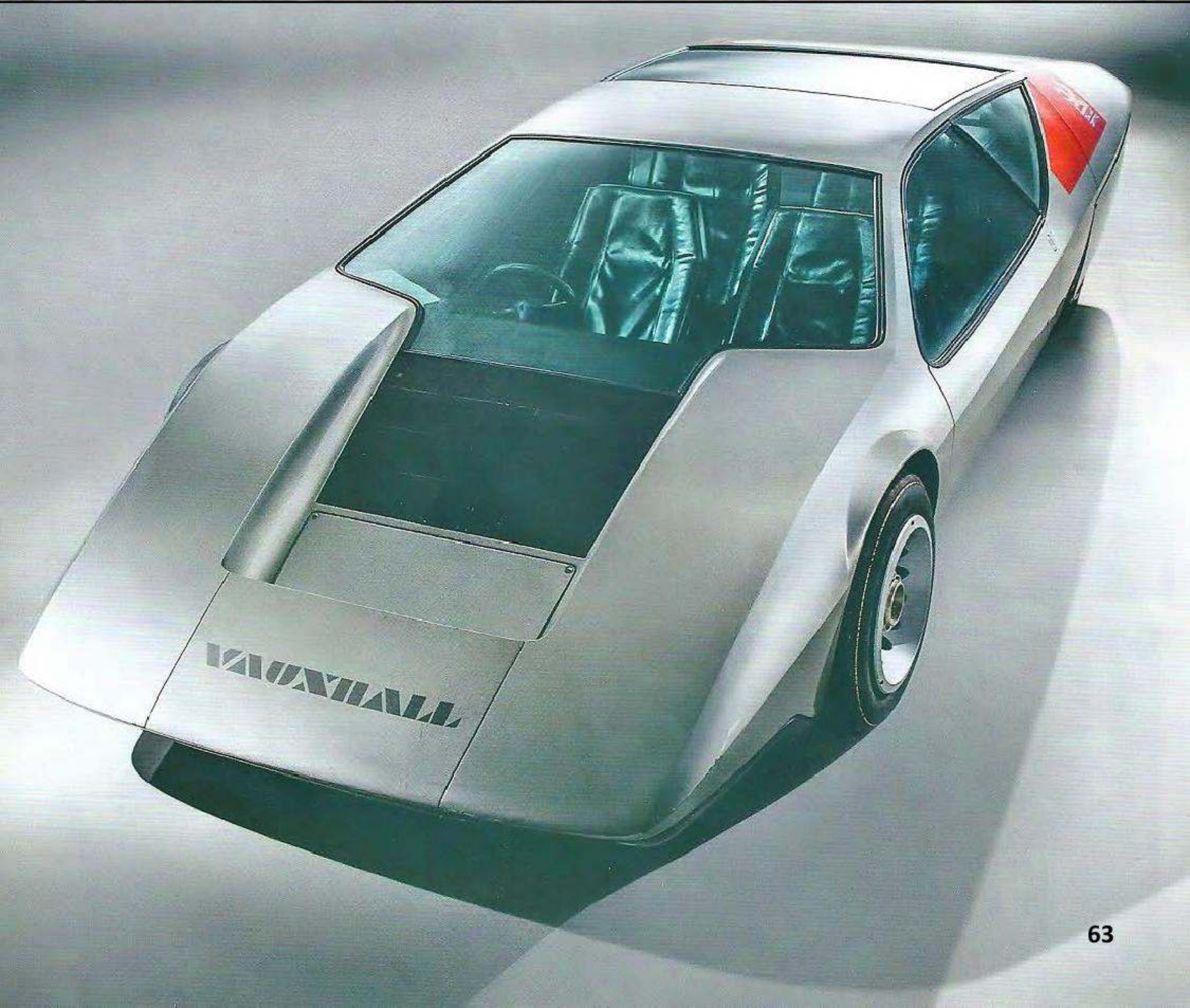
Cherry's design legacy includes Vauxhalls and Opels from the late 1970s through to the early 1990s, which also means all of the Holdens we drive and after he became GM's global styling boss, his influence went into all GM cars.

Cherry is only the 5<sup>th</sup> person to ever sit in the design boss's chair at GM.

More people have walked on the moon than have headed up design at GM.









# Ex-King's





# Custom Cadillac



You might not know this, but the Duke of Windsor, the former King Edward VIII, who abdicated the British throne in 1936 and made a hasty exit overseas so he could marry America socialite Wallis Simpson, was an American car fan.

Once free of the burden of kingship and all those pesky royal functions, the Duke and Duchess began a life of conspicuous freeloading, living in houses loaned to them by “friends” and then flying back to their villa in France when their welcomes were worn out. Oh, and they also owned a penthouse in the Waldorf Astoria Towers in New York.

And they drove a succession of yank tanks, usually provided for free or at “mates rates”.

They had a particular liking for General Motors’ (GM) cars, which was really handy because they were also were good mates with the then Chairman of GM, Alfred Sloan. This ensured they had “all access” pass to specially built cars.

In early 1941, while Britain was being bombed by the Nazis, the Duke and Duchess ordered a Cadillac to use whenever they happened to be in staying in their New York penthouse suite.

Mr Sloan went all out to please his royal chums, and the Cadillac was like no other car of the day.

All of the panels were hand shaped and then assembled by hand. It was the first Cadillac to be equipped with power windows and featured styling that would not appear on mass produced GM cars until the late 1940s. In fact, from the side, it looks very much like an elongated 1954 FJ Holden!

Other rare mechanical features included Hydra-Matic transmission, power radio aerals and power brakes.

The V8 engine was hand built and all parts individually selected and then re-machined for minimum friction.





The Cadillac before restoration.

Inside it was upholstered entirely in rose-colored custom broadcloth. The floors were covered in Wilton wool carpet.

Real walnut inlay was used throughout. Four stainless-steel velvet lined cases carried the Duchess's jewellery.

There were four cigarette lighters and a cigar humidor.

GM charged the Duke a jaw dropping \$14,000 for the limo at a time you could buy a Chevrolet for \$800. Mind you, the Duke and Duchess got a bargain.

The car is reputed to have cost around \$50,000 to build, which is about five million in today's dollars.

The big Caddy was one of the most-photographed cars in America before the Duke traded it in for 1952 Cadillac and a Buick station wagon.

The Buick (pictured below) was sent to Palm Beach, just in case the Duke and Duchess needed it down there.

They later bought a 1955 Chevrolet station wagon as a "runabout". It had custom upholstery and bespoke luggage racks that cosseted the couple's bespoke suitcases.

The '41 Cadillac was sold and resold over the years and ended up in a sorry state until completely restored.

It came up for auction last year with expectations of around one million dollars. No one bought it.

And no one knows what happened to the Buick or Chevrolet wagon.



Left: That's the Duke on the left, with Alfred Sloan in the middle. The guy on the right is Cadillac CEO James Roche. They are sitting in the Le Mans dream car.







Above: The luxury interior of the Cadillac after restoration.

Below: The special 1955 Chevrolet Bel Air wagon built for the Duke and Duchess, photographed at GM's experimental workshop in March 1955. (Image copyright GM Corp 2015).



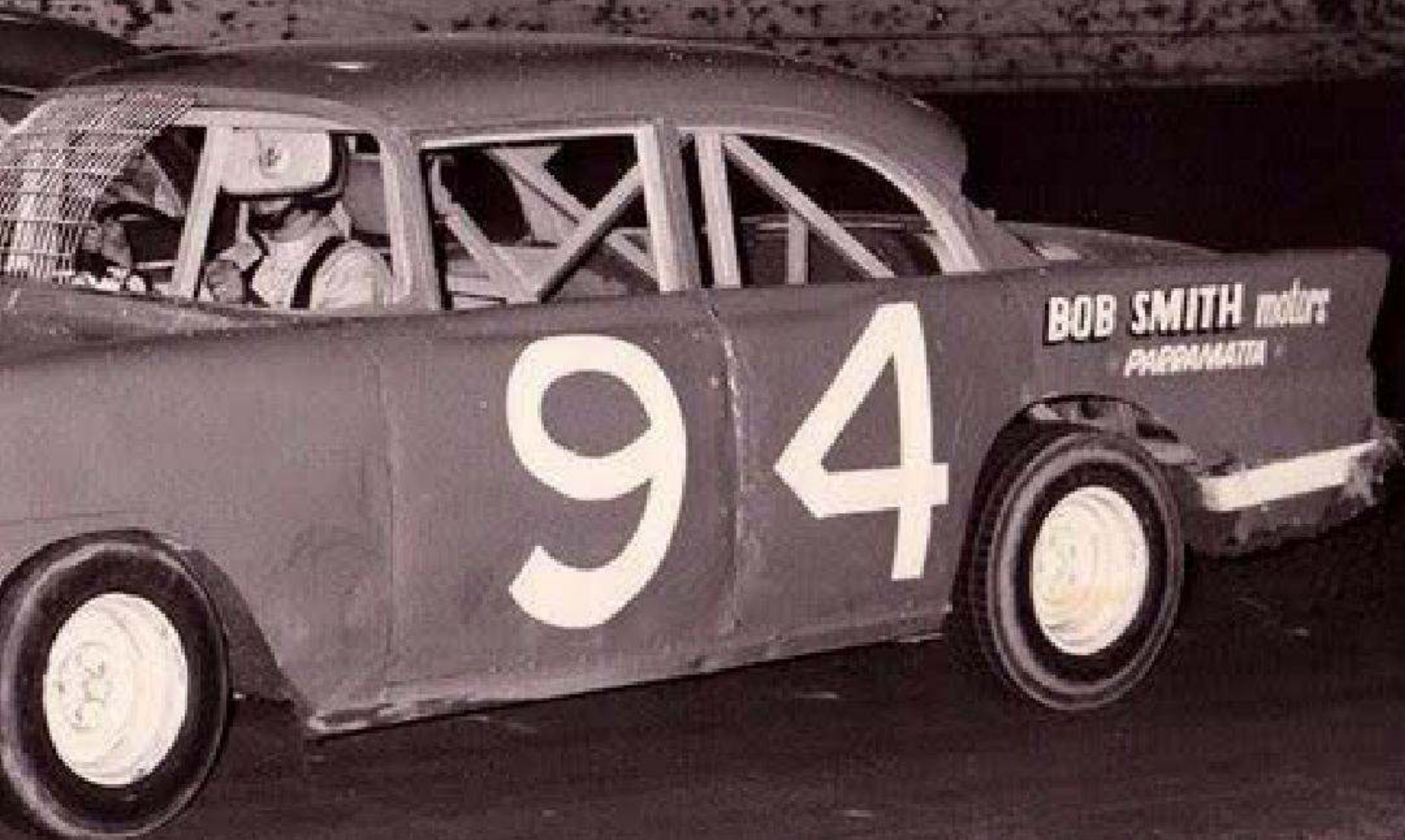


# RetroRacing



Liverpool Raceway always had a strong and competitive second division sedan contingent. Here we are in 1970. Check out the Moon Eyes logo on the front mudguard of Tony Saville's Holden. Tony had a long racing career in super modifieds, EK and EJ Holdens and a Mini Cooper











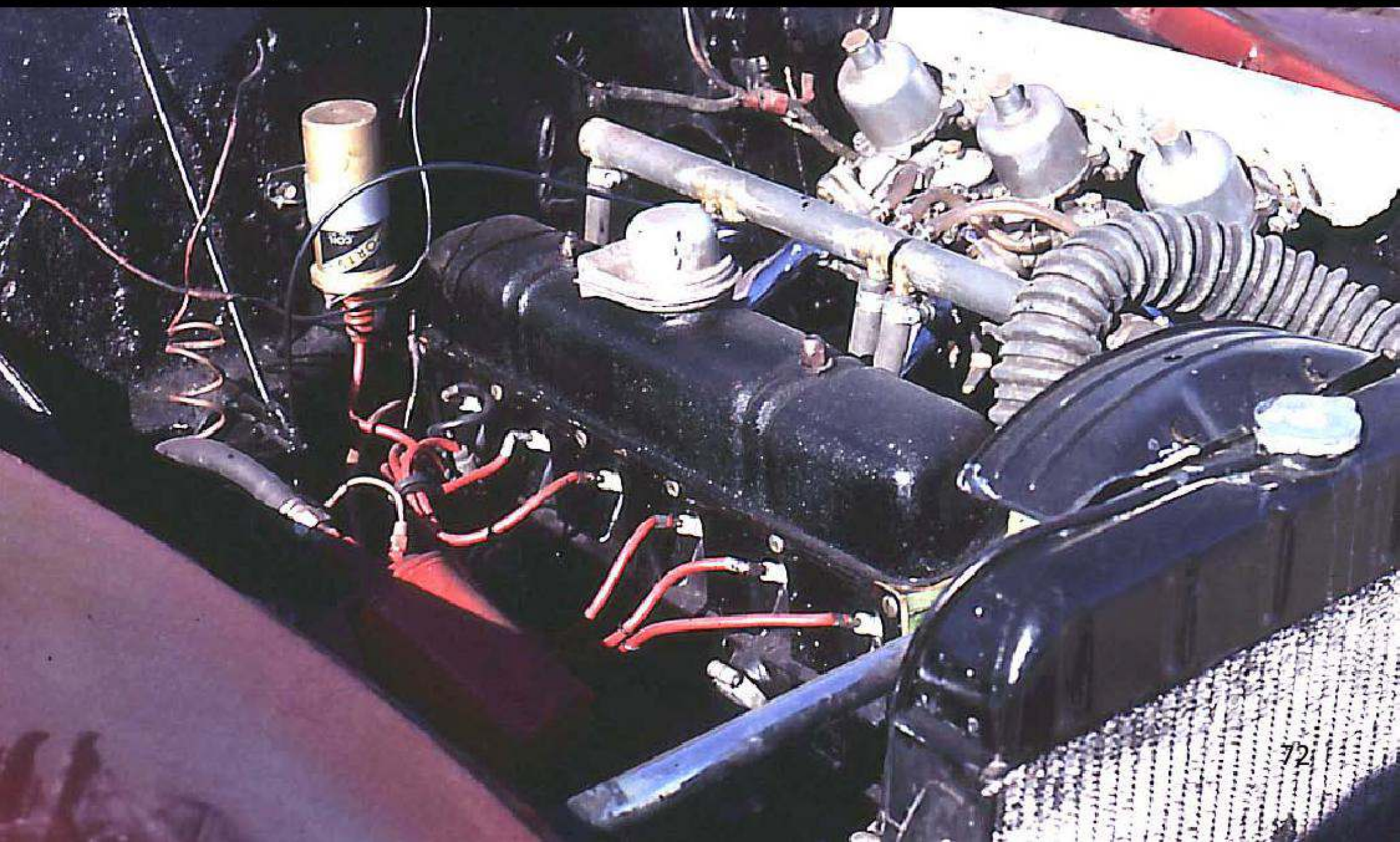


It is Japan, 16<sup>th</sup> August 1964, and here we are in the pits before the start of the 3<sup>rd</sup> Grand National saloon car race. Note the rust spots on the sill of the Nissan #29 and hand painted sign writing. The car was driven by Akira Takahashi.





It's September 1969, and here is Barry Smith's FJ speedway racer ready for its first outing at Morisset Speedway. Well known Hunter Valley engine guru, Peter Collins, did the work on the motor, pictured below. Note the triple carburetor set up. Eric Schloss later bought this car. Thanks to Eric for these images.





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Above: The old Pomona road racing track at the LA County Fairgrounds, which operated from 1956 to 1963, occupied part of the  $\frac{1}{4}$  mile drag track (on left of picture), access roads and the adjacent fairgrounds parking lot. The green dot indicates the overpass spanning the track which can be seen in some of the photos. The red dot is the corner that appears in most of the photos.

Below: This is what the overpass looks like in 2015. Pomona is one of the most famous drag racing tracks in the USA.







Above: Porsches and Corvettes swamp the opposition. That's Ralph Morris in the #90 Corvette and Bert Lutz in the #140. Check out the big Ferris wheel in the background. Hat bales are all the officials have to stand behind. The track here sweeps off into the fairgrounds car park.  
Below: Drifting sideways in his 1600 Porsche is #74 Rick Muther and really leaning into the turn is Walt Fitz in his identical Porsche. Meanwhile, in the middle in #296 is the Healy 100-6 of Jim Barton who hauled it all the way from San Jose.







Above: Jack Brumby in the "Maserati of Beverly Hills" entry gets out front of a posse of rear engined cars headed by Rolf Roth in a Lotus Formula Jr.  
Below: Roth, from Beverly Hills, is way out in front now. There were at least six Lotus Formula Jnr's in this event.







Above: L.E. Randolph in an Austin Healy Sprite, #145, trails the MGA of Bud Smith and the Sprite of Jake Platek. Way off line and already attracting official attention is Carl Margulies in his MGA. Below: Bob Schilling finds the hay bales all by himself.







Above: Danny Stephen in his Healey 100-M kisses the banking and heads back across the track in front of Dan Wagoner.  
Below: Wrong way for Jack Coyle and his Corvette as Dr Dan McKeller slips by, with a message to spectators about a previous bit of bother.







Above: This is a Dolphin, driver by Ken Miles, who also sat in many of Carroll Shelby's race cars. Below: Don Hollie, in the Scuderia Pacific Motors entered Mowag Spider, really has his arms all crossed up as he avoids a another car. We think the driver is Jack Sparkes.





# *Retro Ads*



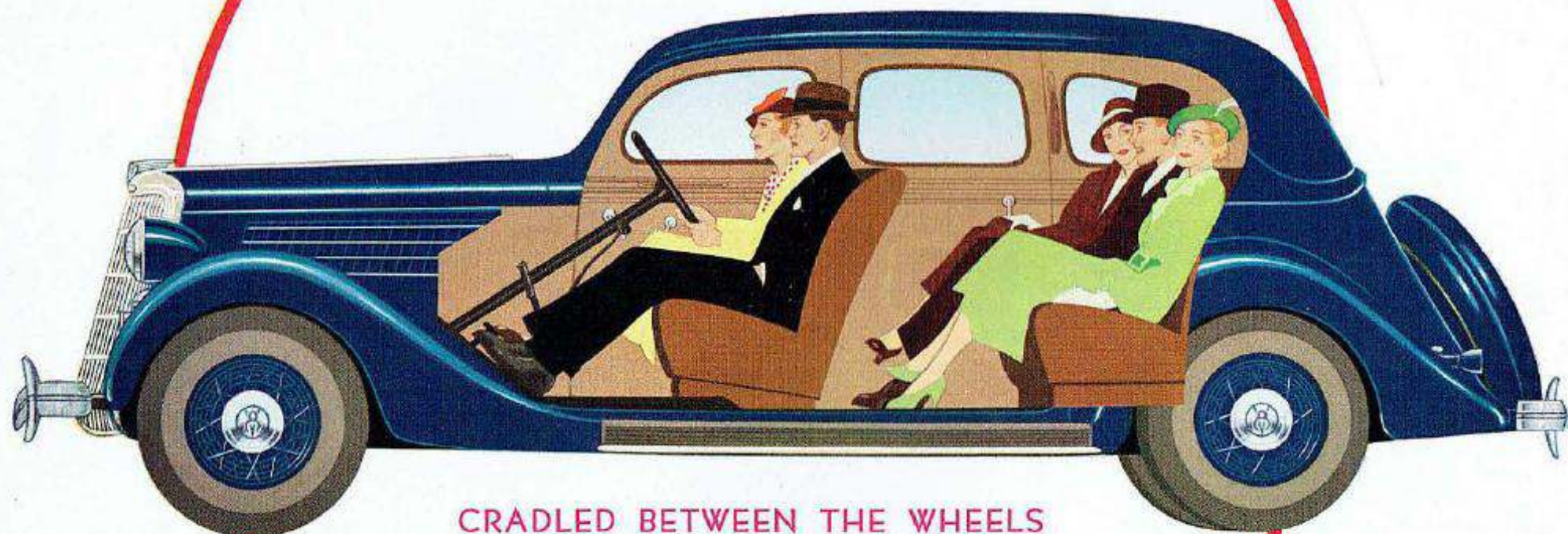


# *Celebrating the Art of Automotive Advertising*



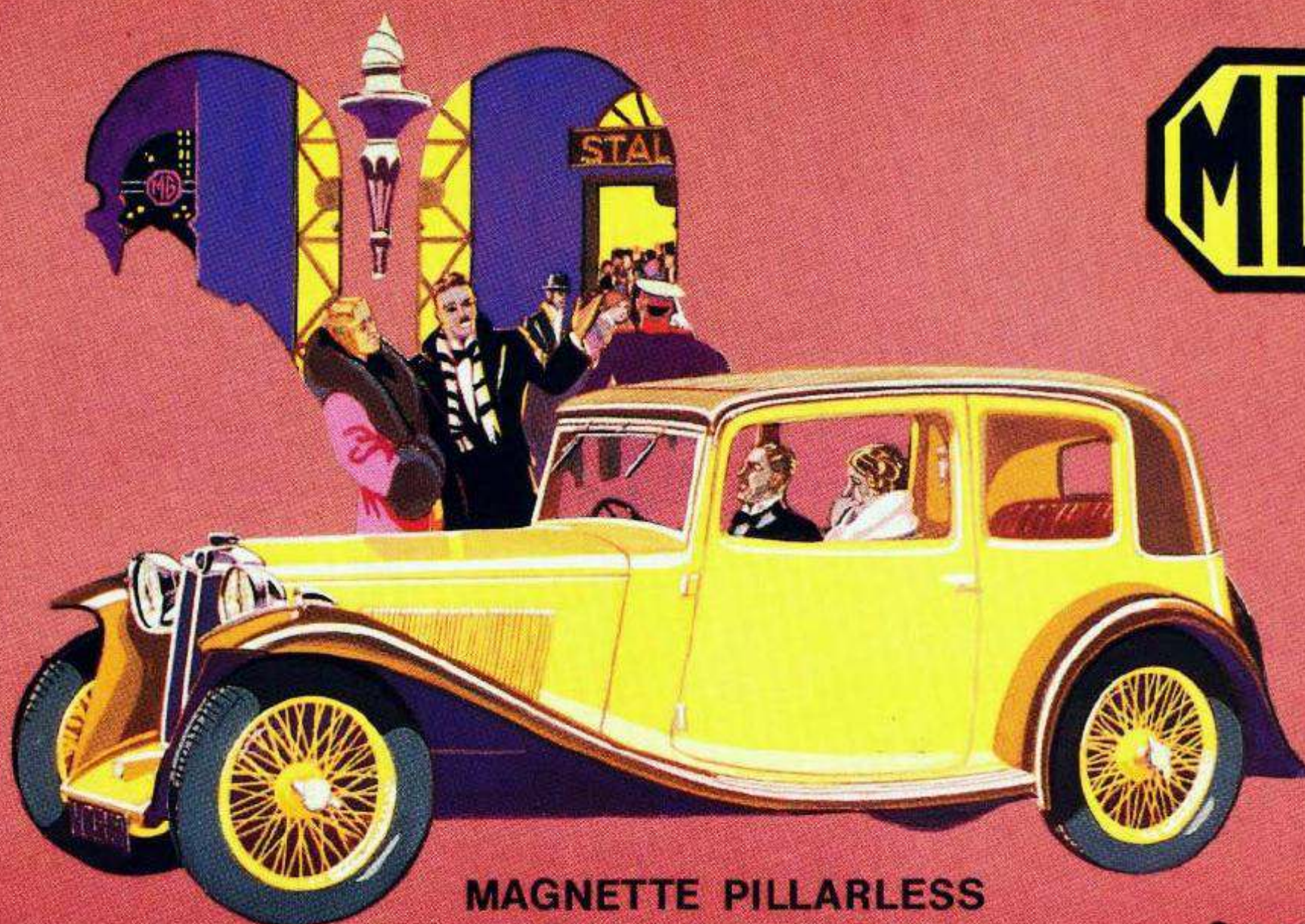


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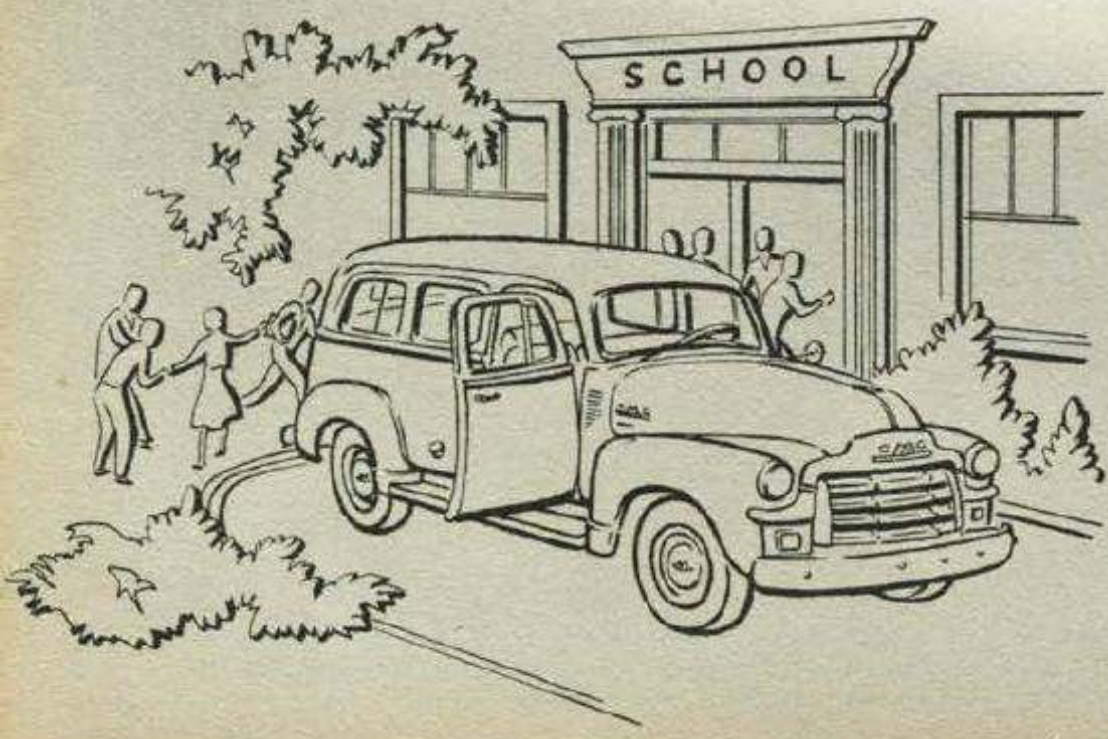
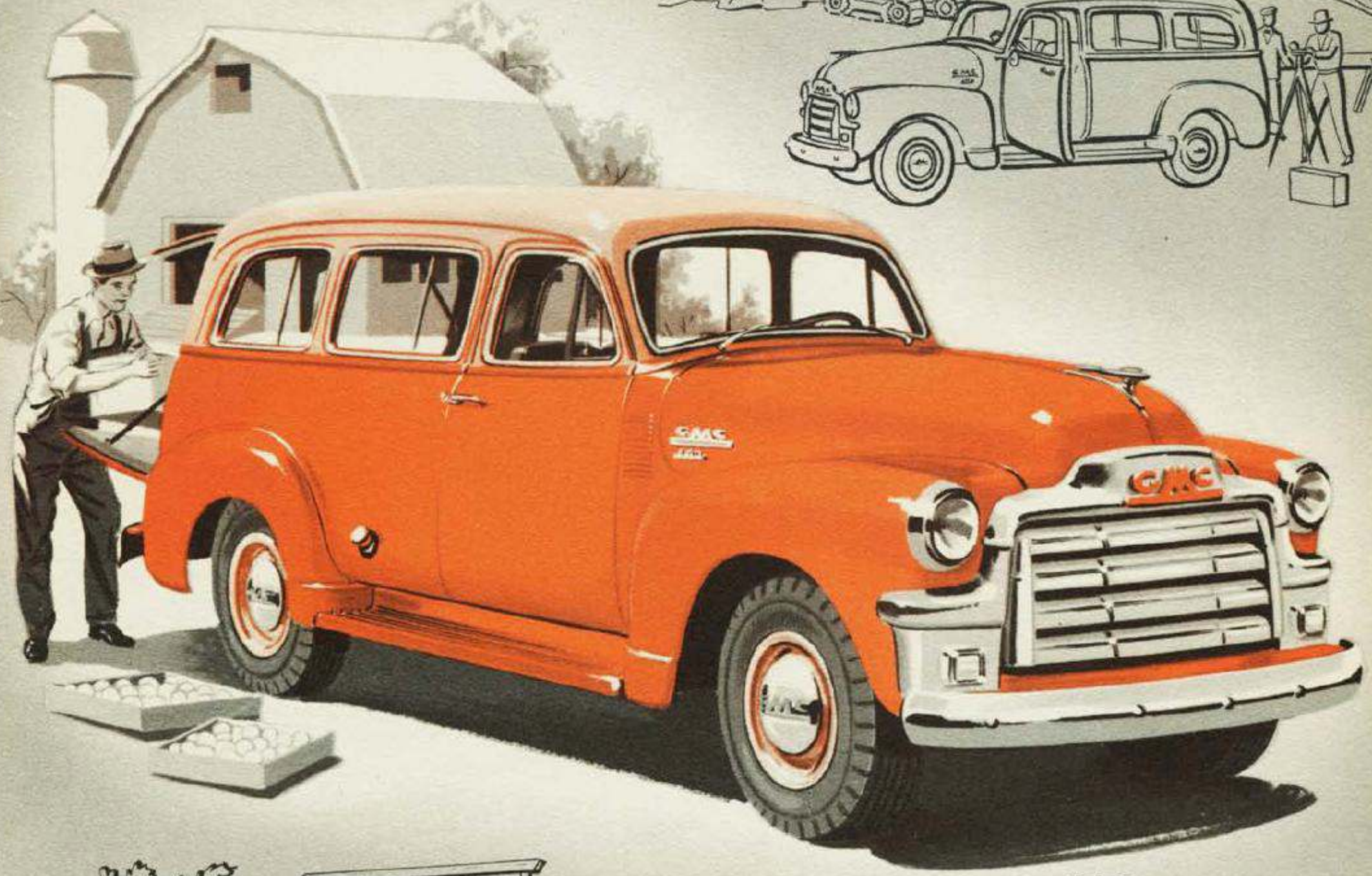
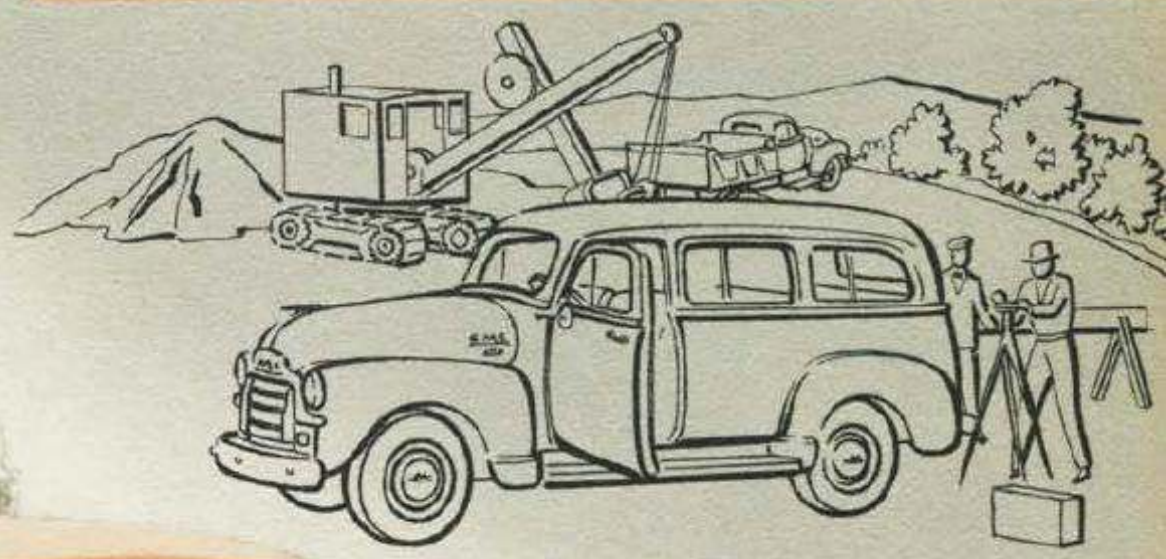


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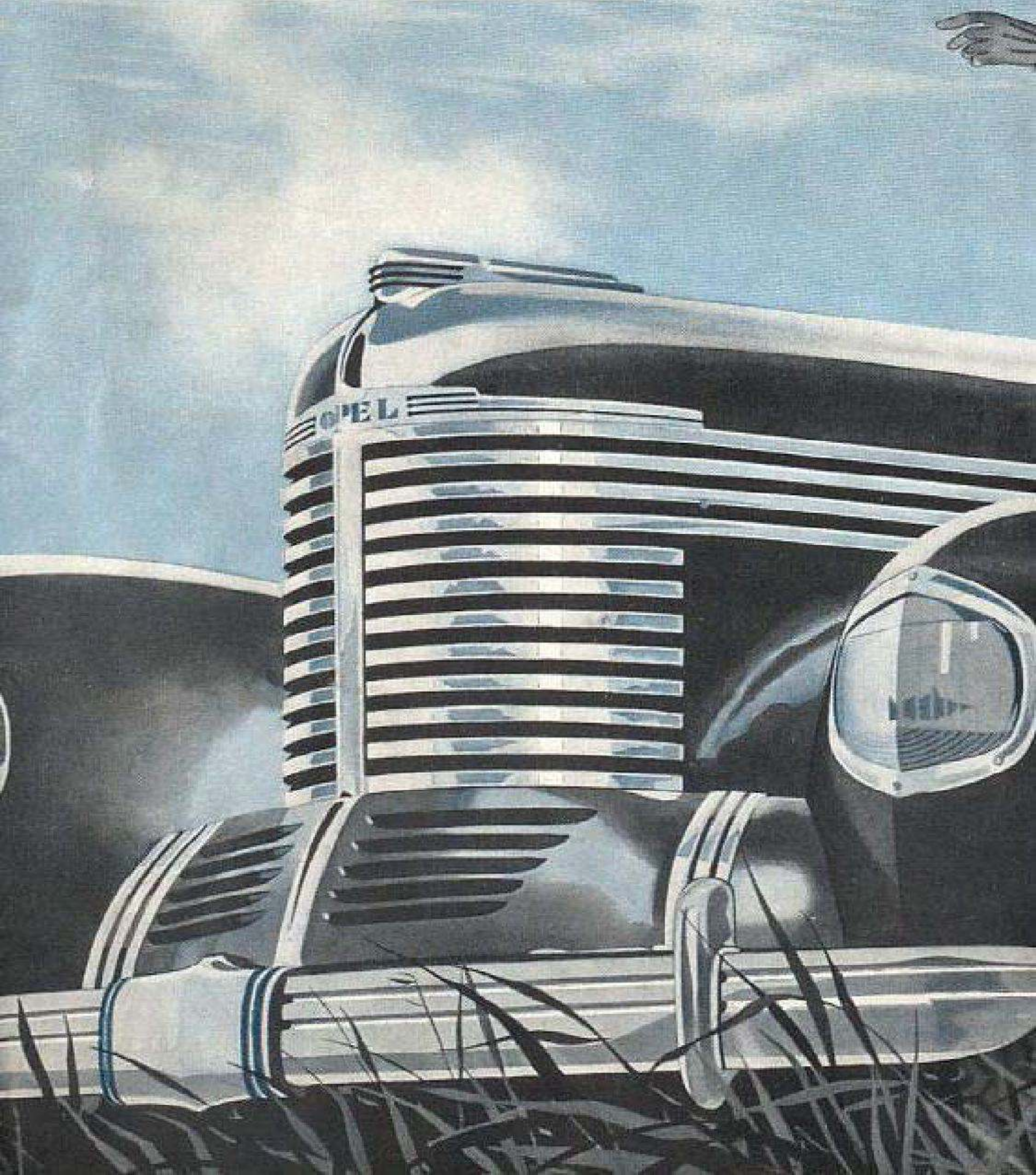


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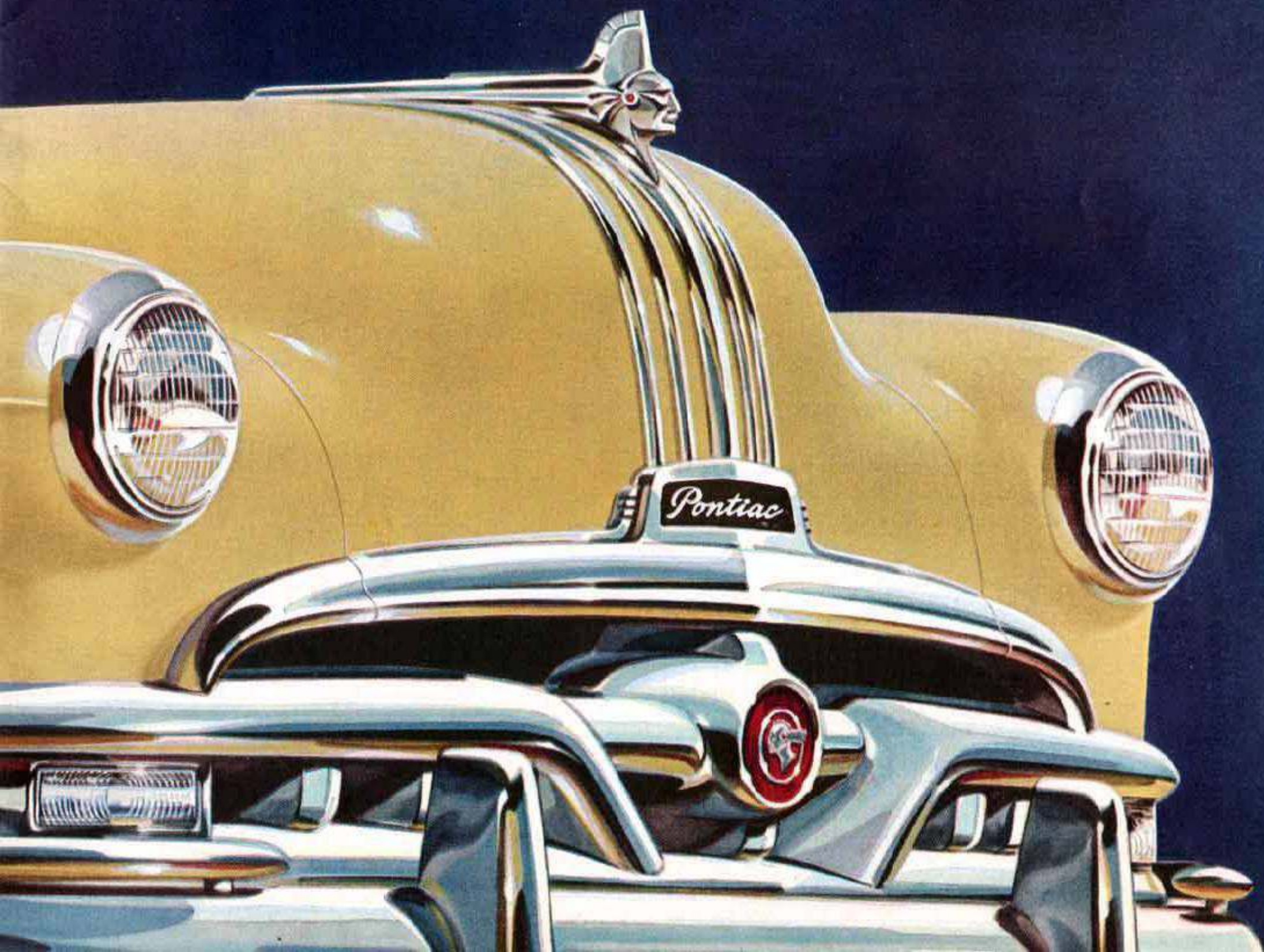


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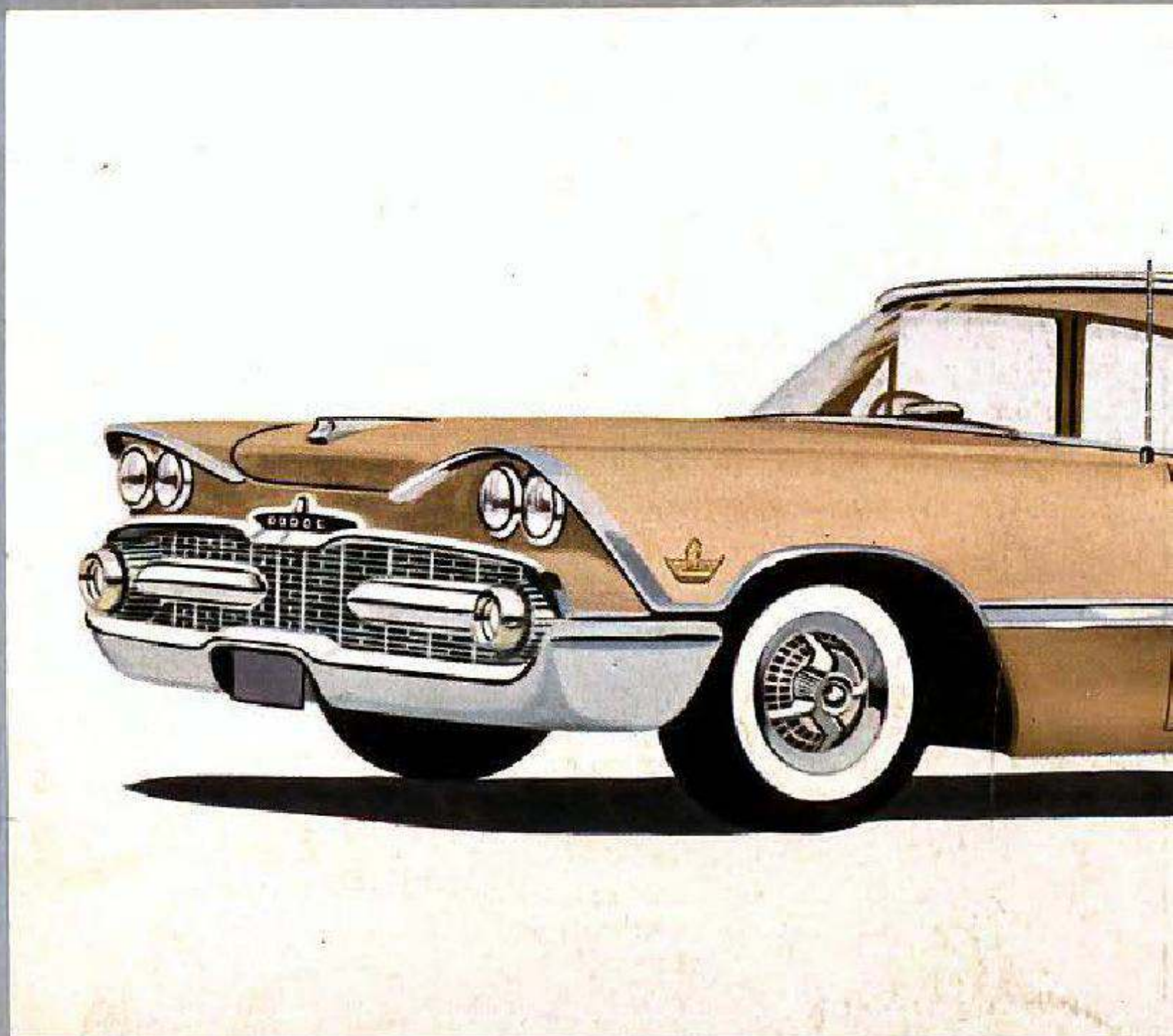


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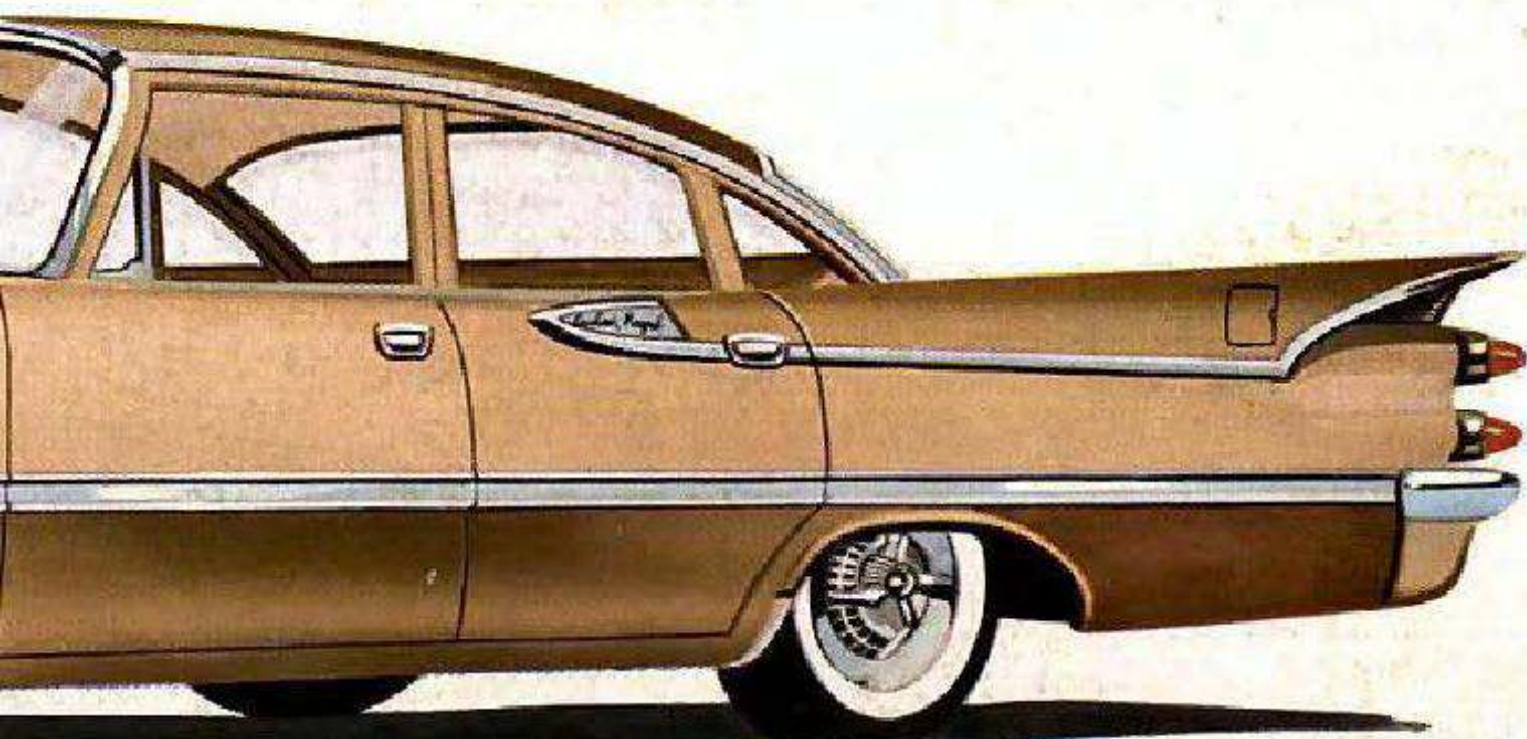


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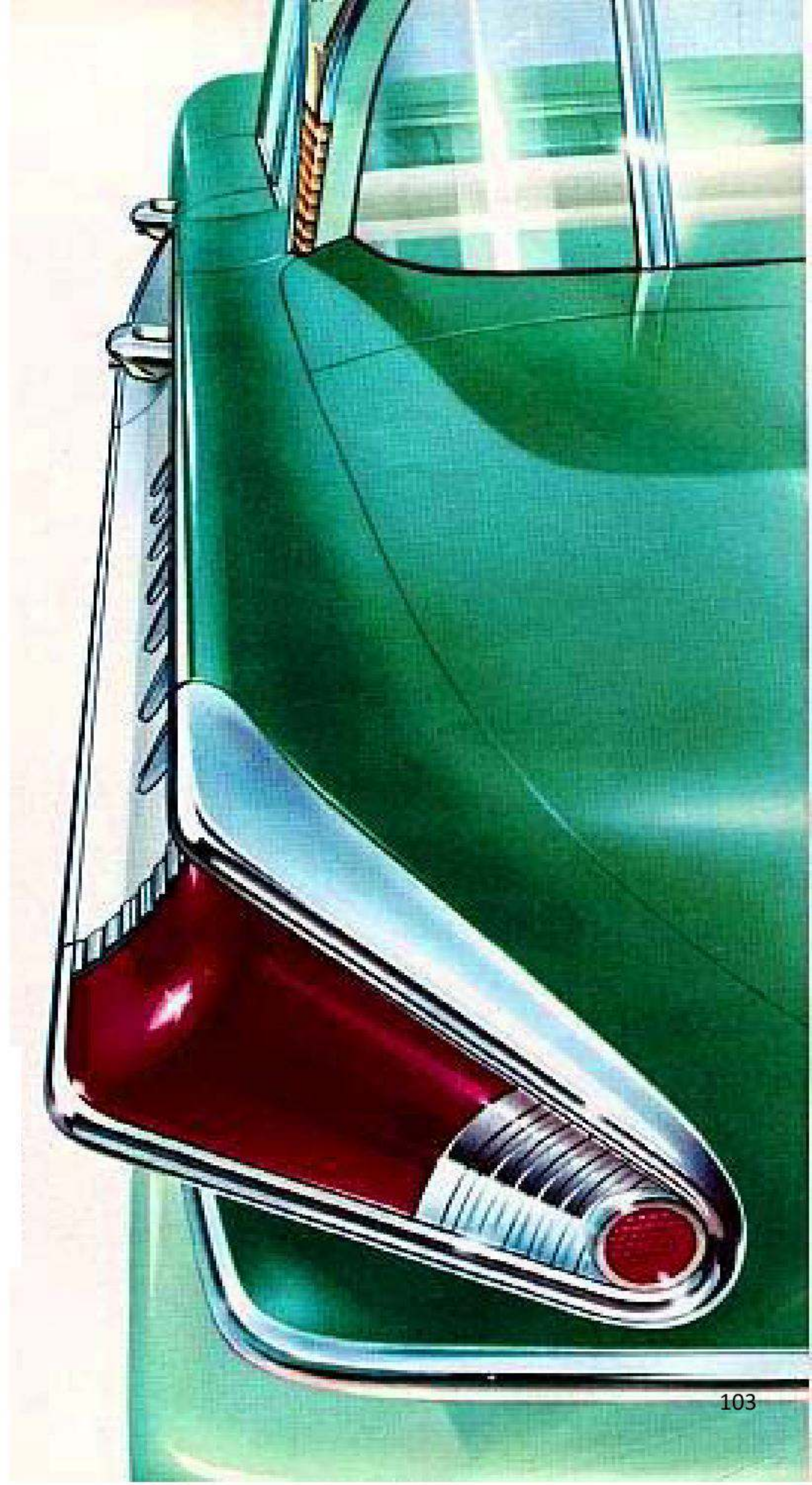
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