

collectible & classic

# 50 November 2015

# RETROAUTOS

## 50<sup>th</sup> Edition

Exclusive Photos!  
American Designed  
LH Torana !





1923 Dort in the Outback

Page 32



Ford's "X" Cars-Mustang II

Page 50



Ford's "X" Cars-Allegro

Page 50



Ford's "X" Cars-Cobra II

Page 50



Ray's Relics  
RetroNews  
RetroAuctions  
RetroRacing

# Welcome to the 50<sup>th</sup> Edition of Retroautos.



# Exclusive



# Biggest Ever Issue! 156 Pages

# Photos

While the Australian design team at Holden was working on the LH Torana, GM in Detroit thought they'd do their own version. Lucky for us the Aussies prevailed. The story starts on page 40.

Purvis Eureka

Page 20



It's Totally Automatic !

Page 88



30 years of Magna

Page 10



Design to Driveway  
3rd Generation Firebird

Page 78



1988 Pontiac Firebird

Page 70



1972 Aston Martin Concept

Page 18





**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 \$9 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 Princel - 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.





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bring it down to the shop and show it off!

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

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Any queries contact Jade 0419029762



# In This Issue

## About Us

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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

A 1956 Plymouth graces our front cover, along with the American version of the LH Torana.

## Special Features

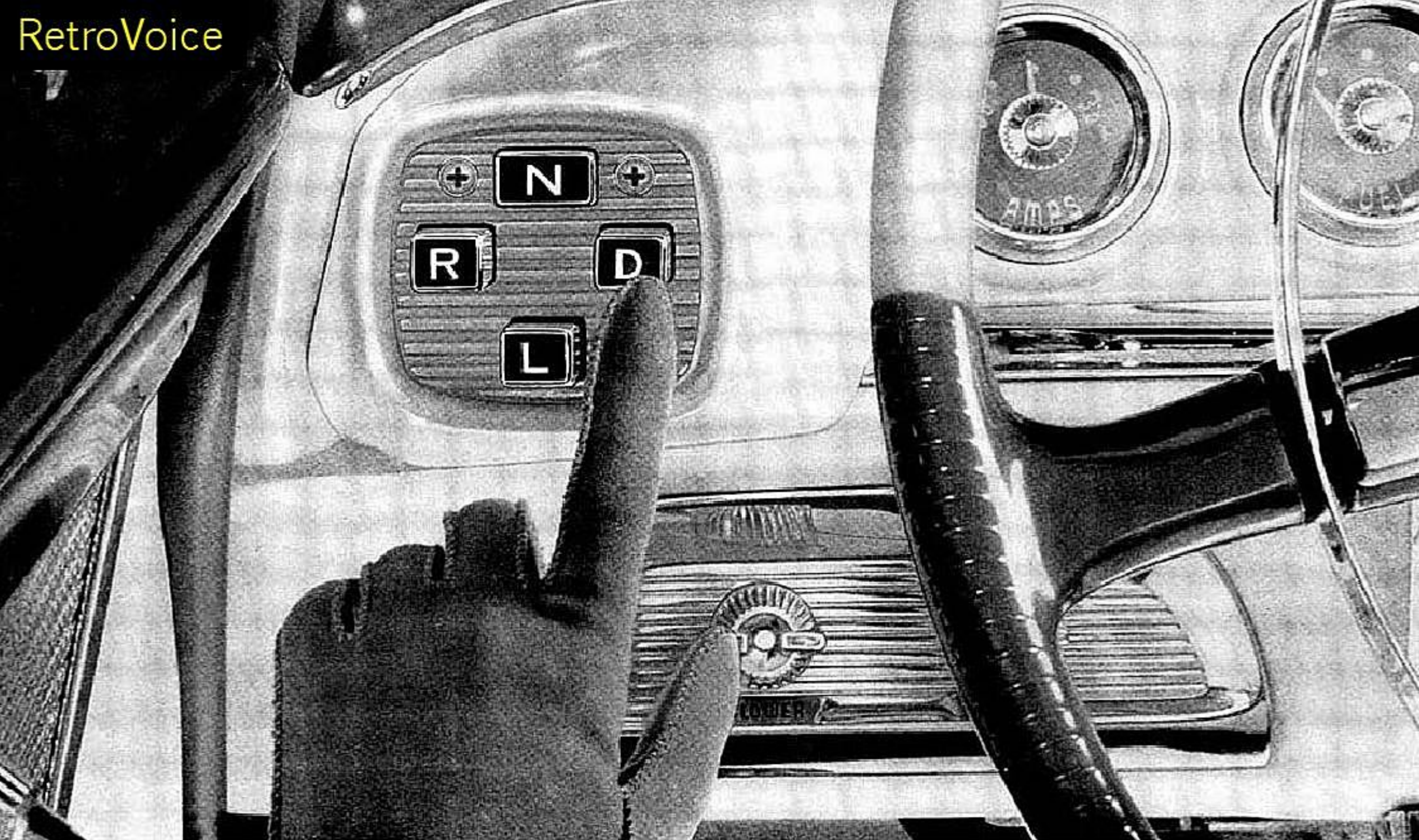
- 20 Purvis Eureka
- 32 1923 Dort
- 40 Styling the LH Torana:  
America Vs Australia
- 50 Ford's Fabulous "X" Cars
- 70 1988 Pontiac Firebird
- 78 Design to Driveway  
Styling the 3<sup>rd</sup> Generation Firebird
- 88 It's Totally Automatic!

## Regular Features

- 7 RetroVoice
- 8 RetroNews
- 12 Ray's Relic
- 15 RetroAuctions
- 108 RetroRacing
- 124 RetroAds
- 155 RearView







With this edition we mark the 50<sup>th</sup> occasion that Retroautos has been published. It is a BIG 156 page issue.

Retroautos started out as a print magazine in 2010 but it was soon obvious that without continued advertising support it was either stop publishing or go online.

So online it was, and the cost savings were immediate. Nearly 99% of the publishing costs were eliminated.

Also eliminated was the time consuming process dealing with a printers, a magazine distribution company and newsagents, all of whom wanted a cut of the cover price.

That allowed us to concentrate all our energies on finding interesting stories, doing the layouts and building readership.

The feedback you provide to us about what you like and what you do not like in Retroautos is always valued. So keep it coming! And we always appreciate those who tell others about Retroautos.

Also due a big “thank you” are those many wonderful people who have shared their cars with us.

Thanks also go to John Kyros at the GM Heritage Centre, who always can find the right image from GM’s vast collection.

There is plenty to read this month. Be sure to take a look at RetroAds, where we’ve put VW, Audi and Skoda on centre stage, for obvious reasons.

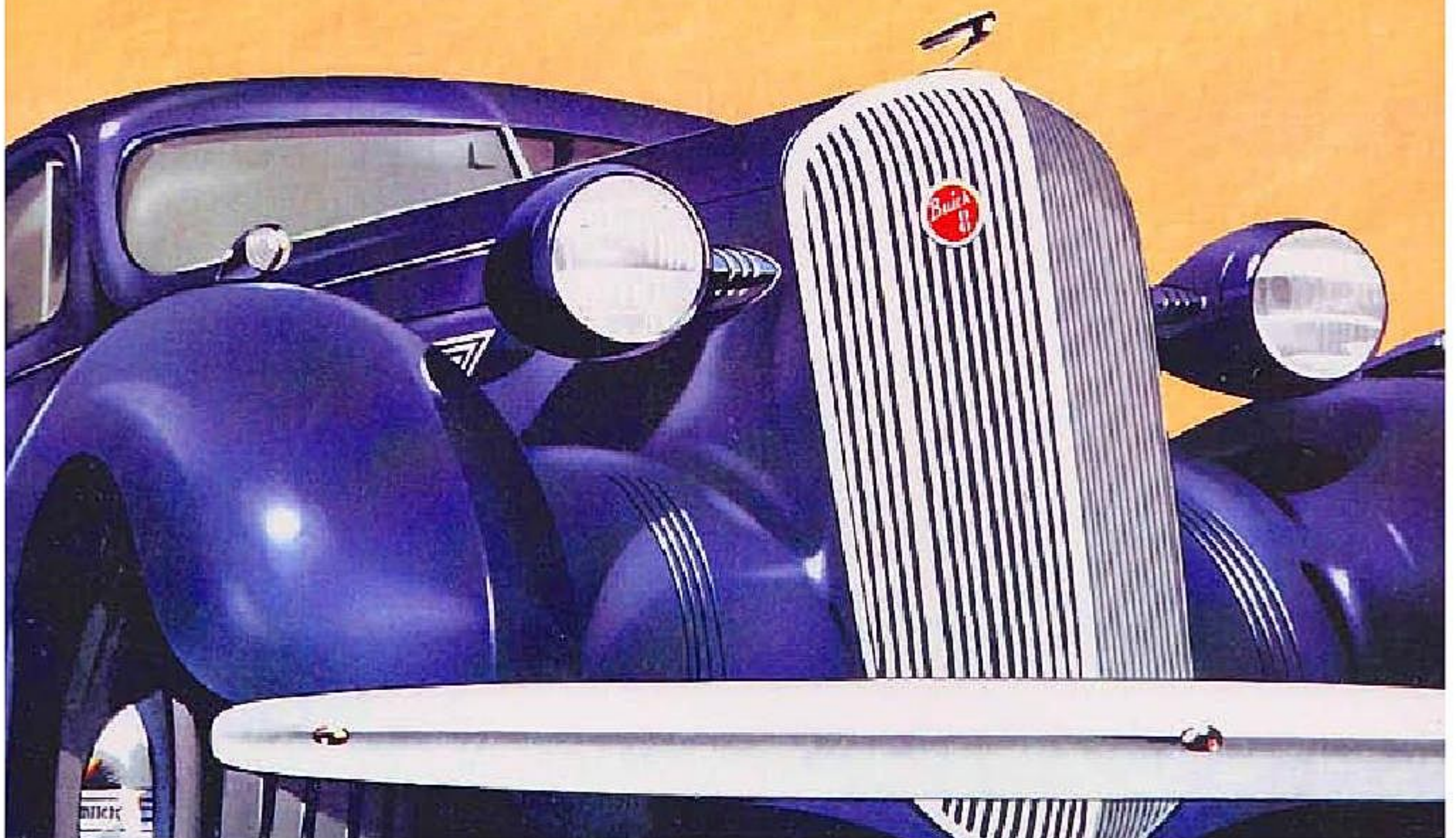
Thank you for reading Retroautos. It is published with pride and with passion.



# BUICK

## The Australian Story

Eric North & John Gerdtz





# RetroNews



## Classic Price Fall Continues

The US-based Hagerty Market Rating index reported its biggest month-to-month drop since July 2013, and its fifth consecutive monthly decline.

The October 2015 index rating is 70.61, down from 71.21 in September. This means the average price of classic cars is falling in the USA.

Private sales dropped the most. Average sale prices experienced the largest fall in more than two years.

Auction prices were flat, though sales volume was up.

In Australia, anecdotal information presents a similar pattern to the USA. All this suggests plenty of buying opportunities are now available for those with cash.

## Buick: The Australian Story

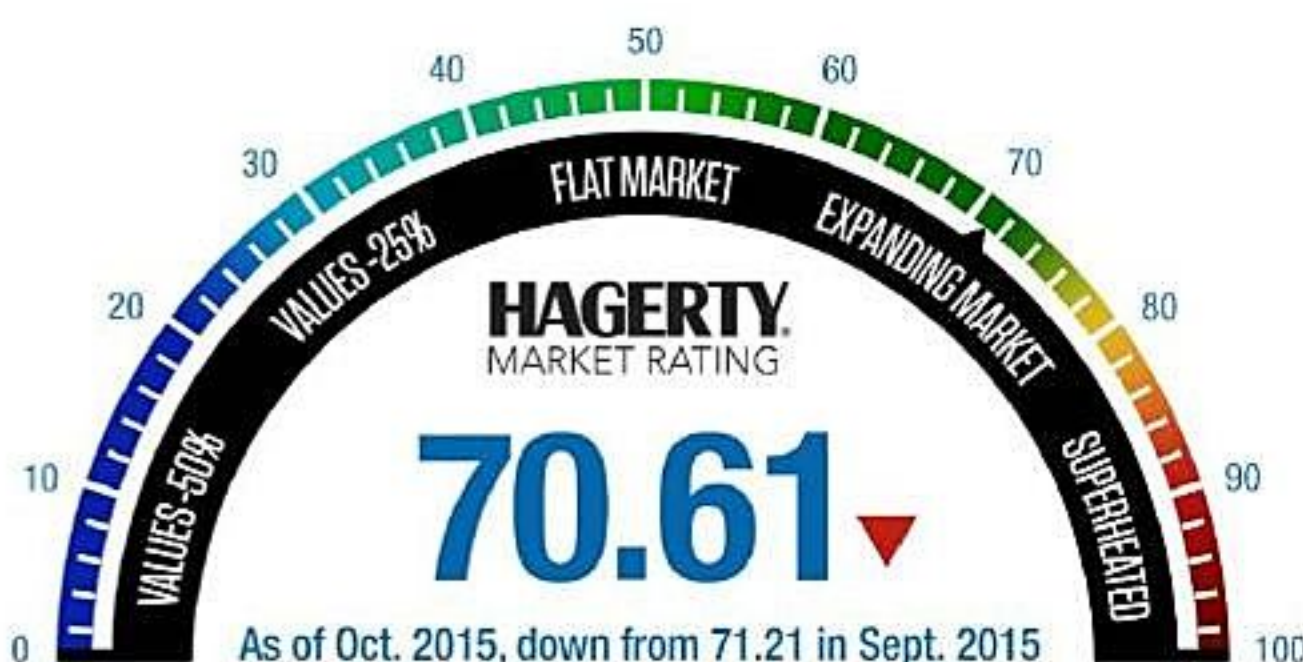
Buick's Australian history is virtually inseparable from GM's early Australian history. This book provides an in depth insight into GM's entry and establishment in Australia and the introduction of the Holden.

The authors outline Buick's presence and impact in Australia from the very early 1900's through to the present day. The contents covers Buick models, how Buicks were sold, who sold them and who bought them. There are many stories of epic travel adventures in Buicks, particularly in the vintage and veteran years. Buick's unique Australian designed and built body styles are highlighted. At 457 pages, it is illustrated with 750 B&W photographs plus 450 other images including early advertising and sales literature.

Published in association with the Buick Car Club of Australia Inc. in NSW,.

it is available only on direct purchase. Make email enquiries to: [mail@buickclub.org.au](mailto:mail@buickclub.org.au)

Phone enquiries (02) 6772 1555 or (02) 9629 7957, Price - AUD\$65 plus \$15, P&P (Australia only).





## Next Month in Retroautos

In the December 2015 edition we celebrate the 50<sup>th</sup> anniversary of the first locally built muscle car in Australia, the AP6 V8 Valiant.

Ruben Rasmuski has just completed his restoration of one of these very rare V8s, and we take a close look at it.

Also featured is Bill Coon's MGC GT, a six cylinder coupe version of the MGB.

The Oldsmobile Toronado celebrates its 50<sup>th</sup> anniversary, and with the help of the GM Heritage Centre we will reveal the various styling development proposals that were undertaken before the final shape was agreed.

We delve back into history and search for the derivation of the many words used to describe cars as we know them today. Had Henry Ford had his way, the car would have been called a "quadricycle".

Plus there'll be all the regulars, including RetroRacing, RayTookThis and RetroAdvertisements

## Tornonado Buick

The car pictured below might look like an elongated 1963 Buick Riviera, but it is really a test bed for the 1966 Oldsmobile Toronado. GM put over a million miles on disguised Rivieras and Oldsmobile 88s testing the front wheel drive power train.



## Mitsubishi Magna at 30

It is a car that re-shaped the Australian motor industry and yet its 30<sup>th</sup> anniversary passed by with nary a mention of its influence and importance.

We're talking about first generation Mitsubishi Magna.

Seen one recently at a classic car show? No, neither have we. It is the forgotten classic.

The 1985 Magna was one of the cleverest examples of re-engineering a car for Australian conditions that any local manufacturer has ever designed. Except for the automatic transmission, which we will get to later.

Prior to the Magna, the only big car Mitsubishi had to rival the Falcon and Commodore was the Valiant, which they'd inherited in the takeover of Chrysler Australia in 1980.

The big old American styled Valiant was quickly given its redundancy notice leaving Mitsubishi with the rear wheel drive Sigma as its largest offering.

When the Sigma's front wheel drive replacement was in the development stage in Japan, Mitsubishi's Australian consumer search indicated that car width was a crucial factor for us Aussie drivers.

That's when someone had a bright idea. "Let's make the new Sigma wider!" said a smart ex-Chrysler engineer.

"And we can use the big 2.6 litre four cylinder engine, too" said another. "And we'll change its name", said a manager in marketing. 10



So out came the chain saws and they cut a prototype Sigma in half, inserted a 6.5cm metal divider, and welded it all back together .

The result was visibly obvious. Here was a wider car with a spacious interior and powered by an “economical” four cylinder engine.

Upon release the Magna made an immediate and lasting impact. In comparison the narrower bodied Camry and Commodore both looked even narrower and the Falcon looked a little too big.

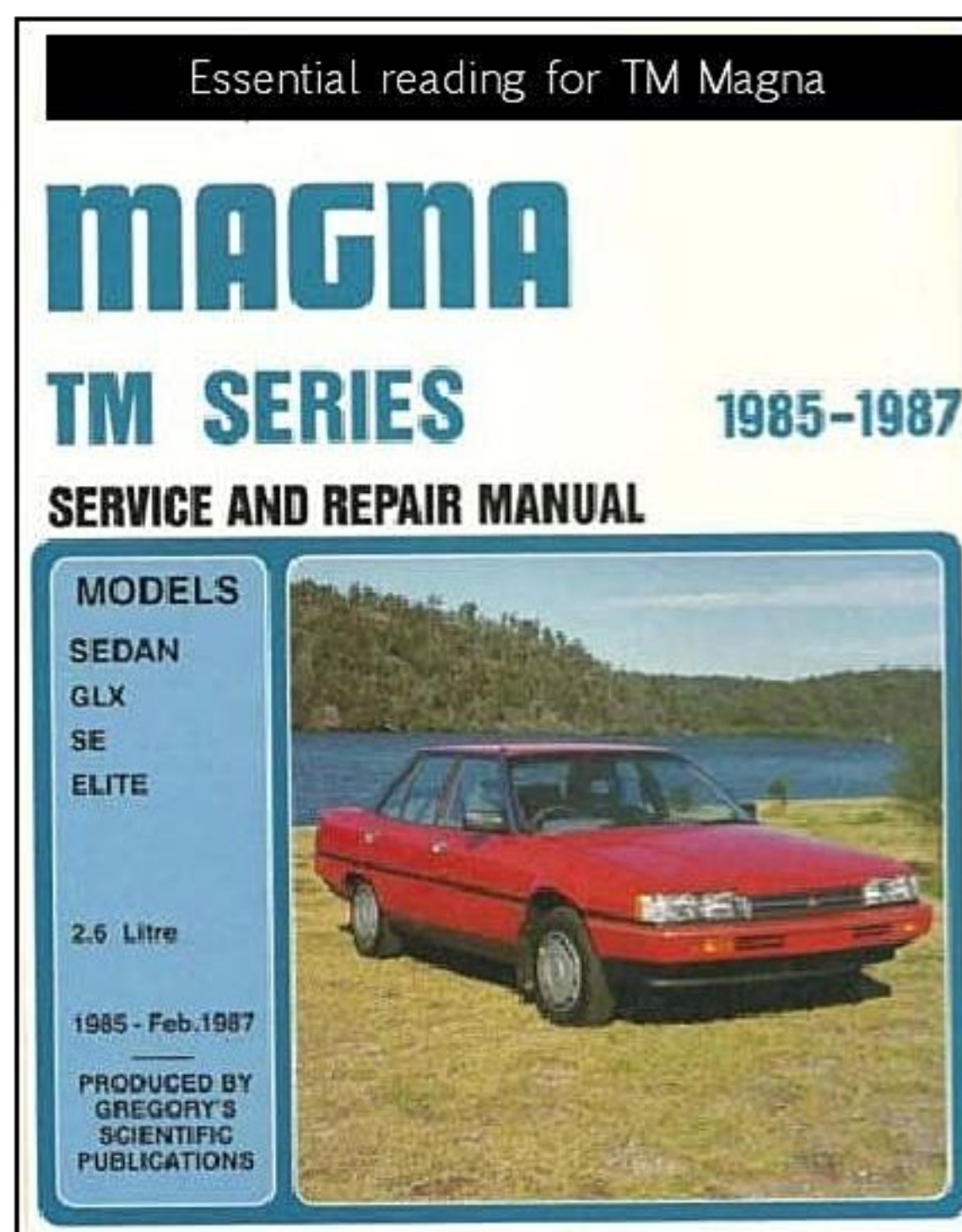
The motoring media loved the Magna and praised Mitsubishi for “inventing” a new category of car. *Wheels* even gave it their Car of the Year award.

The wide bodied Mitsubishi also gained acceptance in the USA, marketed as the Diamante.

Toyota and Holden eventually got the message. The 1989 Camry and Commodore were wide-bodied versions of their overseas models.

The Magna went through four generations until it disappeared in 2005. Collectors go for the rare all wheel drive V6 VR-X built from 2002.

Stay away from any first model (TM) with an automatic transmission. The gearbox is rubbish. We at Retroautos bought an automatic Magna when they were first released and suffered through three years of problems.













# 38<sup>th</sup> ANNUAL BERWICK SWAP

**SATURDAY 6th FEBRUARY 2016**

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# Retro Auctions



We are totally focused on the UK auction scene this month. Pictured above is a one owner 1949 Thames van with just 44,000 miles on the clock. Barons have it at their Sandown Park auction to be held on

27<sup>th</sup> October. The price guide is \$A36,000. ([www.barons-auctions.com](http://www.barons-auctions.com))

The 1960 PA Vauxhall Velox (price guide \$A24,000) is being offered by H&H at their Imperial War Museum





auction at Duxford aerodrome on October 14<sup>th</sup>.

H&H have a vast selection of mainly British classics for hammering, and two in particular have fabulous provenance.

First is the Jaguar XJC coupe used in *The New Avenger* TV series, starring Patrick McNee, who played John Steed (pictured right).

It is the eighth XJ-C V12 made and it was originally a Jaguar experimental car (as confirmed by its Heritage Certificate). It boasts a Broadspeed body kit and the extra wide wheels fitted for the TV series. It has been dry stored for many years and now in need of restoration. It has a price guide of



only \$A24,000 and given its TV fame that seems like a bargain.

Another rare automobile is an Aston Martin DBS V8 chassis re-modelled by Ogle Design. It was displayed at the Montreal Motor Show and Geneva Salon during 1972. It has been hidden for the last 40 years. Price guide is \$A240,000 (see page 18).









The car for auction is one of two Ogle Aston Martins which were built with financial funding from Imperial Tobacco. Both cars were named the *Sotheby Special* and used to promote Imperial's new cigarette brand of the same name. When that brand failed to succeed, Imperial had one the cars repainted in red and use it to promote their *Embassy* brand at motor racing events in the 1970s.







Pictured below is the car for auction, when it was first constructed. The rear end panel, which is made from a single sheet of stainless steel, contains 22 stop lights. The harder the brakes were applied, the more lights illuminate! The interior is green corduroy. The car is a three seater, with the rear seat at 90 degrees. The engine, which is still in the car, is an experimental 5.3 litre V8 and it has a five speed ZF manual gearbox. The roof is mainly perspex. The headlights are hidden behind flat panels which drop down when the lights were switched on.






# Eureka!

“With its low slung super car looks and canopy roof the Purvis Eureka was the Holden Hurricane dream car you could buy and drive.”







Three owners share  
their Eureka moments.





Below: The original brochure for the Eureka.

# PURVIS



PURVIS EUREKA PL30 - for the individual



# PURVIS







Left, above and below: Phil Brow's three Eureka's.

## Phil's Story

Phil Brow never intended to own three examples of the iconic Australia sports car, the Eureka. But that's the way things have eventuated.

"Since I saw one in 1979 I've always wanted a Eureka," Phil told Retroautos, "and I was finally able to get a white one in 2004. I'm the third owner."

His second and third Eureka's have been hand built by Phil from parts and spares he has acquired in the last decade. "The charm of the Eureka is that no two cars are

exactly alike," Phil says. "The cars may look alike at a distance, but when you take a close look you can see differences. Because all were hand built each car reflects the original owner's building preferences with things like type of engine, trim placement, wiring routes and general cosmetic touches."

"Finding body parts can be a problem", Phil admits, "however the original moulds for the body panels still exist and within the club there is great deal of swapping and helping of each other. Engines and running gear is quite easy to repair however, as it is mostly VW Beetle".





## Paul's Story

Paul Patton once owned nine Eureka's. "I only have four now!" he protests in advance of me asking why he had so many?

The answer is simple. "I like the shape" he admits. "They are cheap enough to collect, some cost as little as \$6000 – and they have all the pizzazz and exoticness of a high priced super car."

Paul saw his first Eureka in a *Wheels* magazine way back in 1974.

"I nearly got one then", he tells Retroautos. "It had a Chevrolet Corvair motor but bringing it to roadworthiness was too difficult a task for my skill levels at the time."

He finally acquired a Eureka in 2002. Paul picks up the story: "A few things were not quite right with the car. The roof was not fitting correctly and some minor bits and pieces needed attention. I decided to advertise for spare parts and found a registered one owner car. And I bought it. That was number two Eureka."

This second car had had a hard life and at one stage was in a back yard being used as a chicken shed. Paul continues: "Then I got a third car and just started accumulating them from there on. I was fascinated by their history and all of the model differences."

Paul's current fleet comprises a Ford Cortina powered example, two with VW power and one with a rotary engine. The rotary car is a real speedster. It is Paul's car that graces the double page photo spread at the beginning of the feature article.

"It goes like the clappers," Paul admits. "We are talking up to 220km/h in fourth gear."



Another of Paul's Eureka's.





Owning a Eureka is definitely a love affair and not for those who like some creature comforts in their classic car.

Paul explains: "Initially people are attracted to how fast they go, but once they get inside them it is a different matter," said Paul, who is President of the Purvis Eureka Car Club of Australia.

"They are fairly claustrophobic, they are noisy, they leak water and there are plenty of blind spots. So you have to be prepared and committed to enjoy them," he adds with candor.



Above: Paul with his red Eureka  
Below: No mistaking a Eureka from behind.









Ted Smith's car after the restoration



## Ted's Story

Ted Smith not only owns a Eureka, he also owns the moulds from which the panels were made.

How he came to be in possession is one of those wonderful automotive stories that combines luck and quick thinking.

Ted tells the story: "When Alan Purvis sold the company the moulds were part of the deal. The person who bought it, Colleen Long, produced some cars and then sold the business.

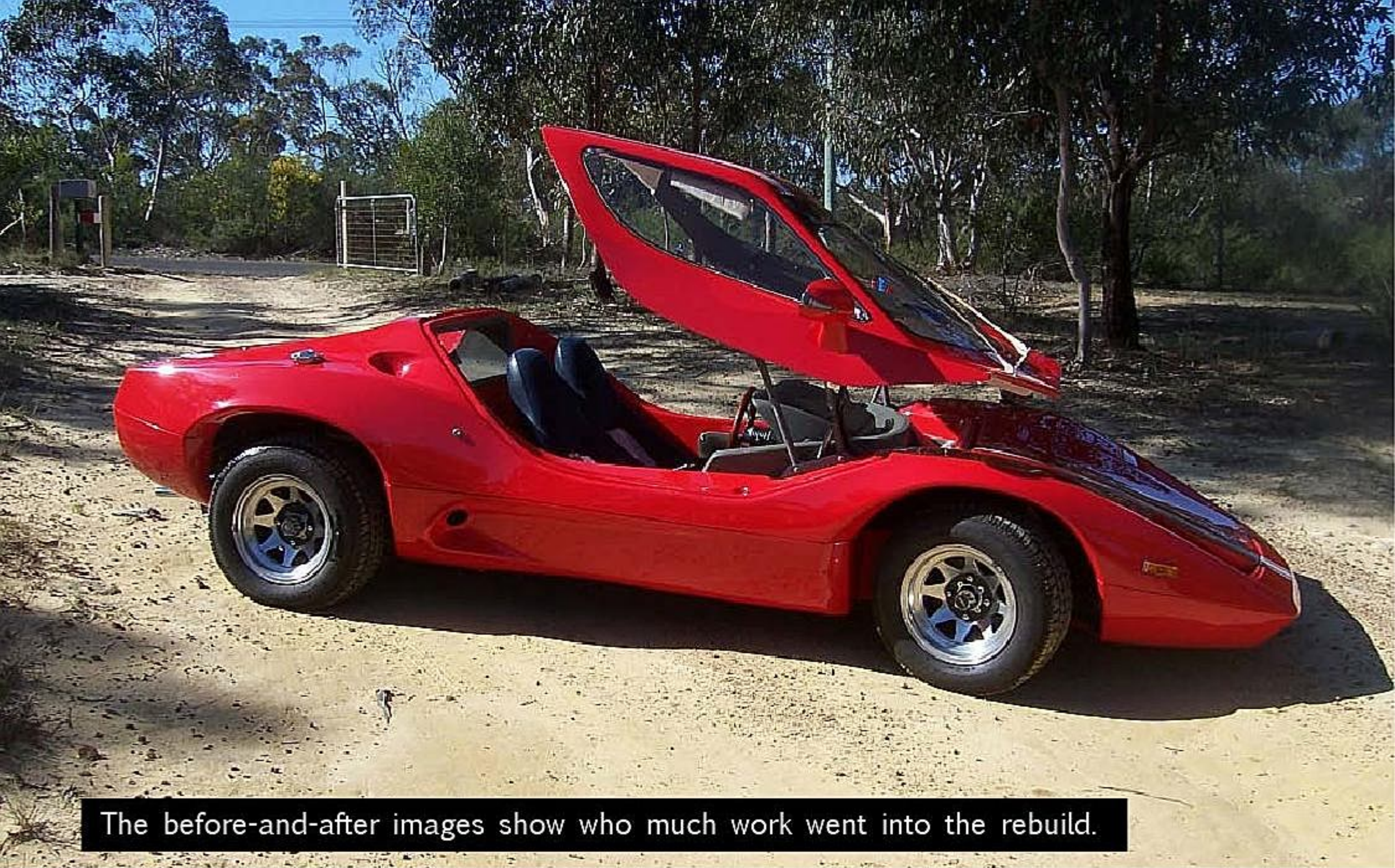
The next owner decided to move everything to Sydney. He put it all in a forty foot container and had it stored. The intention was to build more cars but it seems that new compliance laws made that very difficult so everything just stayed locked up in the container"

"After about 10 years the Eureka club was contacted by the owner of the storage yard and told that because the storage rent payments had not been made he was about to auction off the contents of the container."

Ted Smith's car before the restoration







The before-and-after images show who much work went into the rebuild.







"Well, I went to the auction and I was the only one there, so I got everything for the reserve price."

And what did Ted get for his money? "I have just about every mould necessary to build the F4 version of the car, so I help out club members with anything they need," he says.

"Some moulds are not complete so over the years I've had to repair them and make a few bits myself."

Ted has one fully operational car and two spare body shells for spares. His Eureka is powered by a two litre VW engine.

How Ted found it is a story all by itself. And it starts, as it does with so many Eureka owners we have spoken to, with the *Wheels* magazine story in 1974.

"Back then I decide I had to have one", Ted tells us. "I went down to the factory in Dandenong and test drove one. I then bought an old VW to use as a base but the deal never went through."





Fast forward about 30 years and Ted saw a car advertised in *Just Cars*, and the dream of owning one was rekindled. "It was on a property in Armidale. It had no engine and gearbox and the wiring was burnt out" he says.

It took Ted two years to get the car into working order and he has been slowly improving it over the years.

"I use it everyday" he says; "And I fix whatever needs to be done as and when".

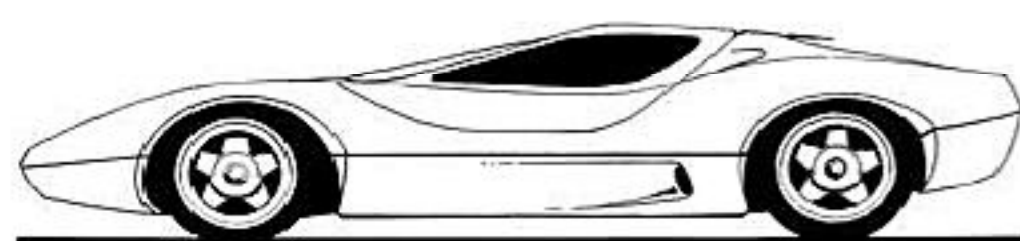
Ted does not look through rose coloured glasses when assessing his car. "They are great on the open road, up and down hills and through the turns, but around town, with no power steering; you really know it is

1970s VW underneath all of that great styling," he says.

So what attracts Ted to Eureka's?

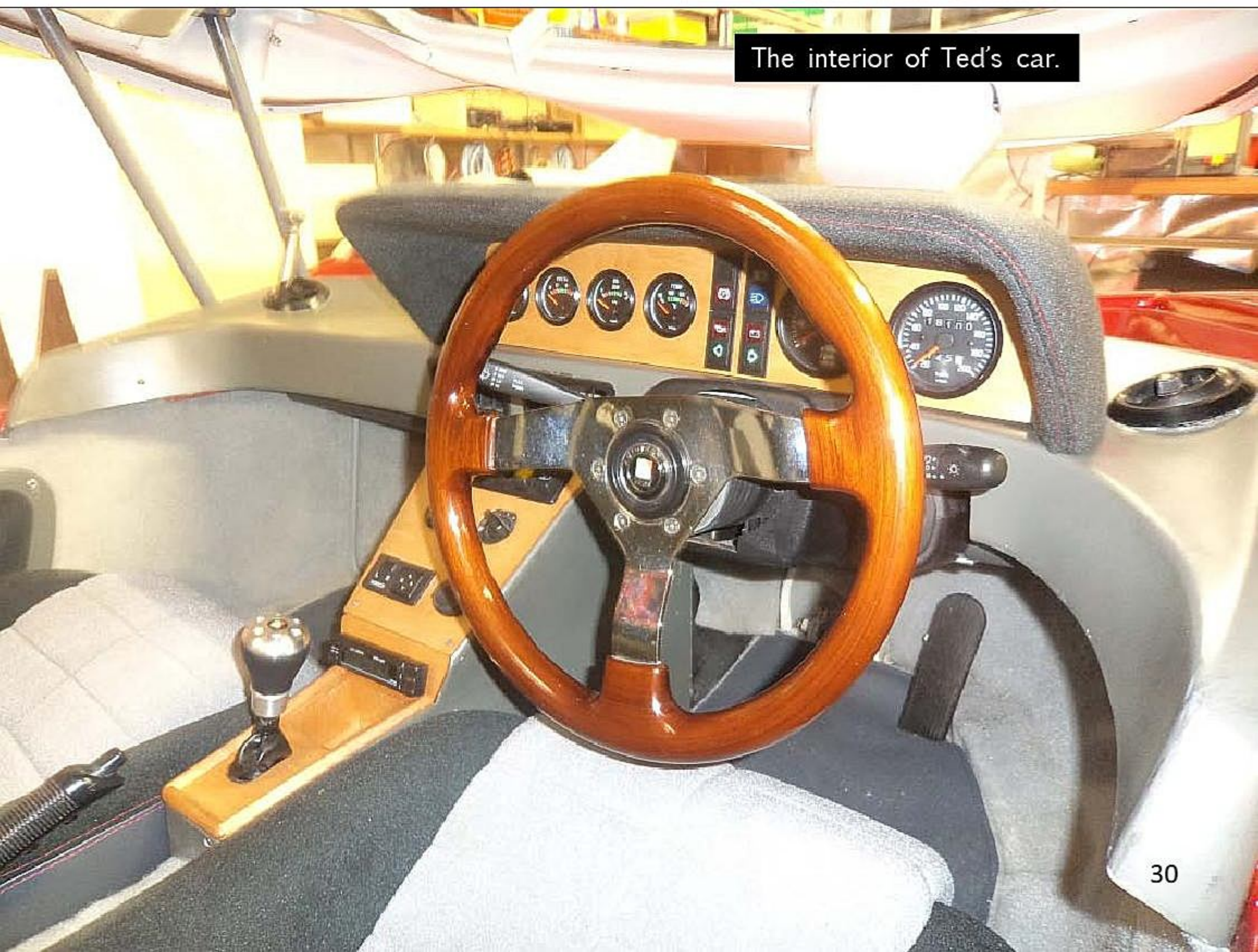
"This is a car for the individual. They may look the same but every one of them reflects the owner's individual style and ideas. That's what is so wonderful about them. They also have super car looks and VW reliability", he tell us.

And then he adds: "I made this car, and I'm very proud of it."



**Purvis Eureka Car  
Club of Australia**

The interior of Ted's car.





## Eureka History

The Eureka made a sensational debut forty years ago at the Melbourne Motor Show.

Based on the UK Nova kit car design (called Sterling in the USA and Eagle in South Africa), it was Australianised by Allan Purvis and he produced them from 1974 to 1989 at his Dandenong factory.

Allan Purvis chose to rename the Nova to Eureka in recognition of the fighting spirit demonstrated by the miners at the Eureka Stockade, and adopted the Eureka flag as the company symbol.

With its low slung super car looks and a canopy roof that rose up to allow entry and exit, it was the Holden Hurricane dream car you could buy and drive.

The Eureka utilised the VW Beetle chassis and a fibreglass body. Customers could either buy an almost completed car and fit their own engine or haul all of

the basic components back home and build the entire car themselves, usually in the garage.

Back in the day the engine of choice was an air-cooled VW flat four. These days the boxer Subaru motors and even Mazda rotaries are used.


The Eureka has a special place in Australian motoring history and was recently recognised in the National Gallery of Victoria's exhibition: *Shifting Gear: Design, Innovation and the Australian Car*.

There were 648 Eurekas sold by Purvis, according to Phil Brow, who is the secretary of the Purvis Eureka Car Club. The locations of approximately 150 are known today. The rest may well be in sheds and under tarpaulins in someone's back yard.

It is estimated that a total of around 10-11,000 Nova based kit cars have been sold around the world. The club can be contacted at:


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

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# DORT

## Rare Outback Classic

When Wayne Cooper retired a little while ago his son Paul decide to buy a classic car for him to work on as a project.

Rather than choose the usual mid-sixties Holden, Valiant or Falcon, Paul took the road less travelled and selected a rare 1923 six cylinder Dort.

And what does Wayne say about it?

“My brother has a 1928 Rugby and my brother-in-law has a 1927 Chevrolet, so a 1923 Dort fits right in”, says Wayne.

Dorts were built in Flint, Michigan beginning in 1915. The company, which was owned by Josiah Dort,





slipped into liquidation in 1925, not long after Dord died

The brand was sold in Australia and a couple of four cylinder engined cars were bought by the South Australian government and used in the desert.

Wayne's Dord was acquired from the seller who lives in outback South Australia. "I'm not sure of its history, but I do know it is not one of Dords bought by the South Australian government. And we think that at one stage it may have had a ute body on it in place of the touring car body it now has", says Wayne.



*In the deepest snow.*



*On the steepest hills.*



*In crowded traffic.*



*Through mud and slush.*

## Under Every Condition of Service

# DORD

—Those who saw the Dord at the New York Automobile Show last year—  
—those who have seen the Dord this year,  
—those astute judges of motor cars who predicted success for the Dord because of its many features of mechanical excellence,  
—those who were sceptical that a manufacturer could continue to give, at the Dord price, the remarkable values offered in the Dord.

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Exhibit in charge of Mr. A. B. Christie and Henry H. Smith

Don't miss the Dord. No motor car on the American market today has made such rapid strides in the favor of the buying public as well as the technical men of the industry—and no motor car gives as much for the money as the Dord.

**DORD MOTOR CAR COMPANY**  
Flint, Michigan

**\$650**  
Complete 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100







What is certain is that Wayne's car is amongst one of the last Dords ever made, boasting chassis number 105260.

The Dord was partly restored when it came into Wayne's hands earlier this year. "I did a bit of external work on it and the starter motor is not operating, but the car starts with a couple of turns of the crank handle", Wayne says.

"It is a great old car and considering it is 90 years old, it runs perfectly. And if something goes wrong it can only be the fuel, a moving part or the spark because these cars are so simple mechanically," he says.





Above: The front wheel assembly of Wayne's Dort highlights the strong engineering of the car. Wayne and his brother have had to do some work on the front end to stop a severe shimmy at low speed. They have also rewired the car and are now attending to the cylinder head.

The Dort is road registered and Wayne plans to use it in festival parades and for just driving around.

"It has a 'crash' gearbox so I'm getting use to that", he admits.

So just how rare is the Dort? Less than 100 are believed to be roaming the world's roads these days.

## Dort History

Josiah Dallas Dort was a pioneer of the American automobile industry and a played a leading role in the formation of General Motors.

# *The* **DORT**

**The new DORT has arrived**

Do not buy any car, at any price, until you have seen it, for the DORT is a revelation in motor car values.

Here are some of the features which make the DORT stand out so prominently in its class: **SIMPLICITY, ACCESSIBILITY and DURABILITY.** Power and speed **WITHOUT VIBRATION**—remarkable hill-climbing ability—wonderful cooling quality of the motor—ample room, luxurious upholstery, excellent finish, beautiful streamline body and perfect spring suspension (you can't know what small car comfort really is until you have had a ride in the DORT).

The DORT has every desirable feature of the high priced car but none of its drawbacks. "High cost of up-keep" is unknown, and as for initial investment—just look at the figures on your right.

**SEE IT TODAY!**

**MILLER BROS.**  
Automobile and Supply House,  
1200 H Street N. W.,  
Service Station, 61 Pierce Street N. E.

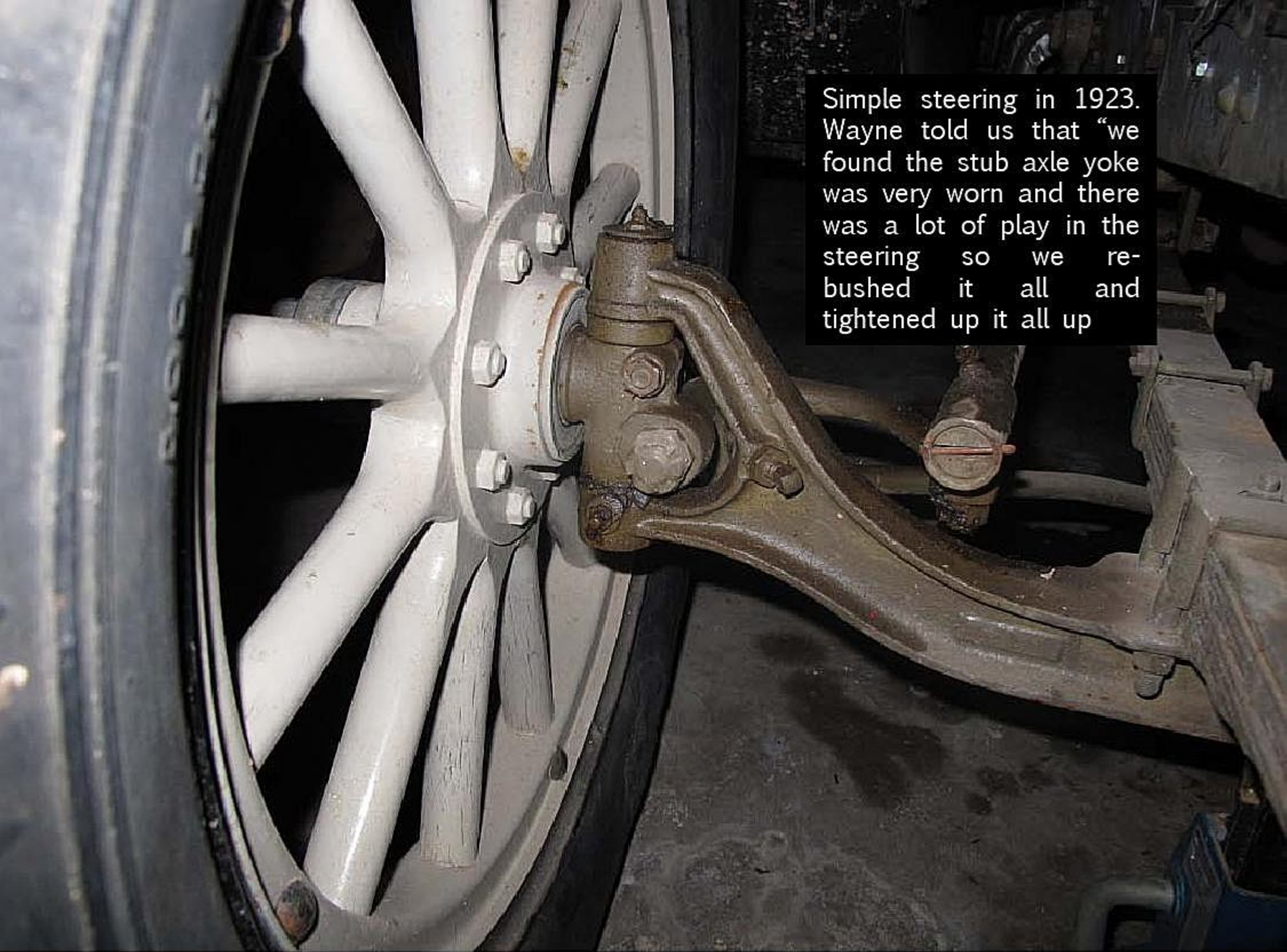
**DORT MOTOR CAR COMPANY**  
FLINT MICHIGAN

Five Passenger Touring  
**\$680**

Two Passenger Roadster  
**\$495**

Backed by 25 Years of  
Successful Vehicle  
Manufacturing  
Experience





Simple steering in 1923. Wayne told us that "we found the stub axle yoke was very worn and there was a lot of play in the steering so we re-bushed it all and tightened up it all up

The Dort company can trace its history back to its founding as the Flint Road Cart Company in 1884 by William Crapo Durant and Josiah Dort. They sold wagons, built by local suppliers for eight dollars each.

According to author Menno Duerksen, writing in the May and June 1989 editions of *Cars and Parts* magazine, the Cart company was making 150,000 wagons, carts and carriages, a year, in 1900.

This made the company the largest manufacturer of passenger vehicles in the world at that time, and Dort and Durant became millionaires

Both Dort and Durant could see the rise of the "horseless carriage" as

# Dort



Favored because of its Strength, Power, Thrift, Accessibility, Comfort, Simplicity and Slow Depreciation.

*It's Built For Service*

**Sapp Implement & Motor Co.**

Eight and Cherry Sts.
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inevitable, so they started to make plans to move into the car business.

Duerksen says that Durant bought into the new Buick company, with financial support from Dort. Durant then bought other companies, such as Cadillac, Oldsmobile and Oakland and established General Motors.

Meanwhile the car and carriage company, which Dort continued to run, was still doing good business.

Trouble was, Durant expanded GM too far and too fast with other people's money. Plus, in 1909, he tried to buy Ford. That was all too much for GM's Board and they dismissed him.

Undeterred, in 1911 Durant bought Chevrolet. Dort became a Director and Vice President of Chevrolet.

Above: A Dort Motor Car Company Share Certificate signed by Mr Dort himself.

In 1913 Dort stepped down from Chevrolet and by 1915 he and Durant had cut their business ties.

Dort started to build his own cars in 1915.

However, the rising cost of developing new cars was starting to erode Dort's financial capacity to keep up with Ford and General Motors.

When Dort's health started to decline 1923 he spent less and less time on the business and by late 1924 was actively liquidating the company. Production stopped in early 1925.

Dort died, aged 64, on May 17<sup>th</sup> 1925.





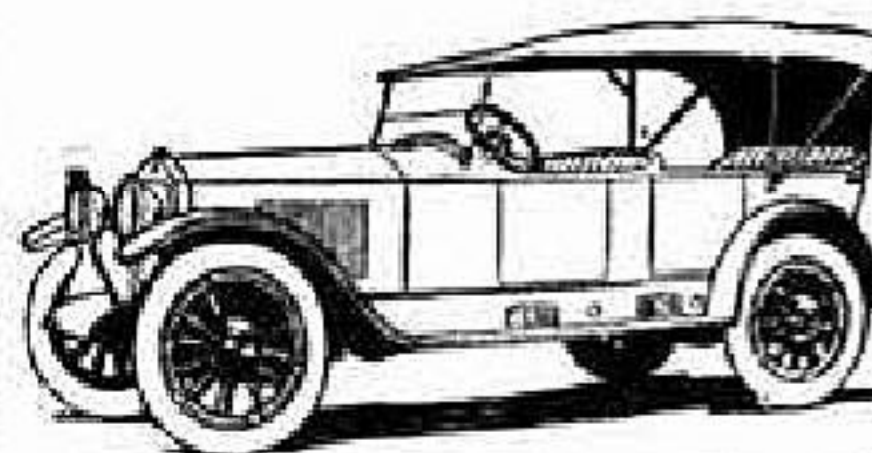
Ralph Uphill's immaculate Dorts.

## Australian Connection

The history of Dorts in Australia is sketchy. Four and maybe five Dorts were sold to the South Australian Government. Murray Auger supplied the bodies. They were used for surveying the desert and the South Australian Railway. Ralph Uphill has one of these cars, and it was showcased in the August 2012 edition of Retroautos.

The advertisement on the right (from the Newcastle Sun motoring section of 10<sup>th</sup> April 1923) shows that Dorts were sold in Newcastle NSW, through an agency based in Broadmeadow. At the same time, Chevrolets were being offered for 100 pounds less and Model Ts at just 285 pounds.

## "A Wonderful Combination"



Durability, Simplicity, Smartness and Low Cost.

## The Dorts, £425

Representatives for the Northern Districts of the Famous English Leyland Lorry, 2, 3, 4 and 5 ton Models.

CALL AND INSPECT AND ARRANGE FOR A DEMONSTRATION

**The Central Motor and General  
Engineering Co.,  
BROADMEADOW.**

Ham.: 506.



## Canadian Connection

The Dort (known as the Gray-Dort) is revered in Canada as one of their pioneer automobiles. It has appeared on a coin and a stamp.

Its history starts with William Gray & Sons, who began making carriages in 1855.

By the mid-1900s, Gray was very aware of the increasing popularity of cars and began manufacturing Ford Model T car bodies. When Ford ditched Gray and decided to make its own bodies in 1915, Gray purchased the Canadian rights to manufacture the Dort, after considering many other brands.

The Gray-Dort Motor Company was formed and the company released two vehicles in its first year of operation – a roadster and a touring car.

Gray-Dort was able to benefit from the reputation of Gray's carriages. They had an already established a strong network of dealers which spanned the country.

The Gray-Dort was assembled at a factory in Chatham, Ontario. However, it was vulnerable because of its dependence upon engineering support and parts from its American partner.

When Josiah Dort stopped production in 1925 the Gray-Dort company was unable to find a replacement partner to provide both parts. Consequently, their factory was closed. In its ten years of operation, some 26,000 Gray-Dorts had been manufactured.

The Grays went into auto parts manufacturing and were hugely successful.

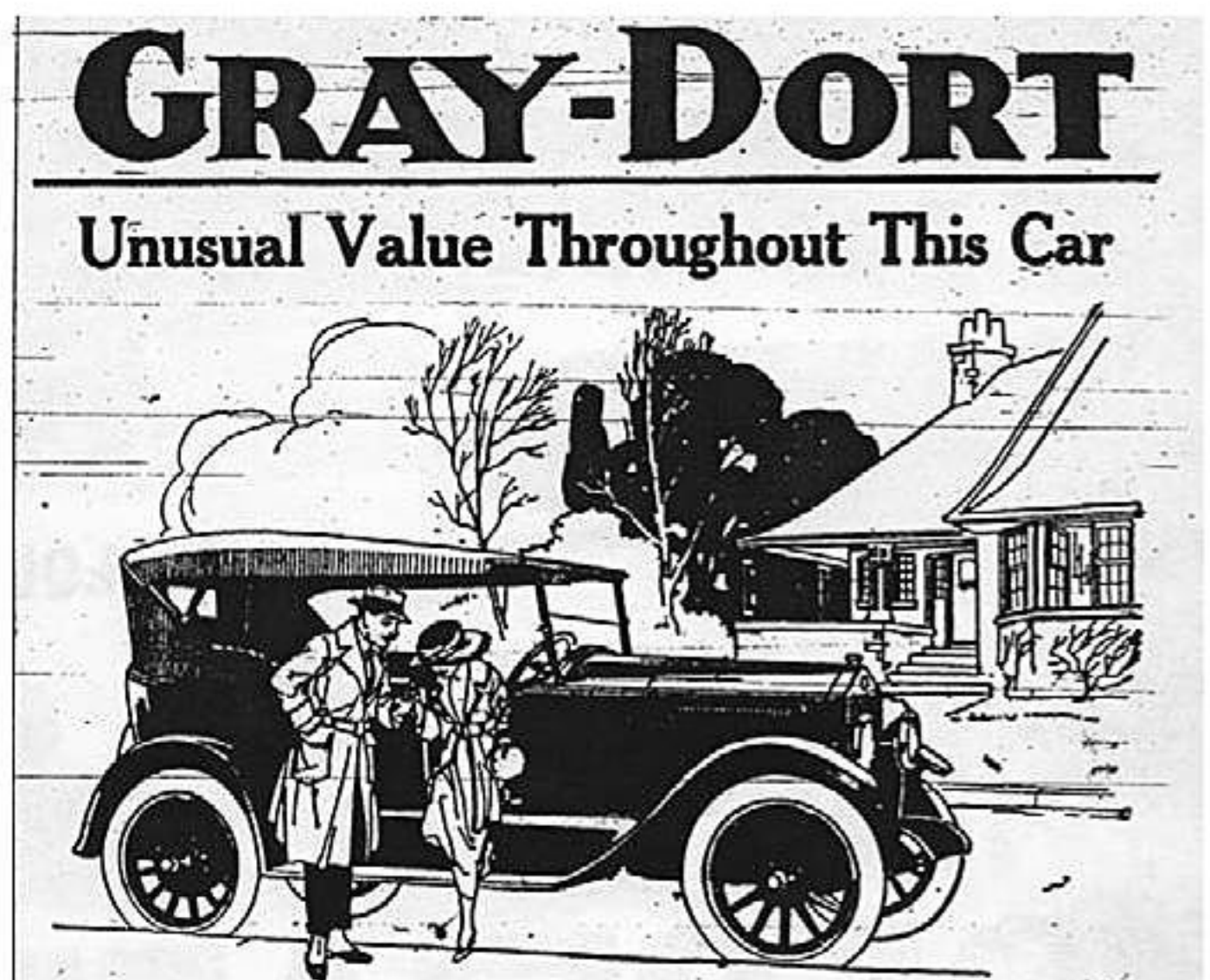


Above: William Gray with a 1925 Dort, pictured in the early 1950s.



1921 Canadian Gray-Dort

Below: Advertisement for Gray-Dort.





# Design to Driveway

A close-up, low-angle shot of the front left corner of a classic car. The car is painted a vibrant, metallic green. The headlight is prominent, with a black bezel and a clear lens. Below the headlight, the grille features horizontal black slats. The car is parked on a blue, textured surface, possibly a carpet or a mat.

Exclusive  
photos of  
American  
designed  
Torana !



# Styling the LH Torana

A close-up photograph of a car's body panel, likely a door or fender, showing a light blue upper section and a dark blue lower section. Two black plastic trim pieces are visible on the dark blue section.

“We got the right shape very early in the program and it was consistent with General Motors design language at the time” said Leo Pruneau, retired Holden design boss.





American Torana proposal

“Leo also has revealed that while his team was sculpting the Torana in Australia, a team in the USA was doing their version of what they thought the car ought to look like.”



American Torana proposal





American Torana proposal

In 1974 when Holden launched the LH Torana it was one of the few cars in the world specifically designed for four, six and eight cylinder motors.

Styled by Leo Pruneau and his team, the mid-sized Torana package appealed to a broad a cross section of consumers.

Lowest on the model hierarchy was the four cylinder poverty pack. In the middle were the 2.85 and 3.3 litre sixes with a few creature comforts.

At the top, more race car than street machine, sat the awesome SLR 5000 with the L34 V8 option pumping out nearly 250kW. That was big power in the mid 1970s.

That Leo Pruneau styled the LH Torana provides a wonderful serendipity.

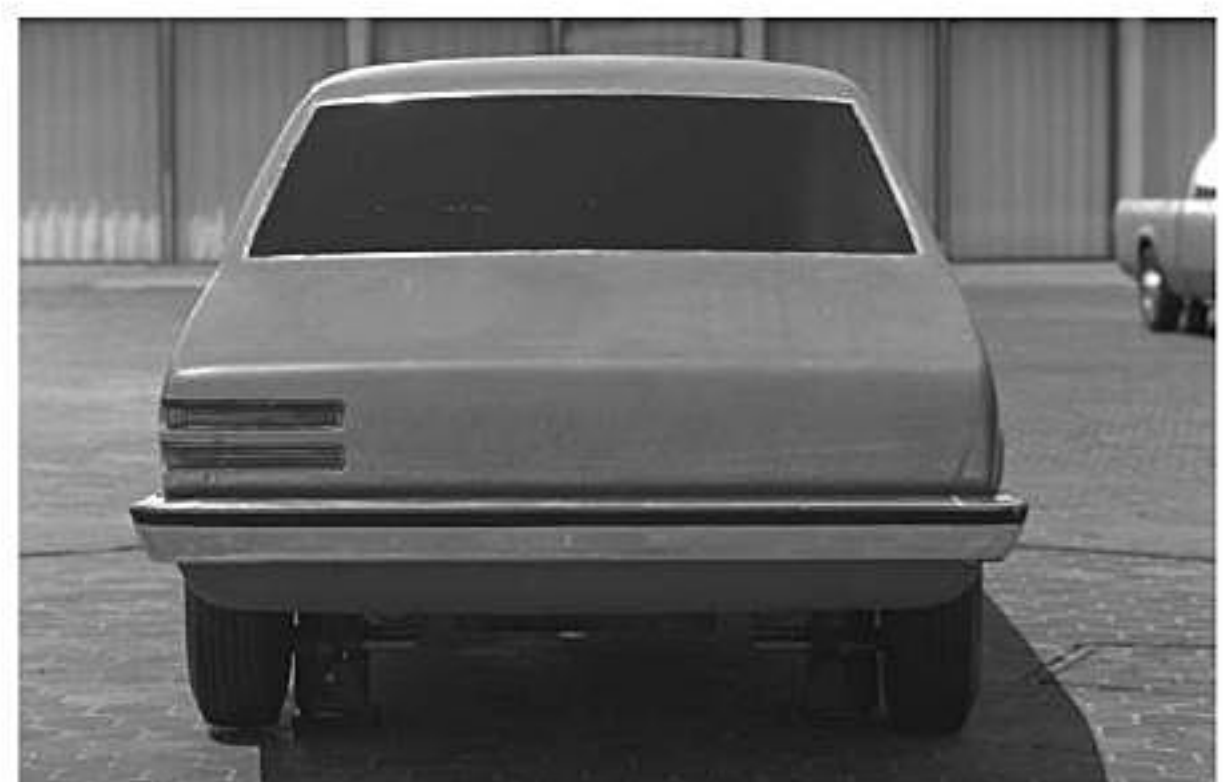
For it was Leo who, ten years earlier, styled the Vauxhall Viva which morphed into Australia's first Torana.

Leo spoke to Retroautos about designing the LH.

"We got the right shape very early in the program and it was consistent with General Motors design language at the time. If you look at the Chevrolet Vega and Vauxhall Ventora you can see the similarities, particularly around the grille and side view", he says.

Leo also has revealed that while his team was sculpting the Torana in Australia, a team in the USA was doing their version of what they thought the car ought to look like.

Retroautos can now show you, for the first time, exclusive images of the American idea for the LH Torana.







Above and below: The American Torana proposal is less imposing than the Australian design.



Thanks to John Kyros at GM Heritage and David Booker at Vauxpedia.com who found the black and white American Torana images in amongst some Vauxhall and Opel prototype photos.

The American styled version of the Torana has a longer, softer and bland body shape. Its front end has very similar design cues to the TX Gemini.

The Australian car has sharper and straighter lines. The door frames are more defined and the boot is less tapered. The rear pillar has more angle to it.

Overall, the American car looks smaller and less purposeful than the Torana Leo and his team designed.

Indeed, the Detroit design looks more like a scaled-up “T-Car,” GM’s international car of the era, and sold locally as the Holden Gemini.

And that is no surprise, because that is where David Booker found these American Torana prototype photos. They were mixed in with photos of Vauxhall’s and Opel’s T-car development.

Leo also confided that the grille was originally planned to be bigger and bisected by a much thinner chrome





The styling similarities of the Chevrolet Vega, Vauxhall Ventora, and the two LH Torana designs are quite apparent when seen side by side.

bumper bar, similar to the Chevrolet Vega and other GM US models, such as the Monte Carlo.

“We could not achieve that look because the body engineers did not like it, so we compromised with a smaller opening under a wider bumper bar”, he says.

The dash board was also a result of corporate consensus.

Pruneau’s team had designed a modern, sculptured, rounded facia but Holden was eager to gain exports.

That meant the dashboard had to accommodate left and right hand drive configurations with a minimum of change.

A flat symmetrical facia was the easiest and cheapest to make and that’s what went into production.

A station wagon and two door sedan were also planned for the LH range. The wagon never got beyond the prototype stage.

The two door sedan was redesigned into a hatchback and made it onto the market in 1976. You can see prototype images of the wagon and two door sedan in Norm Darwin’s great book *Torana Tough*.







The LH Torana and its successors represented many things to many people.

The potent brand name combined with its mid-size dimensions and multiple engine options gave the Torana a wide and unique demographic reach, and its appeal has endured down through the years.

In 2004 Holden resurrected the Torana name and dimensions as a four door hatchback concept car. But

they never did anything with it.

It makes you wonder that had Holden invested money and effort to develop mid-sized Torana concept, rather than spend a billion dollars on developing the longer, heavier Commodore which now struggles in the showroom, then they might not be downsizing the organisation now.

Such is the stuff that dreams are made of.



Above: The 2004 Torana concept. An opportunity lost by Holden. They chose to go the big car route, and sales have fallen ever since.





Above: These two images show the styling evolution of the American Torana proposal. The Yanks appeared to want the Torana as a larger version of the global T-Car, the prototype of which is pictured below and the Holden version seen at left. All images copyright GM Corp 2015.







The Torana's bumper bar through-the-grille idea was used on a number of GM's international and American designs, including the Chevrolet Vega, pictured right.







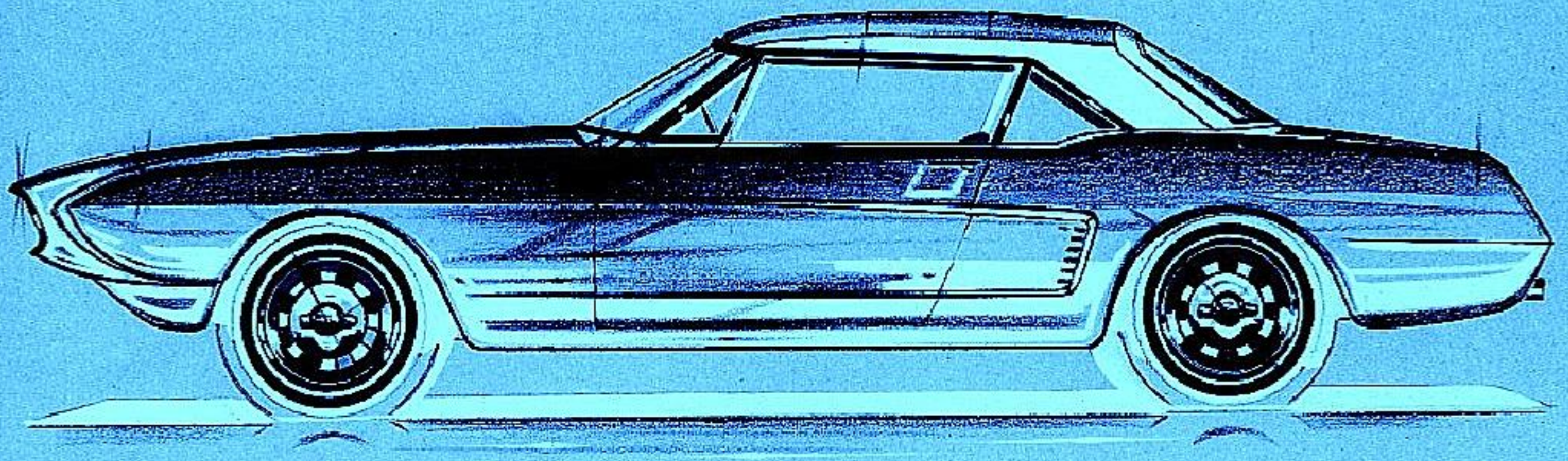
Above and below: The front and rear of the American Torana proposal. The front end design makes the car look smaller than it really is. It does not stand out like the Australian design.





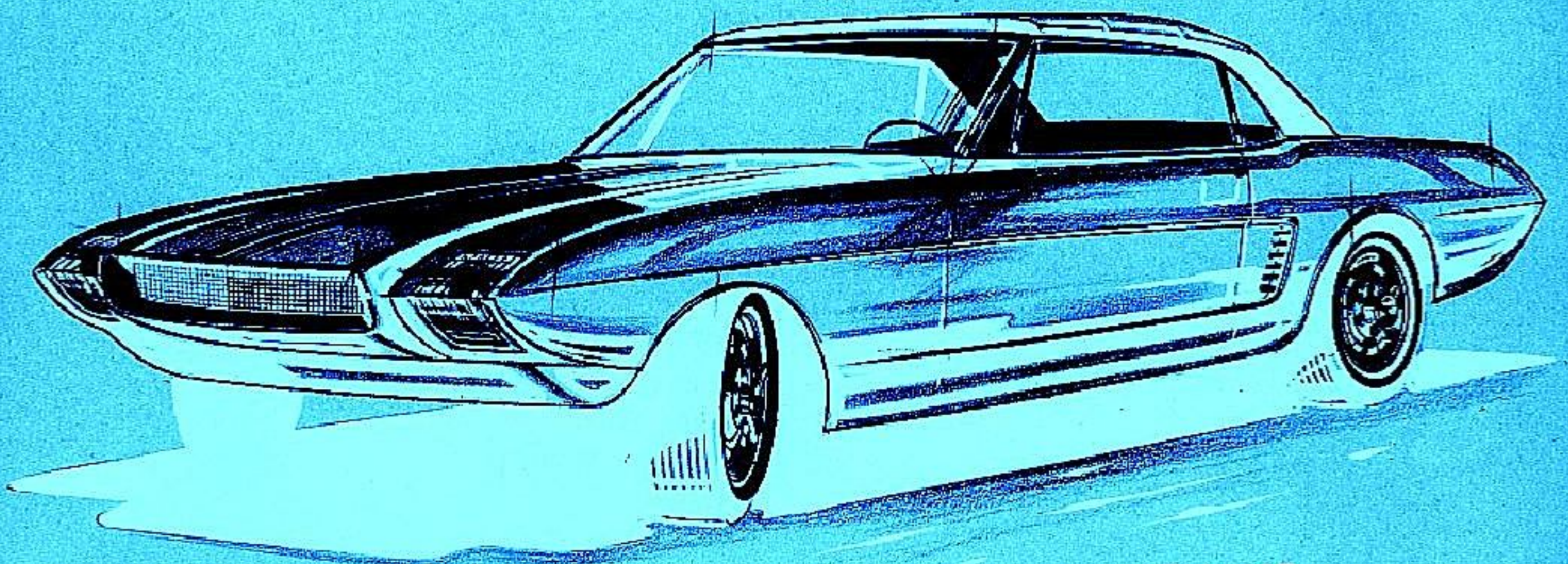
# Ford's Fabulous 1960s “X” Cars





5-11-63

5-6347-2



5-11-63

5-6347-1



During the 1950s General Motors captured the car buying public's attention with its glamorous Motorama auto shows and fabulous dream cars. (See previous editions of Retroautos, including the February and July 2015 editions.)

When GM stopped presenting the Motoramas in 1961 they still continued to develop and display dream and concept cars.

Beginning in 1951 Ford tried to match GM with its own dream cars, but never really captured GM's combination of style and practicality. Ford's dream cars seemed to be veer more into the realm of Jetson cartoons rather than concepts, with the 1954 Atmos being a prime example. (see Retroautos February 2015 edition for a comprehensive feature on Ford's 1950s dream cars)

In 1961 the newly appointed boss of styling at Ford, Gene Bordinat, along with Ford's new boss, the legendary Lee Iacocca, decided to start developing cars and concepts which exhibited a more "sporty" focus in their designs, and cars which the public could easily see themselves driving, in order to attract a wider

and younger, more freely-spending buying public

One of the first concepts to be released was a small, two seat, mid engine, fully operational sports car. It was called the Mustang I.

Meanwhile, Iacocca and Bordinat were pushing ahead with the idea of a four seater sports cars which would be a bigger than the Mustang I and certainly not as technically complicated. This car would eventually become the Mustang.

Many styling proposals of the Mustang were created before the familiar shape was finalised in August 1962.

And while all of this was going on, Bordinat commissioned three additional concept cars. Each would point to the future direction of Ford styling and technology. Ford trumpeted them as the "X Cars."



Right: The strange 1954 Ford Atmos

Ford styling chief for 19 years, Gene Bordinat.







Above: The 1961 Ford Gyron, a two wheeled idea. It was this kind of concept car which Bordinat and Iaccoca wanted to move away from.

The cars were the Cougar II, the Allegro and the Mustang II.

Along with the cars Ford issued a comprehensive brochure, which was given out in dealerships and at the auto shows.

The Cougar II, which sat on a Shelby Cobra chassis, was meant to be a challenger to the Corvette, but never made it beyond the concept stage. However, in 1965 Bordinat had an additional car made for himself as a daily driver. (The Cougar I was a 1961 dream car and it appeared in the Jack Lemon and Carol Linley movie *Under the Yum Yum Tree*).

The Allegro was a combination of many styling motifs that would appear in production cars. The show car was just one of 13 styling variations and was based on an earlier idea called the Avventura (yes, a double "v", and later the Avanti). It had a canter-levered steering column

The Allegro's "open mouth" front end is a more aggressive version of what was already appearing on the Cortina. The fast back roof line was used on the Mustang fastback. The open mouth grille motif has endured into the 21<sup>st</sup> century and can now be seen across the entire Ford global range.

The Mustang II was built after the styling of the production Mustang was agreed. In fact, the concept car is actually a pre-production Mustang with the roof chopped and the front and rear ends were reworked.

Compared side by side with a road going Mustang, the similarities are quite startling.

The Mustang II was very well received by the media and the public. So much so, that when the actual Mustang was released in April 1964 it seemed that it had been based on the concept, when in fact the opposite was true.

Two of the X cars still exist. The Cougar II and Mustang II are owned by the Detroit Historical Museum. The Allegro was re-configured in 1967 by having its roof sliced off. It was given a roll bar, repainted in gold and renamed the Allegro II. It has since disappeared and is one of the many concept cars that are rumoured to be stashed away in a warehouse in Detroit.

In hindsight the "X Cars" clearly indicate the direction Ford was going, and if other car companies had looked hard, they would have seen Ford's biggest seller of the 1960s right in front of their eyes, and six months ahead of schedule. On the following pages we have re-published the original "X Cars" brochure and combined it with additional images and commentary.



Above: The 1961 Cougar I in the Yum Yum Tree movie.



ALLEGRO CO

*Stylying*



DUGAR II • MUSTANG II

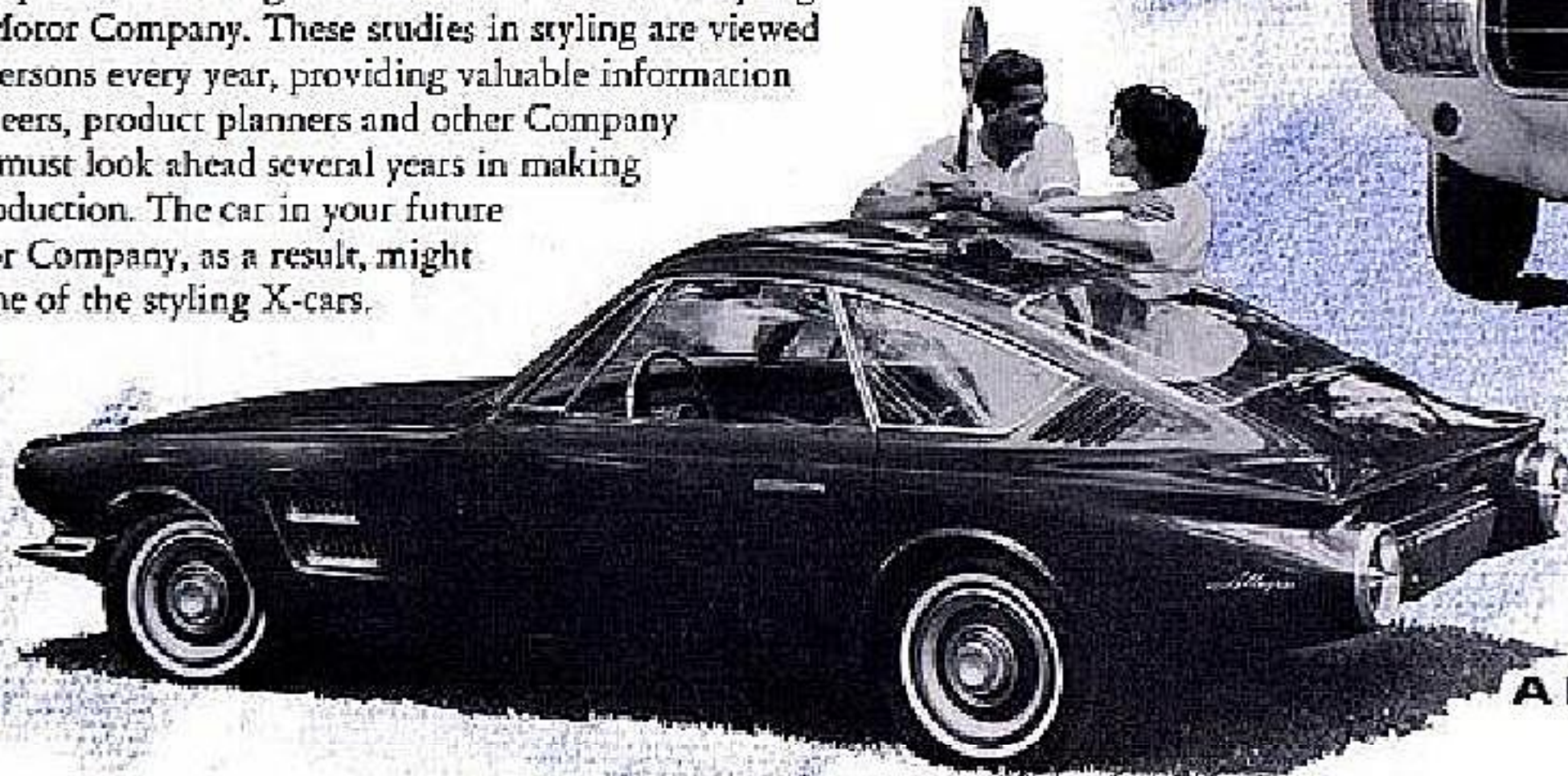
# *Cars*

*e*xperimental designs

by Ford Motor Company



Can you describe how you want your car of the future to look? Probably not. But given the chance to inspect a variety of "styling X-cars" (X for experimental), you can say pretty clearly what you like or don't like about each design. This "pulse-taking" is one of the purposes served by cars such as the *Allegro*, *Congar II* and *Mustang II*—three of many experimental designs from the studios of the Styling Office of Ford Motor Company. These studies in styling are viewed by millions of persons every year, providing valuable information to stylists, engineers, product planners and other Company executives who must look ahead several years in making decisions for production. The car in your future from Ford Motor Company, as a result, might well resemble one of the styling X-cars.



ALLEGRO

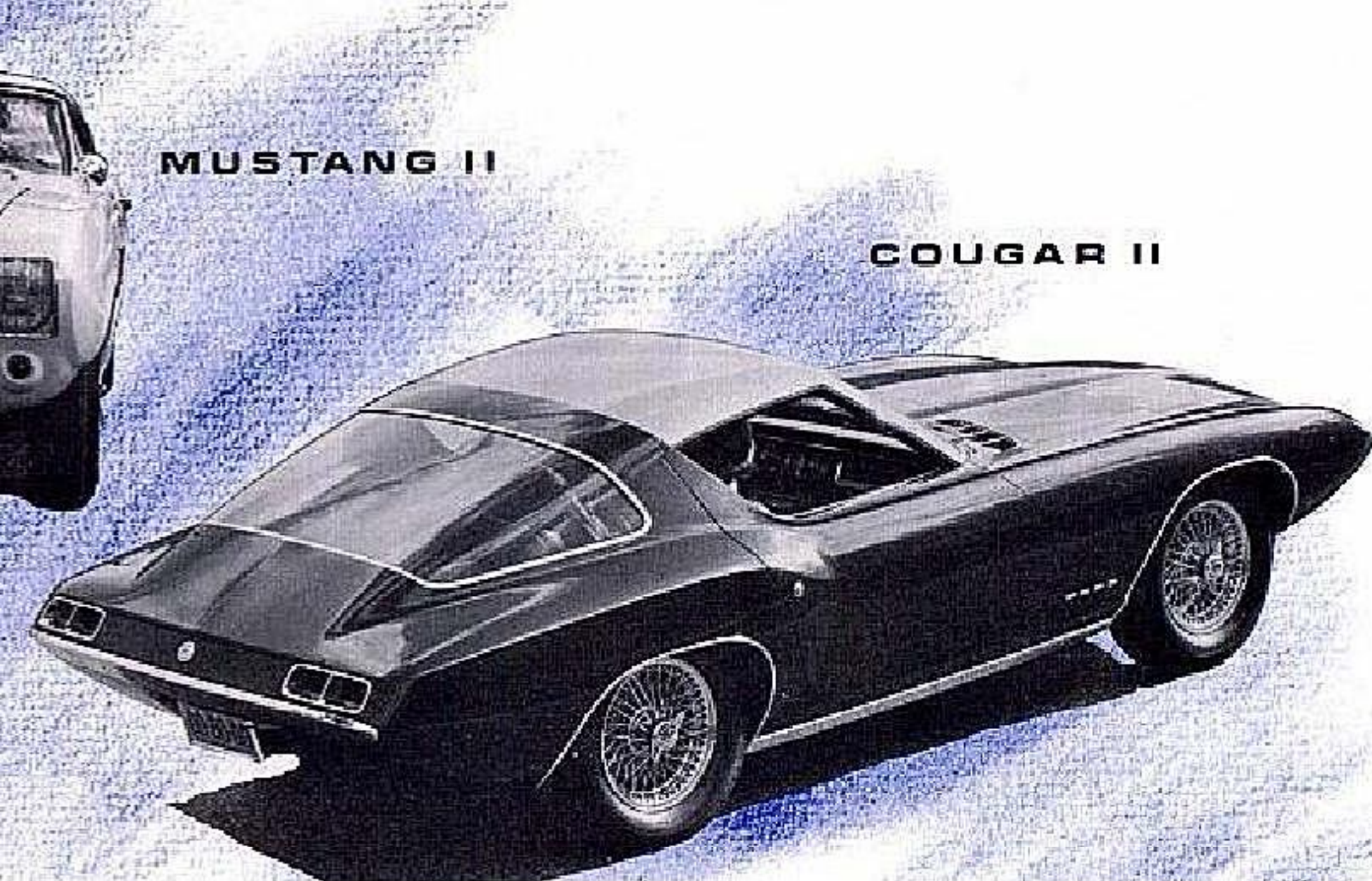
Below: It is 8<sup>th</sup> October, 1963 and the Mustang II is ready to gallop.





**MUSTANG II**

**COUGAR II**



Inspired by the original Mustang experimental sports car, the *Mustang II* is a sporty, personal vehicle aimed at the growing "fun-to-drive" market. In auto buff lingo, *Mustang II* is a two-plus-two, meaning it is designed to accommodate comfortably two front-seat passengers plus two more passengers in a minimal rear seat area. The model is capable of outstanding

performance from its front-mounted, 289 cu. in. V-8 engine with a four-Venturi carburetor. The *Mustang II* is 186.6 inches long on a 108-inch wheelbase. Over-all width is 68.2 inches, over-all height 48.4 inches. The hardtop roof, a refinement of the Thunderbird roof design, is detachable.

## **MUSTANG II**



















Above and middle: This side by side comparison demonstrates how closely the Mustang II resembled the production car.

Bottom: The clay prototype of the Mustang II from June 1963. Ford management were not yet decided on what to call the car. It has a Cougar emblem in the grille and Torino badges on the side (see insets).

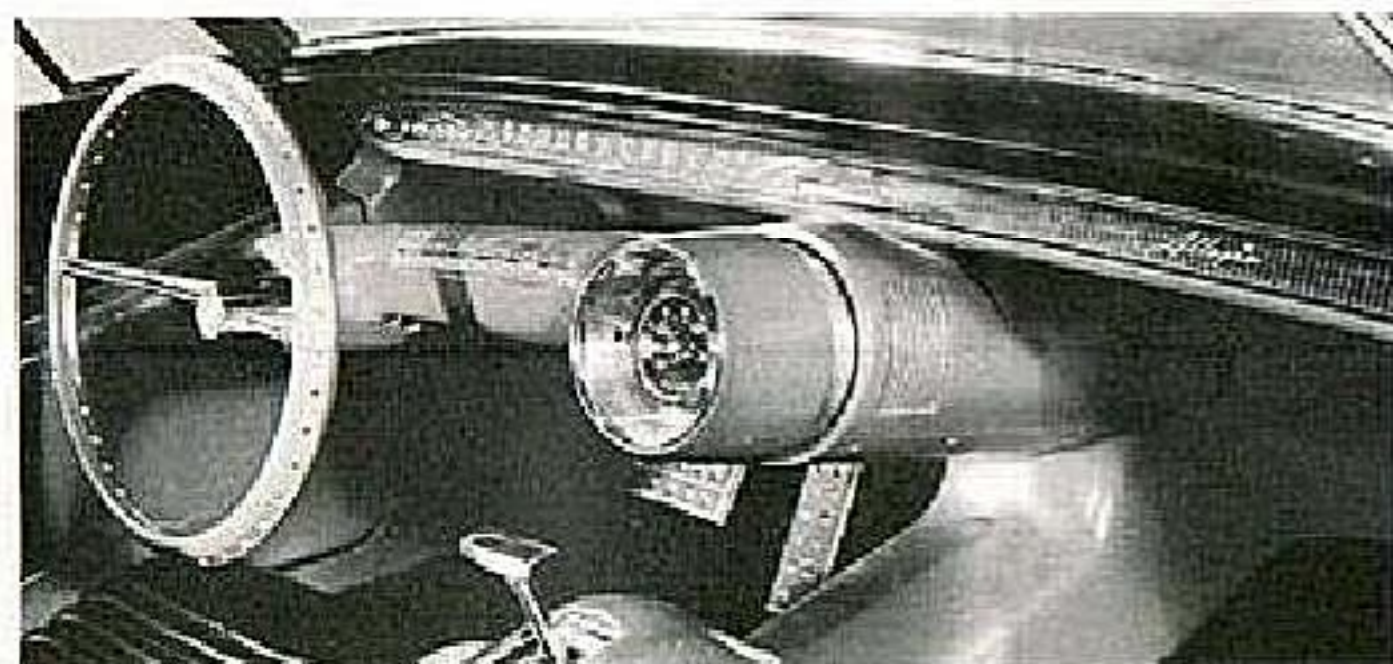






## Allegro

Described as "a car of the future that could be built today," the *Allegro* was developed by advanced stylists and engineers as a study in new design features and unique mechanical devices. The exterior is distinguished by a long hood with the grille extending forward of the headlights, a compact passenger compartment and a "fastback" roofline. Inside, the *Allegro* contains refinements of control features introduced on the original Mustang experimental sports car—and adds some new ones of its own. It incorporates further advances in adjustable brake and accelerator pedals, fixed seats and retractable seat belts. Most prominent of its pioneering features is an entirely new concept in driver comfort—a unique cantilevered-arm steering wheel with a memory unit. Dimensions of the *Allegro* are such that it could accommodate four passengers by use of rear floor space for minimal seating. The wheelbase is 99 inches; over-all length, 169.5 inches; over-all height, 49.6 inches; over-all width, 63.6 inches.



The steering wheel is mounted on a horizontal arm which pivots on the centrally-mounted steering column. Button controls allow the driver to move the wheel to the most comfortable position.

Buttons on the column arm power-adjust foot pedals forward or backward. This mechanism, which accommodates drivers of various sizes, is related to the fixed seat design, an innovation that contributes to rigidity and allows for a reduction in over-all height.



Below: The *Allegro* after it had had the roof chopped off and renamed the *Allegro II* in 1967.



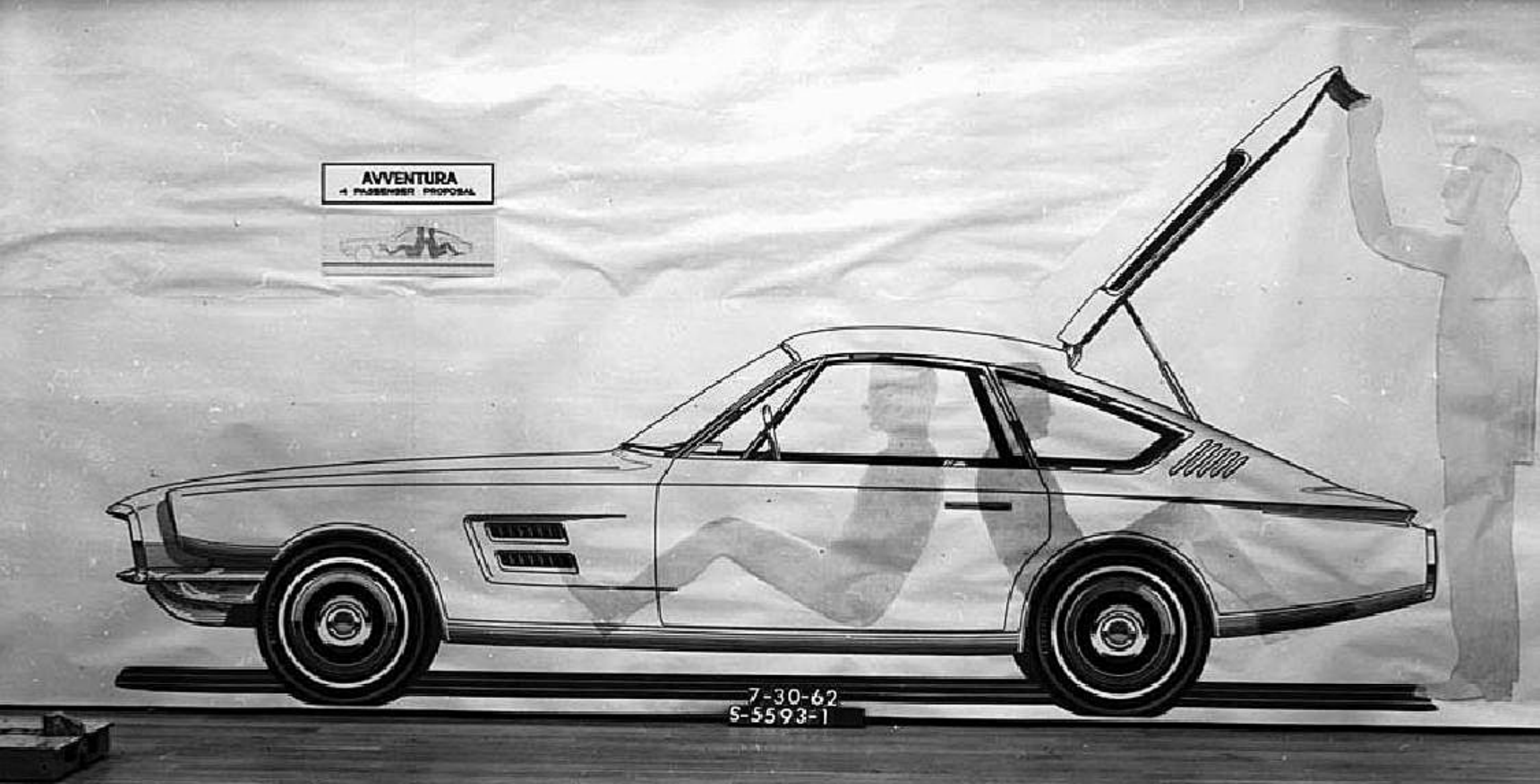




Above: The Allegro concept nears completion, as seen in this July 1962 image.  
Below: When first released the Allegro was painted in gold. It was quickly given a red makeover.







Above: Early in its development the Allegro was named the Aventura. Note the rear seat configuration. Makes you wonder how anyone would get into and out of the rear seats..  
Below: The unique canter-levered steering column in the Allegro.



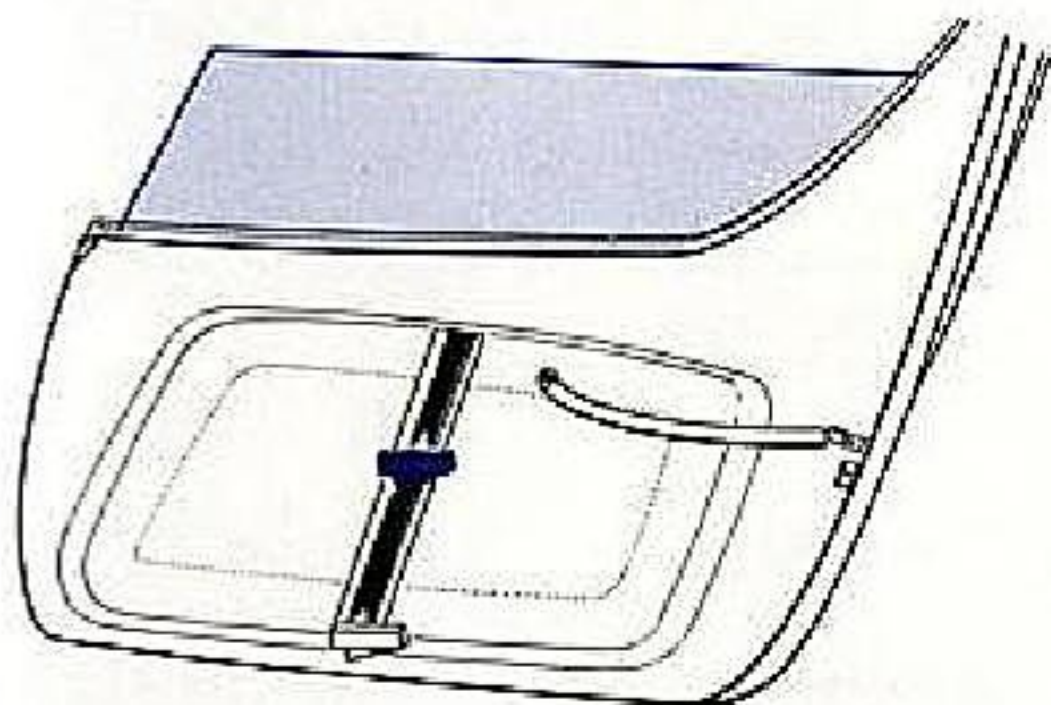




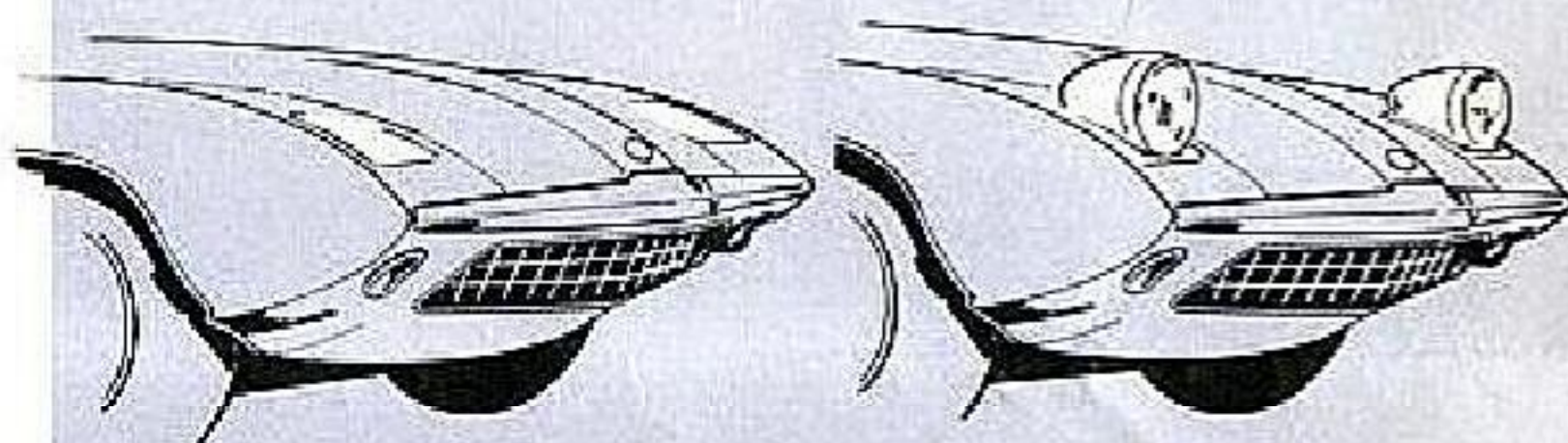
## COUGAR II

A two-passenger GT car, the *Cougar II* has a fastback roof, concealed "pop-up" headlamps and a businesslike, fully instrumented interior.

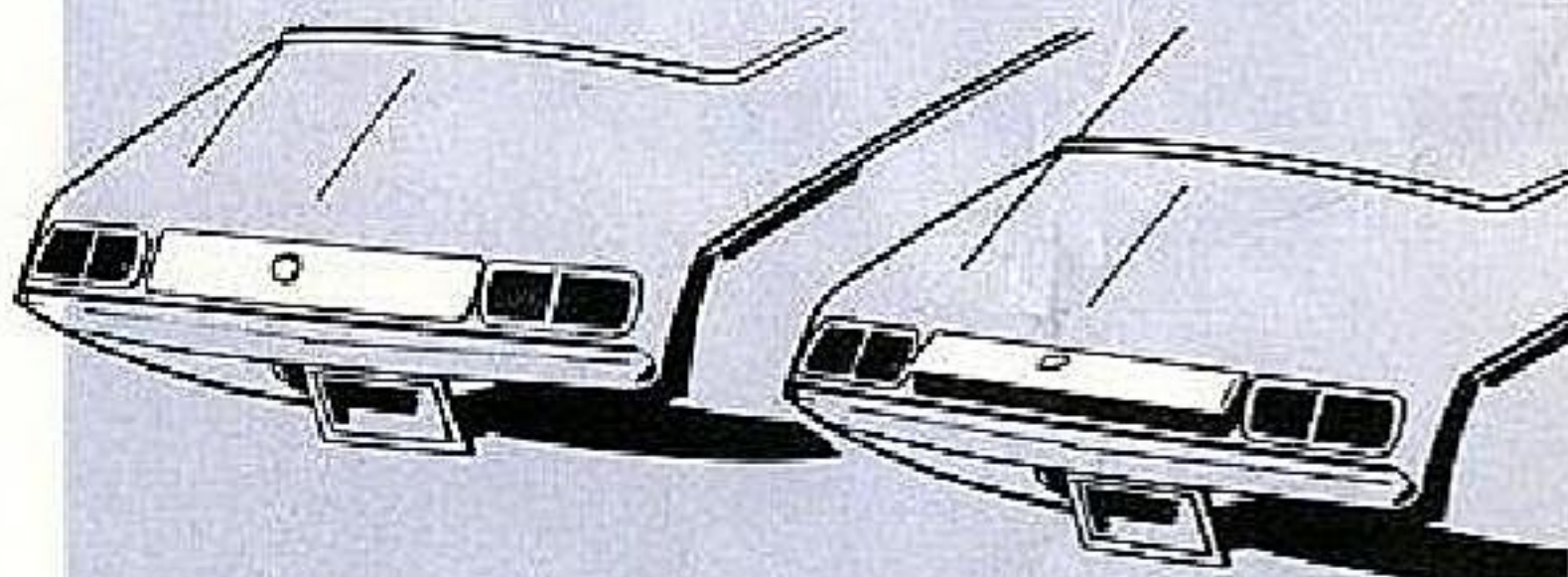
(GT, or gran turismo, is a term usually applied to two-seat coupes designed for ultra-fast highway travel.) Exterior design is simple, yet unique, and intended for total performance. The *Cougar II*, powered by a 260 cu. in. high-performance V-8 engine, could be engineered to attain speeds in the 170 miles-an-hour range. This styling X-car has a 90-inch wheelbase. Over-all length is 167.8 inches; over-all height is 47.8 inches; over-all width is 66.6 inches; tread width is 50.5 inches in front and 52 inches in the rear. The interior of the *Cougar II* has an all-black color scheme with two individually adjustable bucket seats, a console-mounted four-speed gear shift lever and a straight-line array of gauges on the instrument panel. The wood and aluminum steering wheel telescopes fore and aft with three inches of adjustment.



By means of a new window-lift mechanism, occupants may raise or lower instantly the curved side glass to any position. A single handle with a spring-loaded tab can be moved up or down a ratcheted track in the door panel. When the tab is released, the window is locked in place.



The *Cougar II*'s pop-up headlamps are operated by small individual electric motors. At the push of a button, cover plates pivot forward and down, and the headlamps swing into place. Raising or lowering the headlamps takes less than three seconds.



When interior air pressure exceeds 1.5 pounds per square inch, a relief panel across the rear of the passenger compartment opens automatically. This device is necessary because of possible extreme pressure against the backlight (rear window) at high speeds.









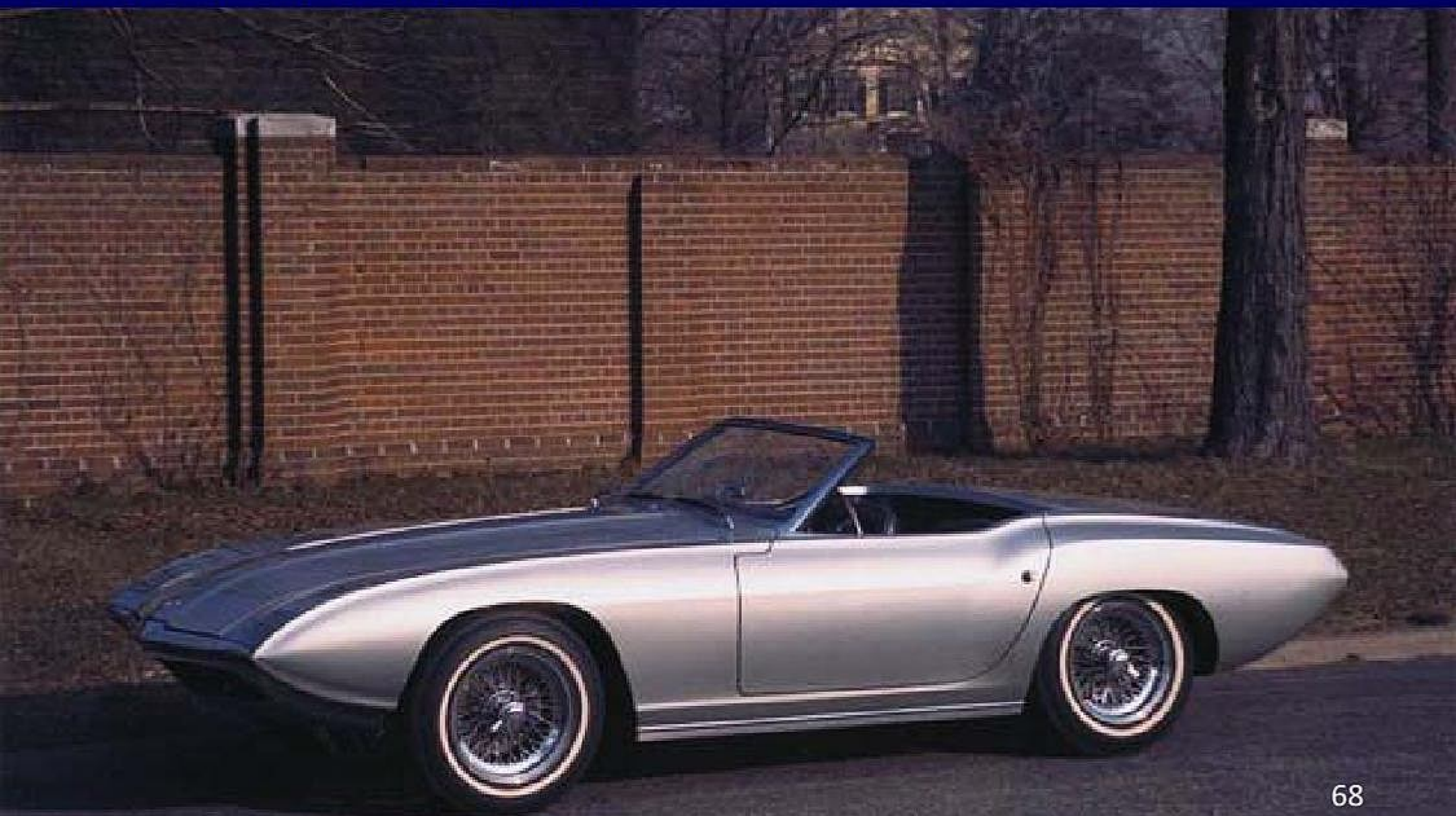
Above: The Cobra II with its two main targets. Note that it is smaller than the Jaguar E Type and the Stingray. The runaway success of the Mustang and the focus on the Ford GT 40 racing program put paid to any thoughts Ford had of further development of the Cobra II. Below: Ford built two Cobras. One was a fibreglass “push mobile”, the other was this fully operational car.







Above and below: Gene Bordinat's personal Cobra. It, along with Cobra II and the Mustang II, is archived at the Detroit Historical Museum.







Above and below: The Allegro combined many styling themes into one car. Note how the Allegro takes the Cortina's front end theme and exaggerates it, and does similar for the rear mudguard. The open mouth grille shape ended up on the Mustang and has endured into the 21st Century. It continues to be a common styling theme across Ford's global range, including the Falcon (inset).





# Pontiac Firebird











When writing about collectible and classic cars, like I do, it pays to have one, because I'm invariably asked "and what car do you own?"

Right now I have a 1988 Pontiac Formula Firebird. Previously I also owned a 1961 Pontiac Laurentian and a 1964 Pontiac Parisienne.

The big cars have now gone to other owners who will enjoy the excitement of negotiating suburban streets in drum braked, two by six metre land yachts.

The Formula Firebird was the cheap version of the Trans Am, and I can tell you the emphasis was very much on cheap. But it is what Pontiac buyers wanted, a lighter, stripped back car with Trans Am performance and suspension.



And stripped it is. This is a poverty pack vehicle all the way—manual windows, manual seat adjustment, a simple AM/FM radio/cassette and the base level five litre V8 (305 cubic inches) with the throttle body "injection".





The motor pumps out a miserable 127kw and despite the lack of horse power the fuel consumption is epic. A good day gets me 15l/100km on premium unleaded.

So why a Firebird? It's all about the styling and the handling! The sleek, low slung shape is classic 'pony car': an ultra long bonnet and short rear deck. It makes for drop dead looks.

Quite simply, this car struts!

The car stands a mere 1.2 metres off the ground and the windscreen is raked back at an aggressive 62 degrees.

You do not open the door and get into a Firebird. Rather, you lower yourself down into the velour seat. It is a practiced art.

The back "seat" is two small cushions with the transmission tunnel serving as the arm rest. I said this car is low!

The suspension is the famed WS6 option.

Being 27 years and 160,00km old it does need attention every so often I obtain the parts from Dave Clee's US GM Service Parts. I have it serviced every three to four months by Scott Bargwanna in Como if only as insurance against a major mechanical failure. The "computer" started to deteriorate last year and had to be sent to a guy in Melbourne to be fixed.

Fortunately there's no rust and the lack of power accessories cuts





down on potential electrical and mechanical problems.

So why own a Firebird? That's a simple question to answer.

Back in February 1968, at the Newcastle Show, one of the Holden dealers had a 1967 Pontiac Firebird on display. It was a red convertible. When I saw it I said to my 13 year old self "I'm going to own a Firebird one day". It was not until 1998 that I had the financial resources to be able to afford one.

I could not find a 1967 model that had not been trashed. I also wanted a right hand drive car which I could drive immediately and be confident in its ability to operate without problems. I also wanted as fewer power options as possible to minimise maintenance issues.

By chance I saw an advertisement for this 3<sup>rd</sup> generation car. It was red, was in top condition, ran on premium unleaded fuel, had a reasonable right hand drive conversion (and all of the required engineering papers and approvals) and was the right price.





Since I bought it I've had the headlining renewed, the body stripped of all the decals and parking rub strips and it resprayed in a Holden colour called Stinger Red. The existing radiator has also been replaced by a bigger, aluminium, custom-built three core unit.

I drive it almost every day. It goes out in the rain and to supermarket cars parks.

This is not a car to hide away in a garage. It demands to be driven! 75











# Design to Driveway



Roger Hugnet's 1976 "jet fighter" proposal for the 3<sup>rd</sup> generation Firebird. This styling idea became the base for both the Camaro and the Firebird.



# Styling the 3<sup>rd</sup> Generation Firebird







On of the first Firebird proposals, based on GM's frontdrive X cars.

It is impossible to describe the design development of the 3<sup>rd</sup> generation Firebird without reference to its Camaro sibling. In fact, without the sales of the Camaro, the Firebird would not exist.

Work on the 3<sup>rd</sup> generation cars started in 1975 in the Pontiac styling studio run by Bill Porter and its Chevrolet twin managed by Jerry Palmer.

At first the cars were to be front-drive sporty coupes, spun off GM's new compact "X" cars being developed for 1980. The first proposal for the Firebird is pictured above. The X cars are pictured at right.

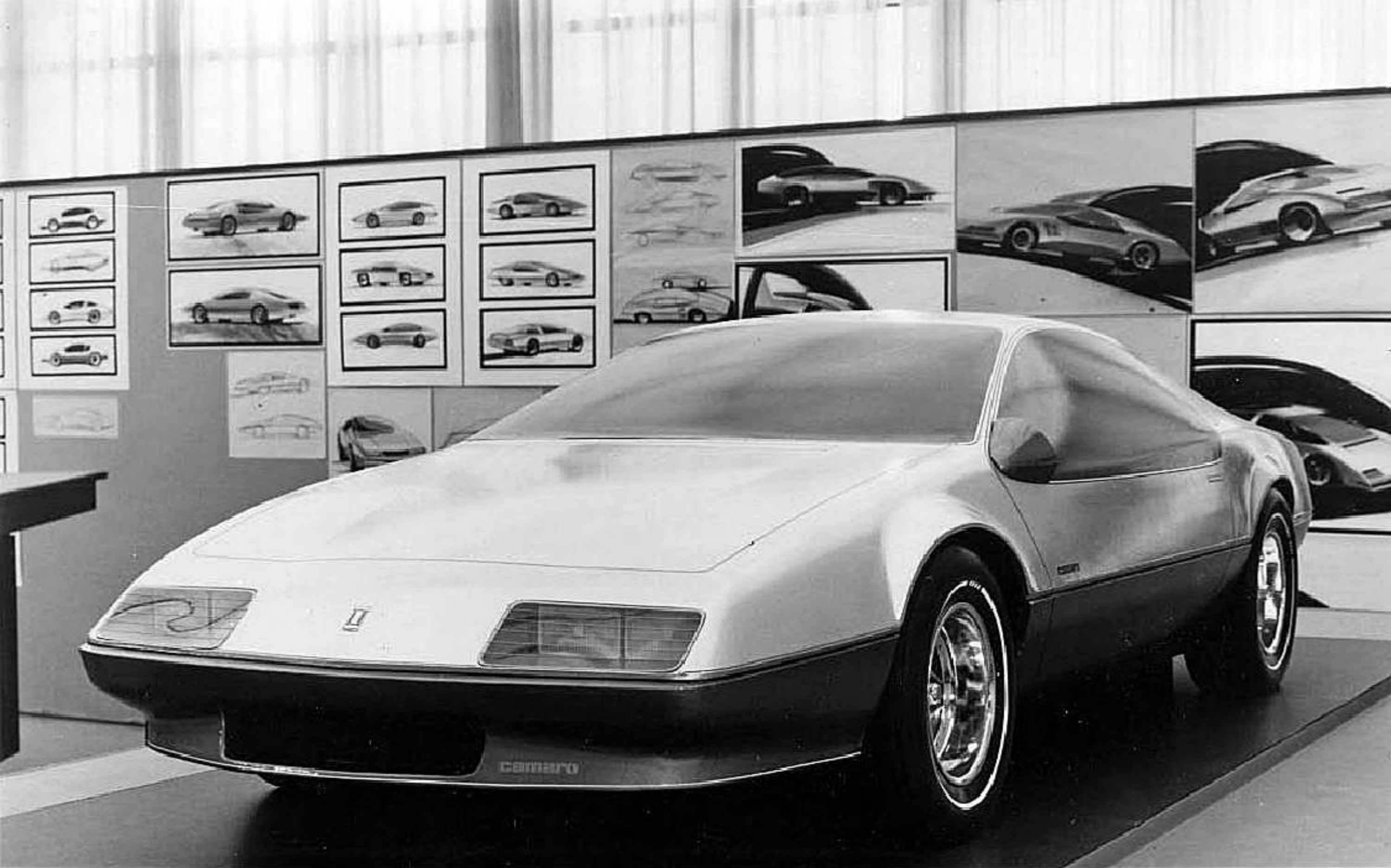
But when GM's Design supremo Bill Mitchell retired in 1978, his successor Irv Rybicki ordered a redirection to rear wheel drive.



Among the engineering objectives were significantly reduced weight and improved fuel economy, plus true sports car handling.

Rybiki's second in command, Chuck Jordan (who would eventually succeed Rybiki) also had some design ideas he wanted incorporated.

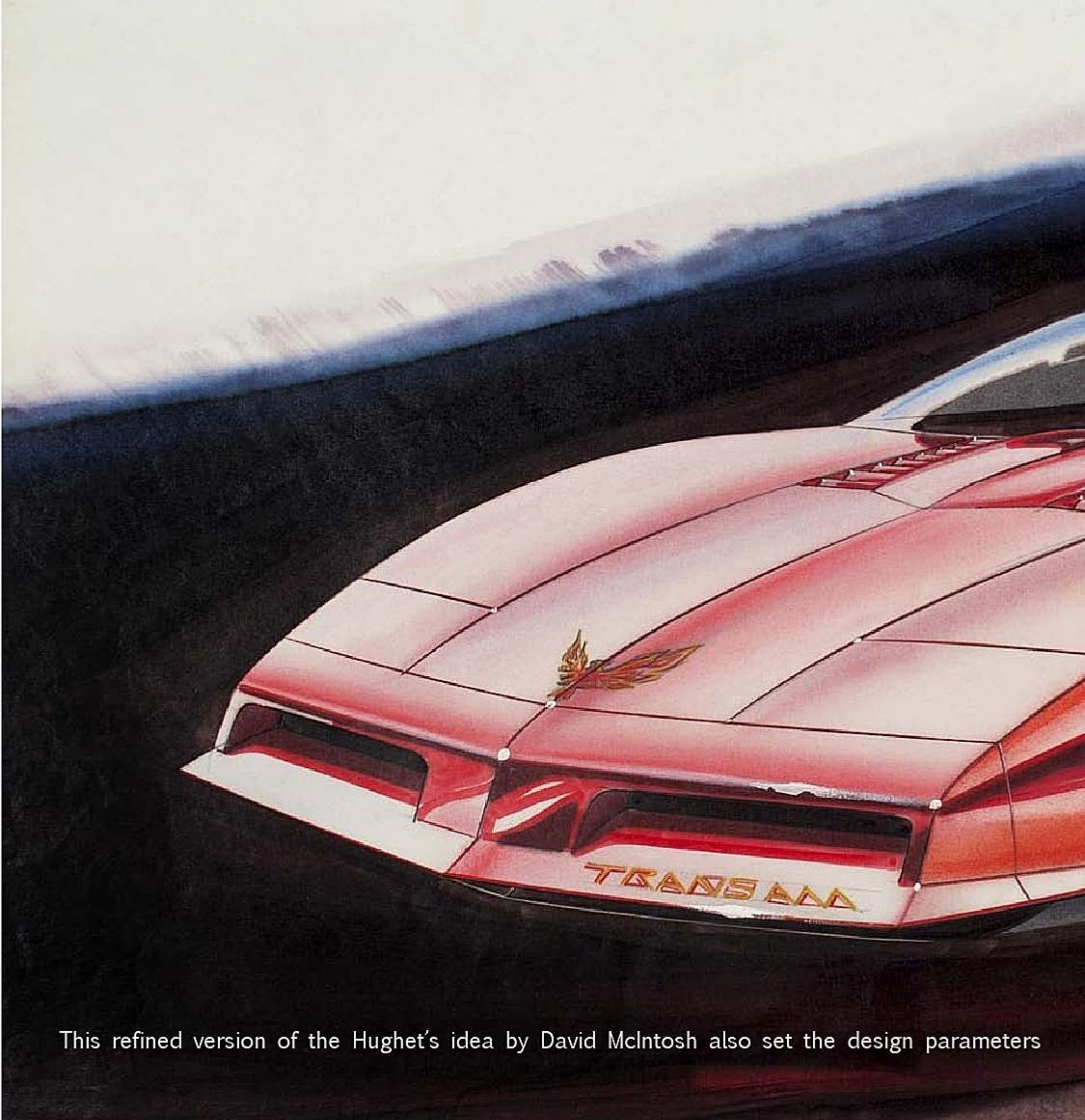




Above: A Chevrolet Camaro proposal, based on the X car platform.  
 Below: This clay model reflects ideas for the 3<sup>rd</sup> generation Firebird as a major facelift of the the 2<sup>nd</sup> generation. This approach was ultimately rejected in favour of a "clean sheet" approach.







This refined version of the Hughet's idea by David McIntosh also set the design parameters

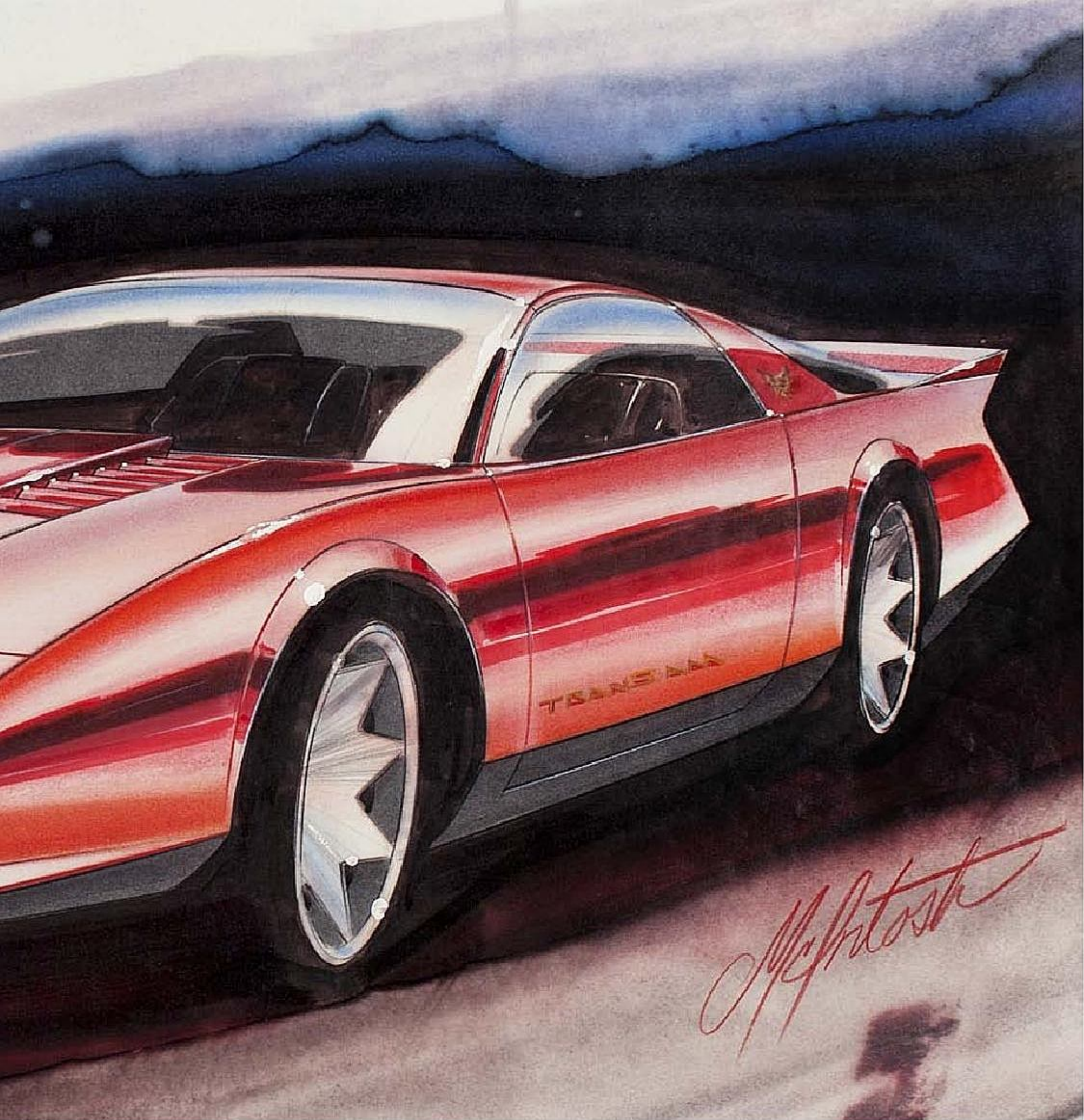
The most significant Jordan demand was a 62-degree sloped windshield, which at the time was the steepest GM had ever done.

Jordan also wanted to retain the 2<sup>nd</sup> generation's one piece side glass. At the same time he did not want to have the new car seen as a re-cooked 2<sup>nd</sup> generation car.

The overall shape of the Firebird and Camaro comes from a 1976 drawing by Roger Hughet, and seen on page 78.

It was called the "jet fighter" and introduced a long, low "S" curve as the side styling theme.





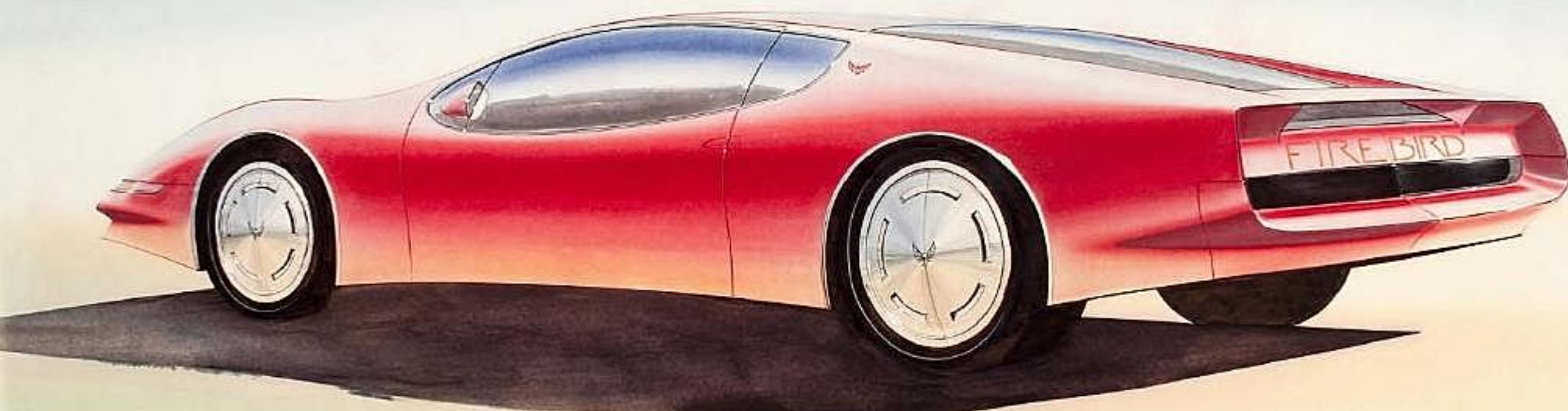
To achieve the weight and handling specifications, the wheelbase was chopped seven inches (down to 101) and the car narrowed by one inch. The weight saving was 500 pounds.

Another common styling idea is the huge, frameless glass hatchback. This compound curve piece of glass was originally thought to too complex to make. GM's glass suppliers expended

a lot of time and effort to deliver a production quality rear window, and it has become a defining feature of the 3<sup>rd</sup> generation cars.

Once the overall theme had been established, the Chevrolet and Pontiac styling teams went their ways. John Schinella now led the Firebird styling team.





John Schinella, in a natty waist coat, looks over Firebird design ideas.



Below: A mid-engine Firebird idea.



TRANS AM



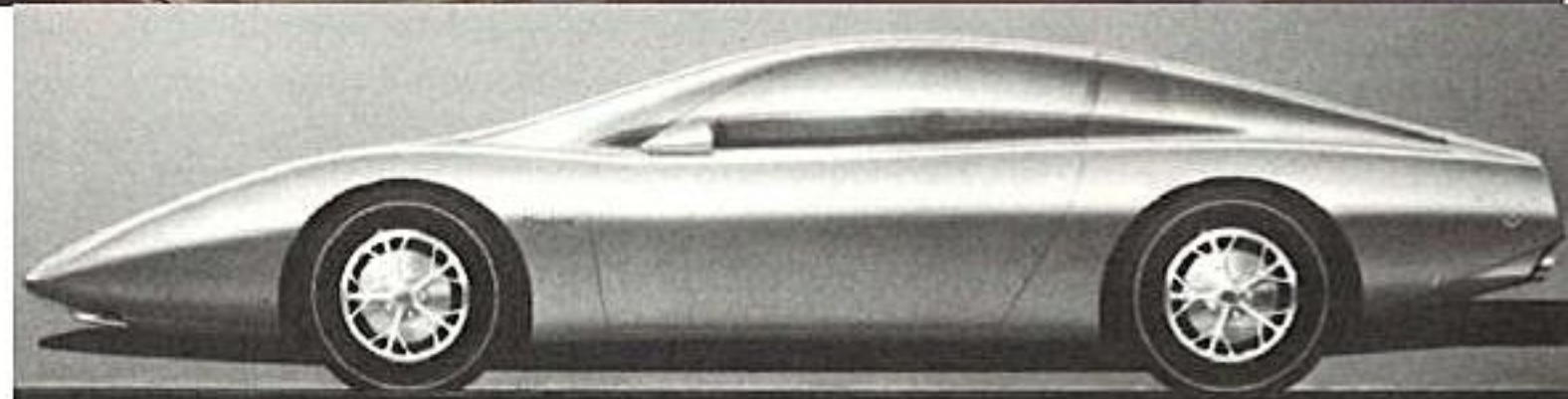


An early mock-up of the Firebird interior.

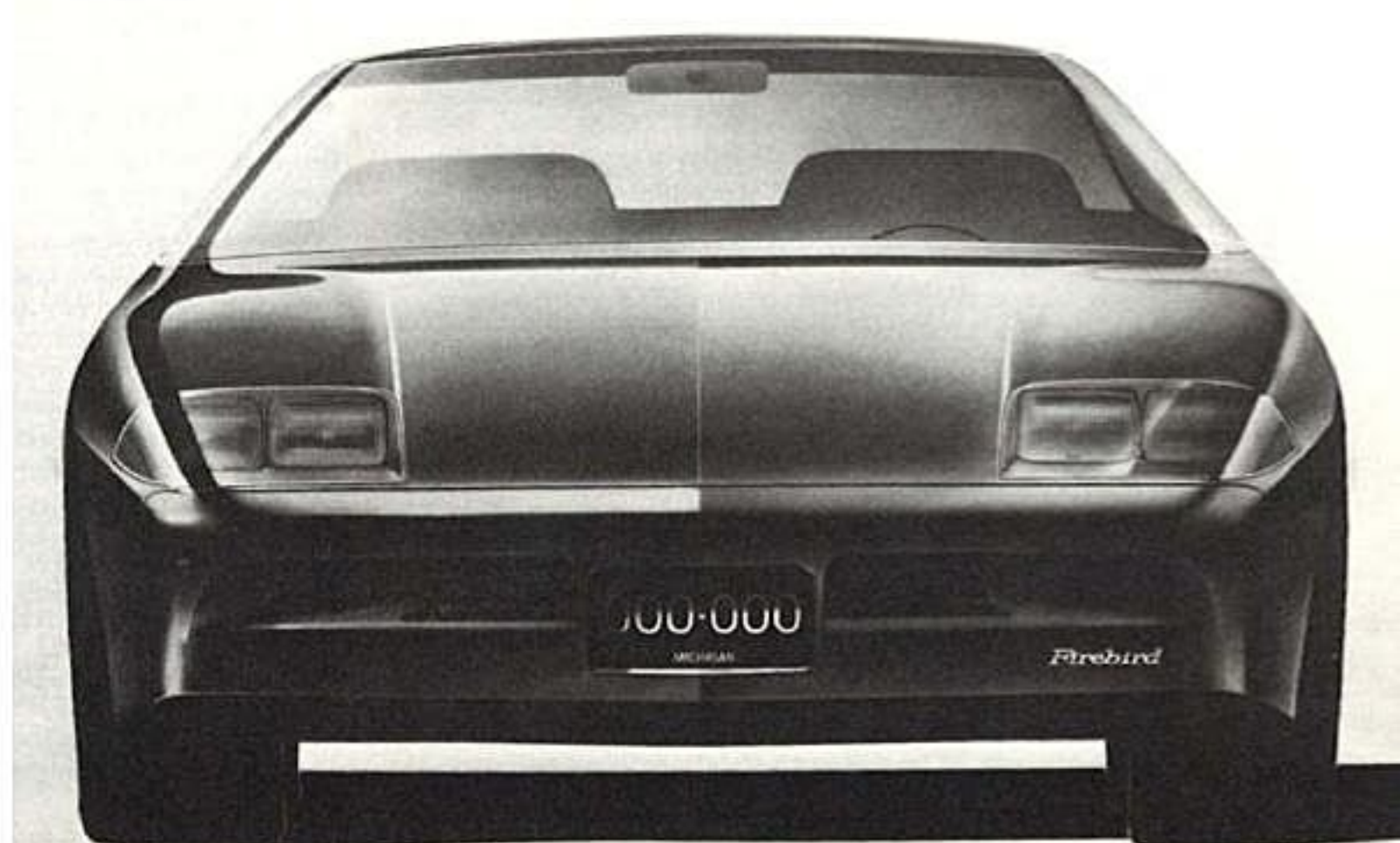
Schinella started with GM in 1961 and in the mid-sixties was in Australia where he drew the HK Monaro and started the design proposals for the HQ Holden. He also penned the Pontiac Fiero.

Schinella's team finished off the design to make it production ready, including convincing GM executives to go with the pop-up headlights.

Another of the Pontiac team's objectives was to "clean up" the Firebird and give a more sheer look, because they believed the 2<sup>nd</sup> generation car had become too cluttered with flares, decals, bonnet scoops and other tacked on body parts.



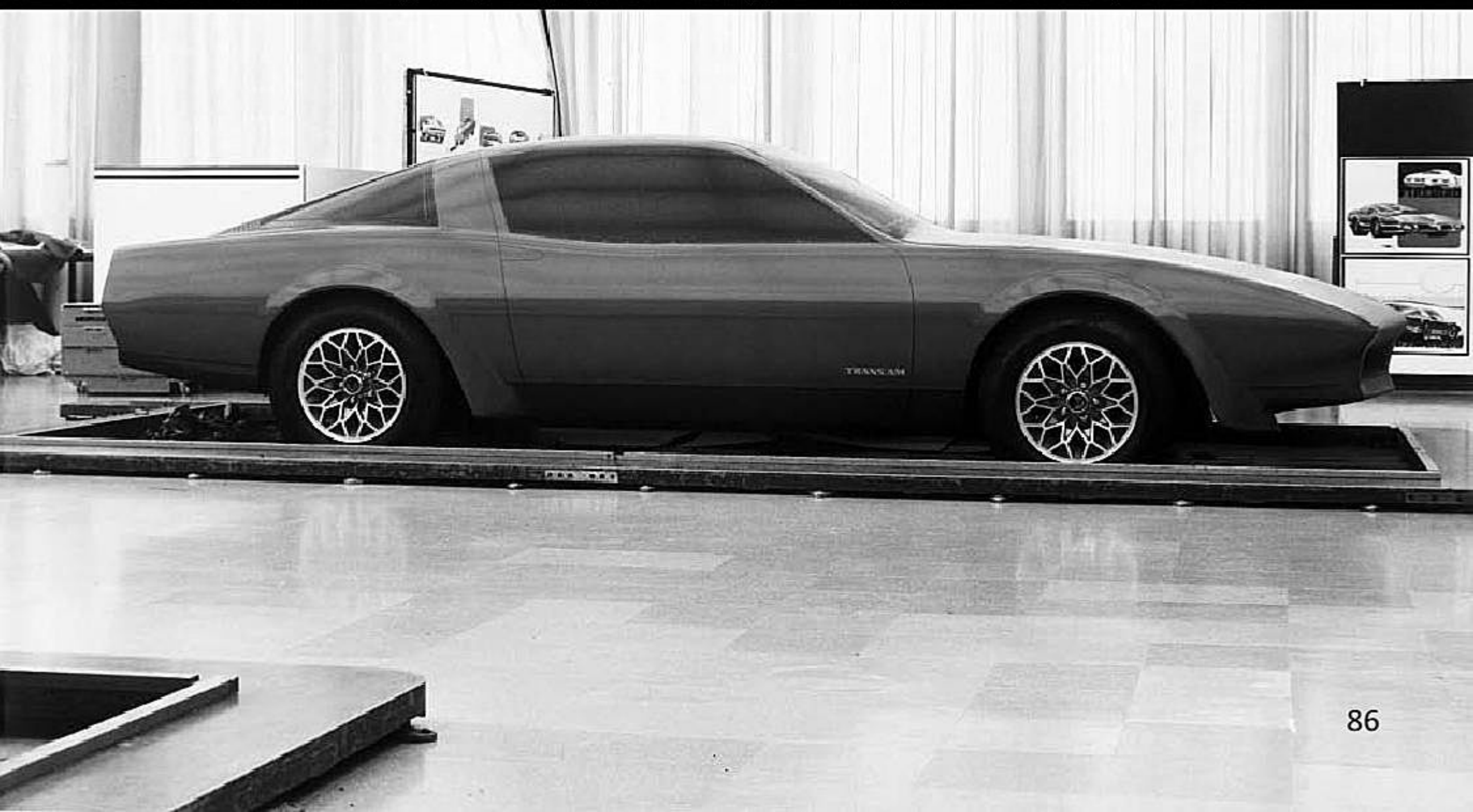
Above and below: More air-brushed ideas.



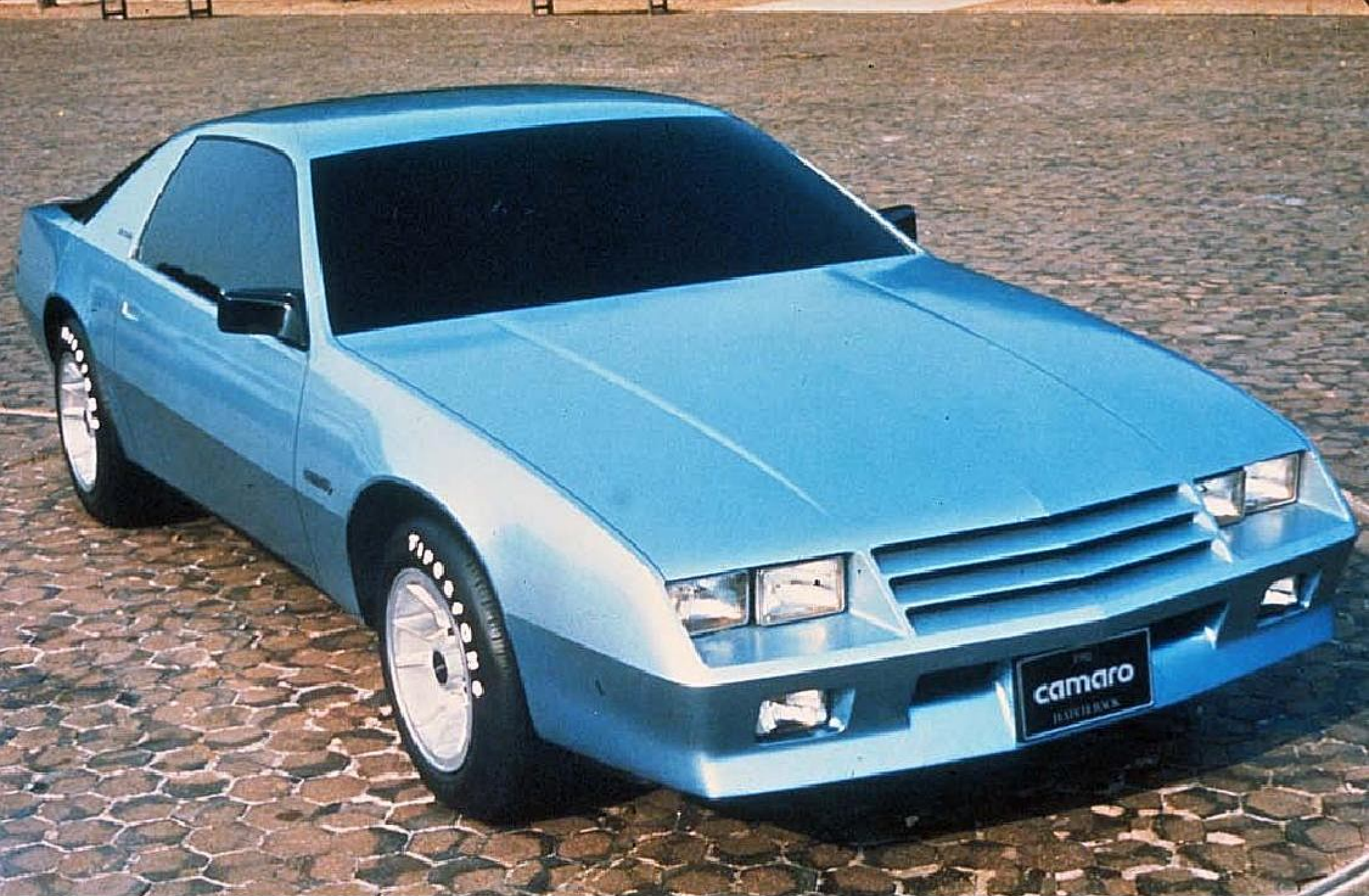




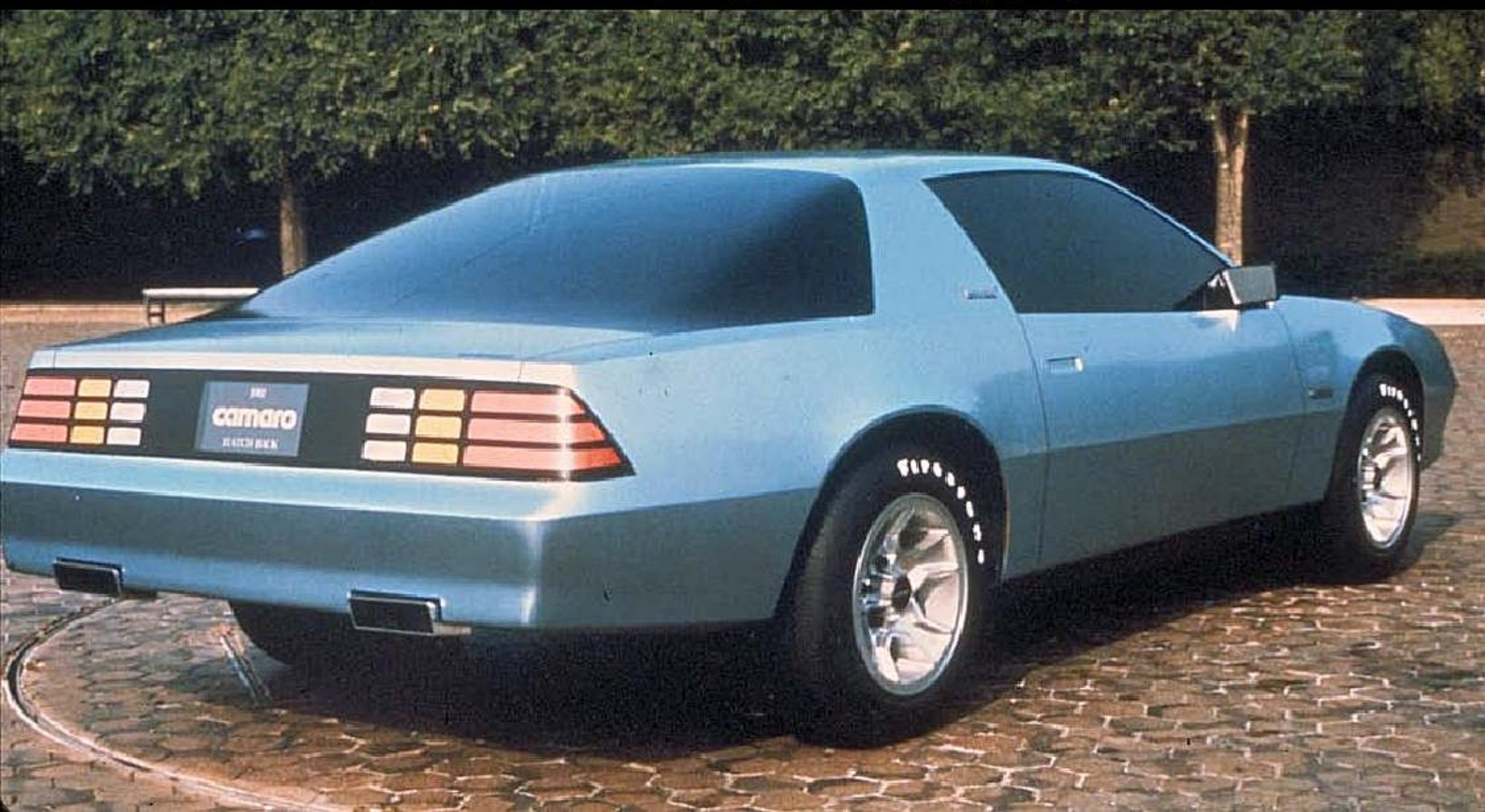
Above and below: The long, lazy S shape is staring to emerge in these clay models.







This final Camaro proposal has all of the elements of the production design, including the innovative compound curve hatchback which is all glass and for three of its four sides has no supporting frame, just a thin channel of metal to protect the edge of the glass from being chipped. On the production cars the hinges attach directly through the glass. With the back seats folded down the Firebird/Camaro has a surprising amount of luggage space.





# It's Totally Automatic!

These days the car makers like to boast about how many gears their automatics have. Like an auction, the number keeps climbing. Six is now commonplace.

Showroom rivals General Motors (GM) and Ford are co-operatively developing a ten speeder. Where will it end? Do I hear 20, 25, 30 ?







THE SATURDAY EVENING POST

**NOW!** SEE YOUR OLDSMOBILE DEALER FOR A  
*Hydra-Matic Drive!*



Car illustrated: Dynamic 6 Cruiser. Four-Door Sedan, \$1010.\* (Same model Eight, \$1015.)\* \*Hydra-Matic Drive optional at extra cost. Coupe prices begin at \$852. Sedan prices start at \$899. \*delivered at Lansing, Michigan. Transportation based on real rates, state and local taxes (if any), optional equipment and accessories—extra. Prices subject to change without notice. A GENERAL MOTORS VALUE

OLD SM PRICE BEGINS AT \$852\* FOR SPECIAL SIX BUSINESS COUPE

**STYLED TO LEAD**  
**BUILT TO LAST**

**THE CAR Ahead!**  
**IT'S OLDSMOBILE**

Back in the day, when an automatic gearbox was considered an expensive luxury option, it was very different.

Car makers worked very hard to entice buyers to purchase one of these new-fangled transmissions.

Their marketing gurus came up with space-age names that demanded buyer attention and offered a rationale for spending the extra dollars.

The number of speeds was no concern!

And what wonderful names they invented!

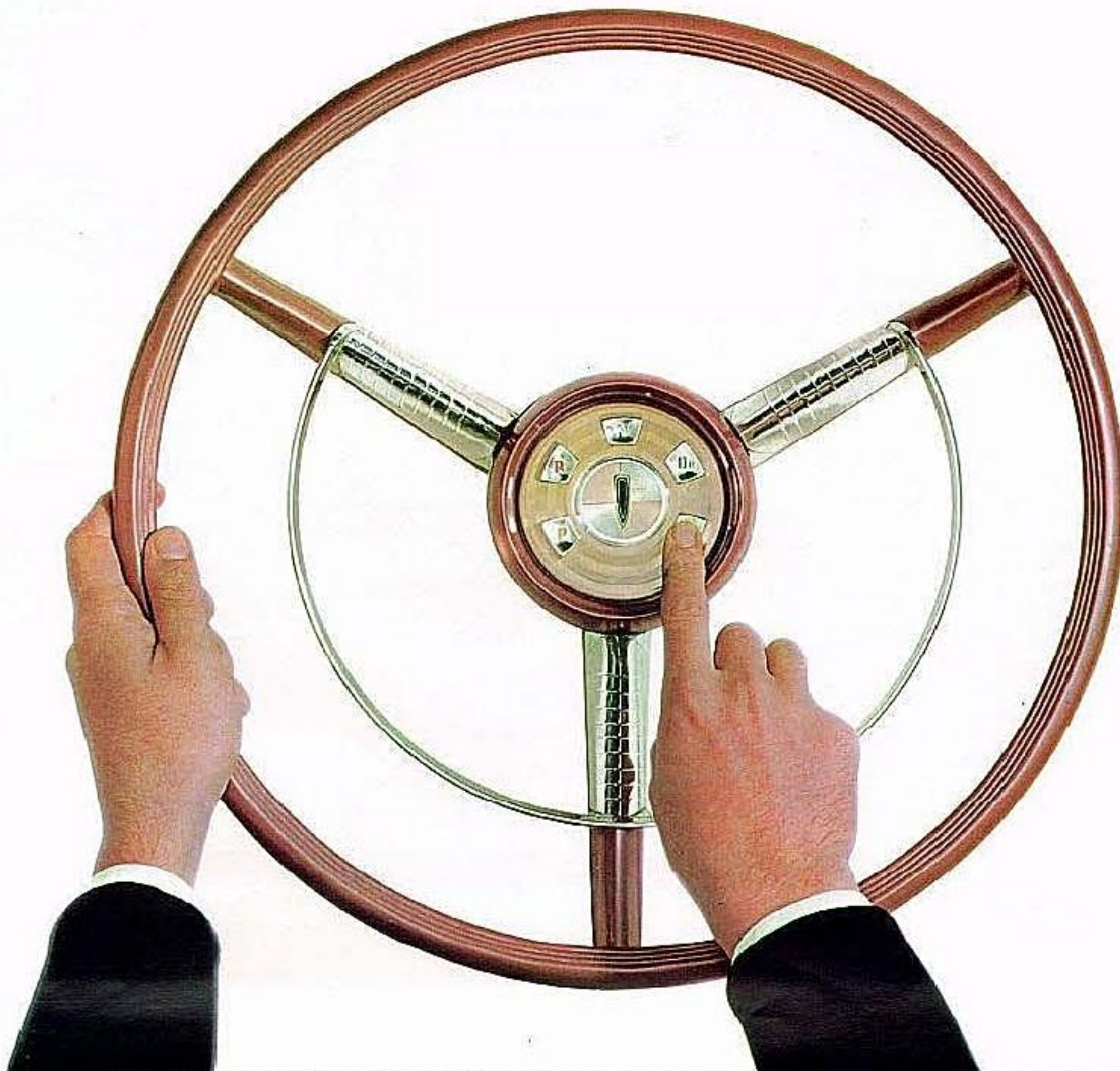


# PowerFlite



## EDSEL TELETOUCH DRIVE

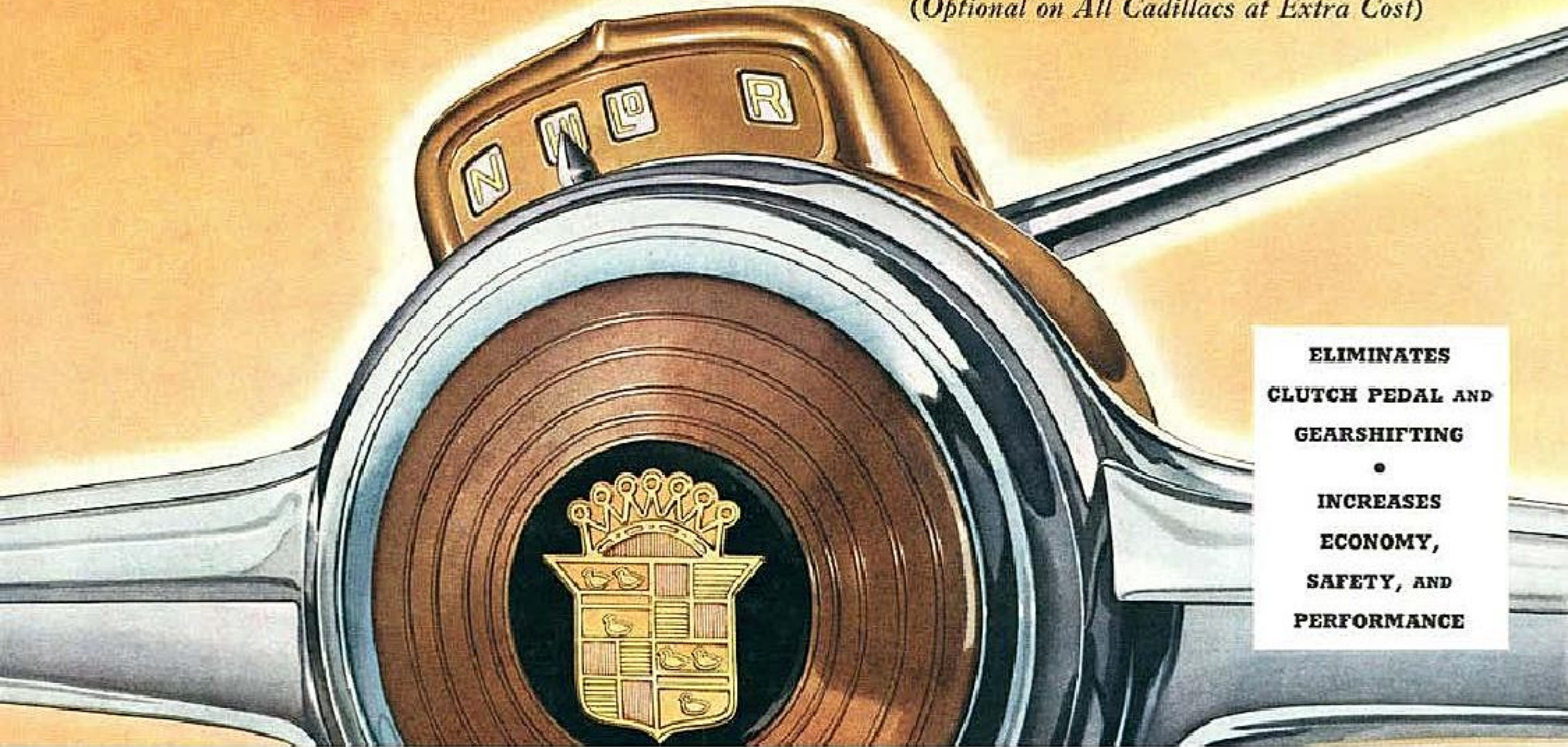
YOU CAN SHIFT WITHOUT LIFTING A HAND FROM THE WHEEL





# Announcing the New Cadillac-Engineered **HYDRA-MATIC DRIVE**

(Optional on All Cadillacs at Extra Cost)



**ELIMINATES  
CLUTCH PEDAL AND  
GEARSHIFTING  
•  
INCREASES  
ECONOMY,  
SAFETY, AND  
PERFORMANCE**

There was Powerglide, TorqueFlite, Flash-O-Matic, Ultramatic, JetAway, Cruise-O-Matic, Merc-O-Matic, HydraMatic, DynaFlow, Flight-O-Matic, TorqueCommand, StratoFlight, FlightPitch, TurboGlide, Ford-O-Matic, PowerFlite....the list went on and on.

In just one word car makers shouted out the promise of a whole new driving (almost flying) experience and a world of easy motoring.

GM's HydraMatic was the world's first mass produced auto shifter. It debuted in the 1940 Oldsmobiles. To educate buyers, Oldsmobile published an 18 page booklet, with an introduction by Alfred P Sloan, the then President of GM, explaining the technology, operation and benefits of an automatic.

## HYDRA-MATIC DRIVE!

**NO GEARS TO SHIFT...  
NO CLUTCH TO PRESS!**



### 1940's ONE BIG ENGINEERING ADVANCEMENT

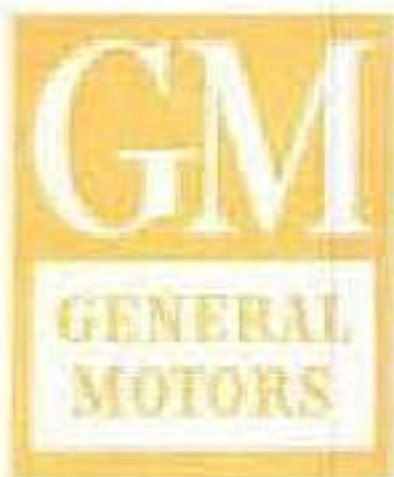
FOR YEARS it's been coming and now it's here—a car that shifts for itself... a car that makes driving so its absolute essential! It's the 1940 Oldsmobile with Hydra-Matic Drive—the world's simplest, smartest car to operate. Oldsmobile's new Hydra-Matic Drive is a combination of liquid coupling and fully automatic transmission. It steps up performance to thrilling new heights... gives a smoother, quieter flow of power... and definitely improves gas mileage. It's optional on all Oldsmobiles for 1940—the Sixty, Seventy and Custom 8 Cylinders—at an extra cost of only \$57. Visit your Oldsmobile dealer and try it—see for driving itself of your life!



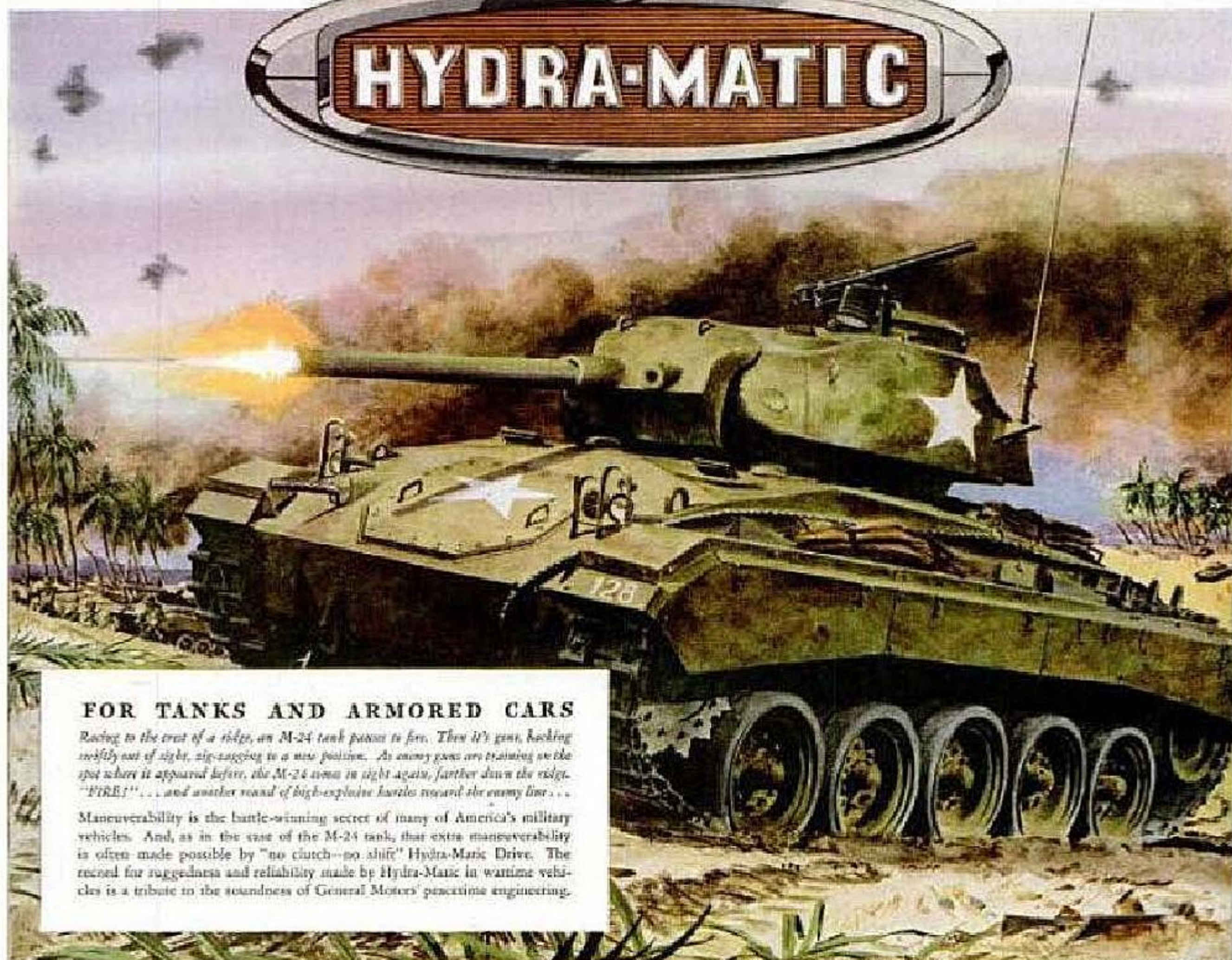
Offered Only in  
**OLDSMOBILE**  
BIGGER AND BETTER in Everything!

AMERICA'S BIGGEST  
MONEY'S WORTH





# ANOTHER GENERAL MOTORS WAR CONTRIBUTION...



## FOR TANKS AND ARMORED CARS

*Racing to the crest of a ridge, an M-24 tank pauses to fire. Then it's gone, backing swiftly out of sight, zig-zagging to a new position. As enemy guns are training on the spot where it appeared before, the M-24 comes in sight again, farther down the ridge. "FIRE!" ... and another round of high-explosive hurries toward the enemy line. . .*

Maneuverability is the battle-winning secret of many of America's military vehicles. And, as in the case of the M-24 tank, that extra maneuverability is often made possible by "no clutch--no shift" Hydra-Matic Drive. The record for ruggedness and reliability made by Hydra-Matic in wartime vehicles is a tribute to the soundness of General Motors' peacetime engineering.

(Illustrated above: the M-24 Tank, produced by Cadillac, armed with the Oldsmobile-built 75 mm. cannon)



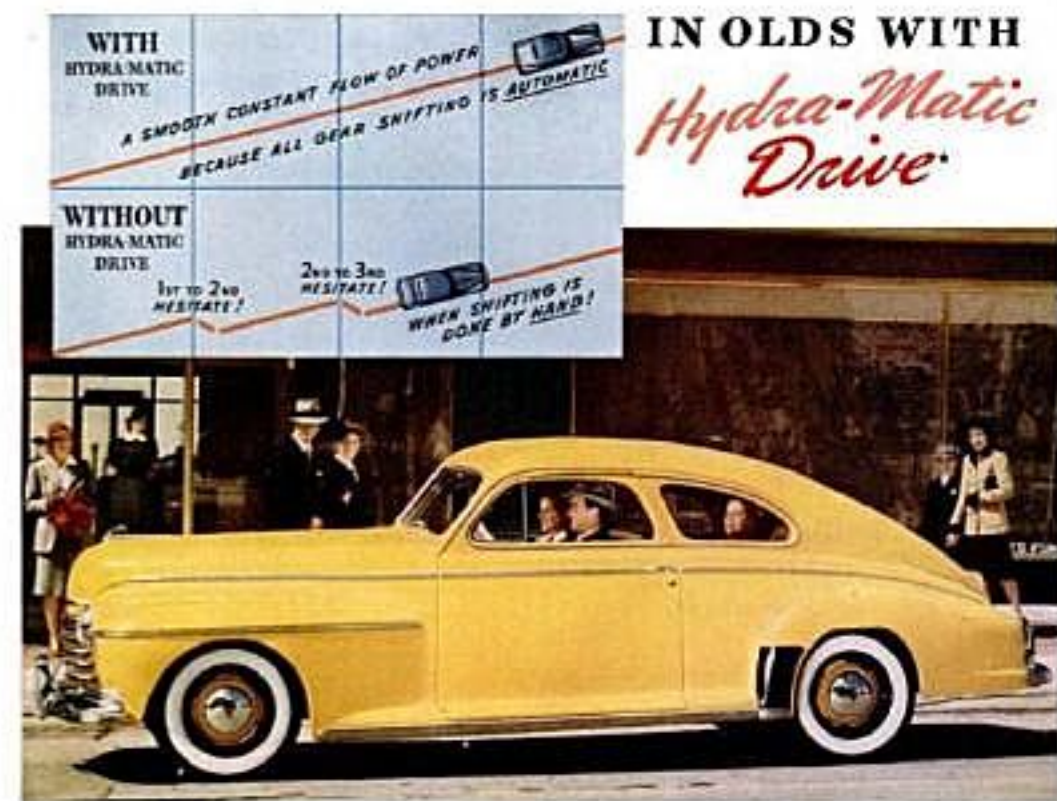
## KEEPS 'EM ROLLING ON THE HOME FRONT, TOO!

HYDRA-MATIC Drive was developed by the Oldsmobile Division of General Motors, introduced to the public on Oldsmobile's 1940 model, and proved on the highways of America in the hands of nearly two hundred thousand Oldsmobile owners. Since war began, Hydra-Matic dependability has kept countless war workers on the job. Hydra-Matic economy has saved quantities of gasoline for the war effort. And the simplicity of operating a Hydra-Matic Oldsmobile, with no clutch to press and no gears to shift, has meant easier driving, more efficient transportation for thousands of war-busy Americans.

**OLDSMOBILE** DIVISION OF **GENERAL MOTORS**



## ACCELERATION... WITHOUT HESITATION!



NO CLUTCH TO PRESS! NO GEARS TO SHIFT!  
JUST STEP ON THE GAS AND GO!



THE CAR  
Ahead!

CLUTCH away from a stumbling start with the smoothness of electric power! Every gearshift averages you through time forward speeds without a second's hesitation! Oldsmobile's Hydra-Matic Drive is always in gear. There is no time-lag or power-lapse such as you experience in manual shifting—no sluggish pick-up from starting in high gear. Oldsmobile's Hydra-Matic Drive is a combination of fluid coupling and completely automatic four-speed transmission—the most efficient, most fascinating, most effortless drive in the world. See your Olds dealer for an eye-opening trial!

POWER AND DRIVE THE ULTIMATE! Compare in four models of four-speed cars with the big luxurious Olds Special. In price, you'll find the difference relatively little—but in cars, you'll find a tremendous difference—all in favor of Oldsmobile!



OLDSMOBILE

When 30% of Oldsmobile buyers ordered their new cars with the HydraMatic. GM knew it had a winner and no other car maker could match them.

Cadillac had added it to their options list in 1941. Then came World War 2.

GM gained considerable technical experience with the HydraMatic during the War.

It was successfully used in a variety of American built tanks, and this meant GM had to eliminate many of the minor technical glitches of the early transmissions.

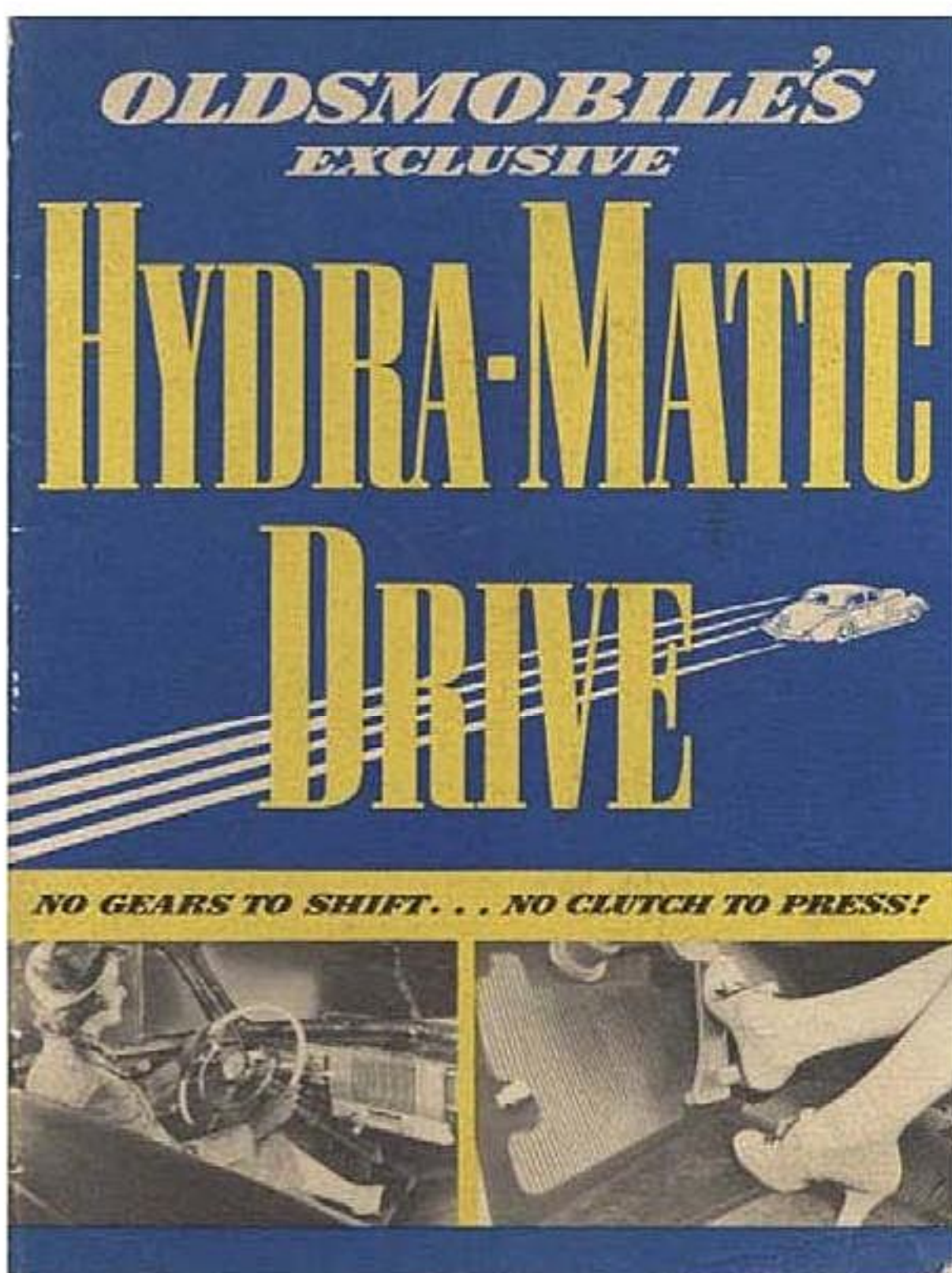
The engineer who solved many of these war time technical issues was Ed Cole, who would later develop Chevrolet's small block V8, the Corvair, the catalytic converter and become president of General Motors

In the late 1940s American cars makers got serious about automatic transmissions. It was becoming a *must have* on the options list

GM had a big advantage and it was able to market the HydraMatic as "battle proven".

Pontiac offered it to their customers in 1948.

The impact was swift. By 1949 almost all new Cadillacs were ordered with an automatic, as were 75% of Oldsmobiles and Pontiacs.



Above: Do different was the first Oldsmobile HyraMatic, that GM produced a comprehensive guide to how to drive cars so equipped.



**BUICK ALONE HAS**



**DRIVE**

*"It's Driving Magic ...  
no gears ever shift !"*

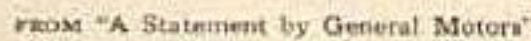
*Now yours  
to enjoy*

**POWER** *Glide*



THE FIRST AND FINEST AUTOMATIC TRANSMISSION IN THE LOW-PRICE FIELD





## A black and white illustration of a woman driving a car. She is wearing a dark, long-sleeved dress and a seatbelt. Her hands are on the steering wheel, and she is looking forward. The car's interior, including the dashboard and steering wheel, is visible. The illustration is in a classic, slightly stylized manner.

95



# It's in the '51 FORD— **new** FORDOMATIC AUTOMATIC TRANSMISSION



*Now Borg-Warner and the Ford Motor Company,  
working hand in hand, bring you Fordomatic Drive  
... the newest of all automatic transmissions.*

Today you enjoy the crowning benefit of the Borg-Warner-Ford association that began long before the famed Model "T". It's *Fordomatic Drive*, the no-shift transmission that creates a new standard of driving enjoyment.

Engine power is translated into a new kind of ride, luxurious in its hushed smoothness. 92% of the work of driving is done for you. It's pleasure all the way. Command with the gas pedal—Fordomatic response is positive, instant, whether you want to take off, cruise, or climb hills.

There's sure, solid braking by the

engine for safe hill descents. Rocking in mud or snow is even easier than with standard transmissions. And to top it all—you get real gas economy.

Fordomatic gives you traditional Ford quality, the result of specialized Ford skills. In addition, you benefit from famous B-W engineering and production that have served the fast-growing auto industry steadily since its infancy. Today, in 19 out of the 20 makes of cars you'll find B-W parts such as transmissions, overdrives, clutches, universal joints, propeller shafts, radiators, and timing chains.



## **new** "JET-AWAY" PERFORMANCE

You creep out smooth and fast with Fordomatic Drive. No hesitation, no need to race the engine. For steep grades, for fast passing, this new drive lets you summon a super-power surge at a touch of the gas.

## **new** FULL MILEAGE FROM EVERY GALLON

Fordomatic automatically selects the right drive ratio for you on the instant to give you maximum driving efficiency and economy at all times.



## **new** SAFETY DOWN HILLS

With this drive, the engine can actually help to slow the car on down-grades. For extra safety, go into "low" at any time you desire.

**ALMOST EVERY AMERICAN BENEFITS  
EVERY DAY FROM THE 185 PRODUCTS MADE BY**

# **BORG-WARNER**

These units from BORG-WARNER, Executive Office, 310 E. Michigan Ave., Chicago: HORN & BECK • BORG-WARNER INTERNATIONAL • BORG-WARNER SERVICE PARTS • COLLIER'S STEEL • DETROIT GRAM • DETROIT YAPCO BEVE • FRANKLIN STEEL • INDEPENDENT STEEL • LONG MANUFACTURING • LONG MANUFACTURING CO., LTD. • MARION • MAXELL-CHRYSLER PRODUCTS • NEWARK UNIVERSAL DRIVE • BORG-CRANE • BORG-CRANE, LTD. • BORG • TORQUE-MAAT • TORQUE PRODUCTS • BORG-WARNER CLUTCH • BORG-WARNER • BORG-WARNER AUTOMOTIVE PARTS • BORG-WARNER • BORG-WARNER CO., LTD.



Over at Chevrolet, they wanted a small, cheap and reliable automatic, so they ripped a gear out of the HydraMatic and called it the PowerGlide. It debuted in 1950.

Given Packard's poor financial situation they should have just taken the HydraMatic from GM. But they spent scarce development dollars on their own, called it Ultramatic and released it in 1949.

Financially tested Studebaker also invested, with Borg Warner, in an automatic. It became available in 1950 but by 1956 was too expensive to produce and replaced with the Ford-O-Matic, and renamed Flight-o-Matic.

Other US independents Hudson, Nash, Fraiser-Kaiser and Willys went with the HydraMatic.

Packard Ultramatic Drive is new—and exclusive. Born of a Packard 16-year research and development program. Backed by \$7,000,000 in new manufacturing facilities. Available now, at moderate extra cost, on all models. Come in—see for yourself why it's the successor to all the other automatic drives you've ever known!

## PACKARD *Ultramatic Drive*

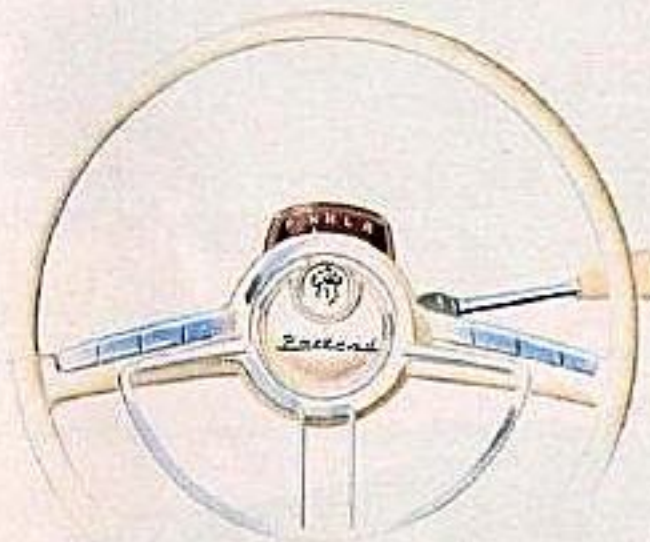
Available now, at reduced extra cost, on all 1950 models!



1950 PACKARD EIGHT DELUXE—133-137 Touring Sedan

Ask the man who knows best

## *Ultramatic Drive*



**WELCOME**

to the enthusiastic  
and rapidly growing  
family of

**POWER *Glide***

owners



You now own a Powerglide Chevrolet.

Ahead of you lie many, many thousands of miles of the most pleasant and relaxed driving you can imagine.

You have said goodbye to manual gear shifting, to pushing a clutch pedal. Powerglide thinks and acts for you . . . smoothly and automatically.

Above all else, you will discover that Powerglide driving is *easy*. There are no tricks to learn, no special skills to acquire.

It's as natural as walking. You'll enjoy Powerglide.

P.S. — Here's something else about Powerglide you'll be glad to know. Records indicate that most of the initial cost of the drive will come back to you through higher resale value of your car. In other words, Powerglide is a good investment. Its value *stays* in the car.



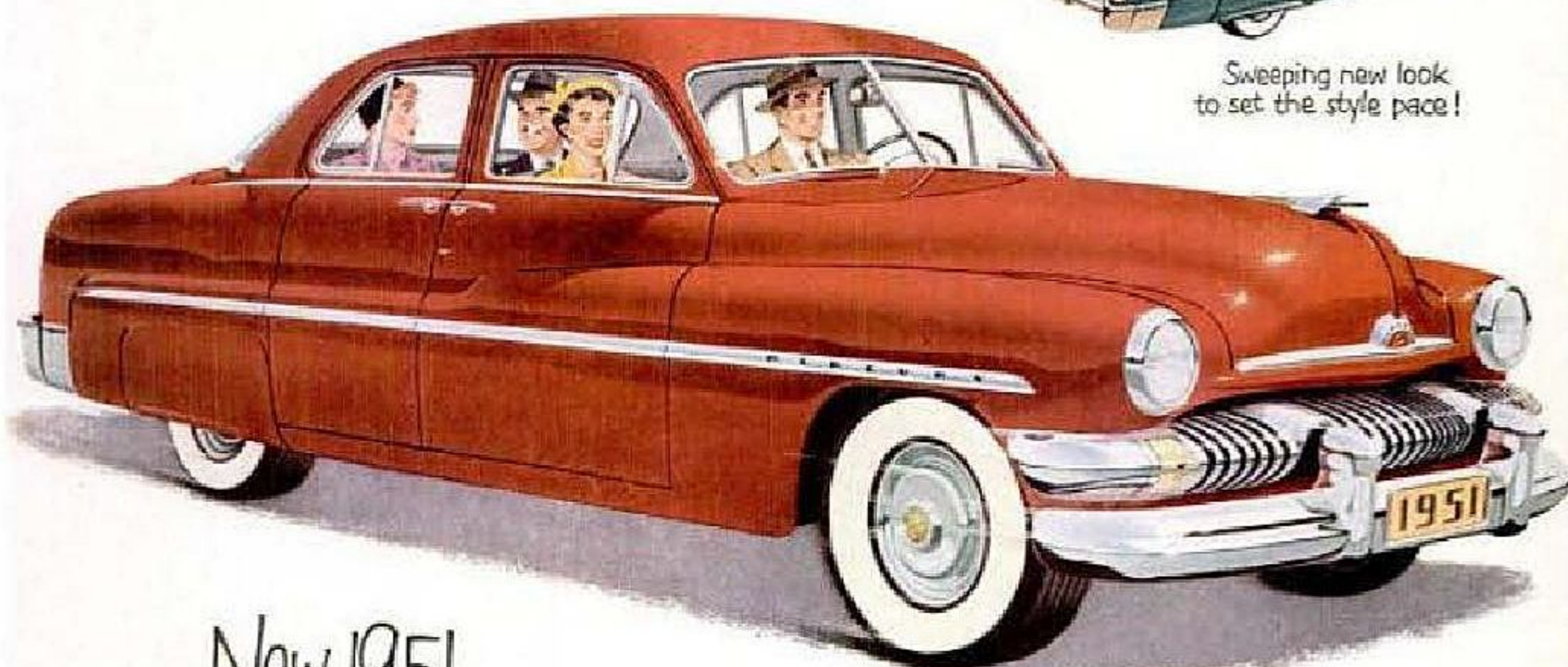
# Nothing like it on the road!



The new front appearance  
will delight you! So simple,  
so balanced, so graceful!



Sweeping new look  
to set the style pace!



## New 1951 MERCURY with MERC-O-MATIC Drive

**Y**OUR first look will tell you that the 1951 Mercury is a car brimming over with eye-filling features: new styling, new interiors, new trim.

Your first drive will tell you that here is an automobile with everything: honeyed smoothness, family comfort, safety, and economy.

And the 1951 Mercury offers you Merc-O-Matic—the smoother, simpler, more efficient automatic transmission developed and built exclusively for

Ford Motor Company by Ford and Borg-Warner engineers.

In fact, with Mercury for 1951 you have a triple choice for "the drive of your life"—new Merc-O-Matic Drive and thrifty Touch-O-Matic Overdrive are optional at extra cost, and in addition there's the silent-ease synchronized standard transmission.

Get the complete story today from your Mercury dealer.

MERCURY DIVISION • FORD MOTOR COMPANY



New rear window—over 1000  
square inches for safer visibility!





Rolls Royce and its Bentley brother were also recipients of a HydraMatic transplant.

Meantime, Ford was not going to be left behind in this race.

Ford debuted a Borg Warner developed unit in 1951 and renamed it Ford-O-Matic. For Mercury it was re-christened the Merc-O-Matic

The Lincoln division had to humble itself and use the HydraMatic in its cars, because the early Borg Warner units were not strong enough for their engine outputs.

Above: American Motors called their automatic "Flash-O-Matic. It was really the generic Borg Warner unit..





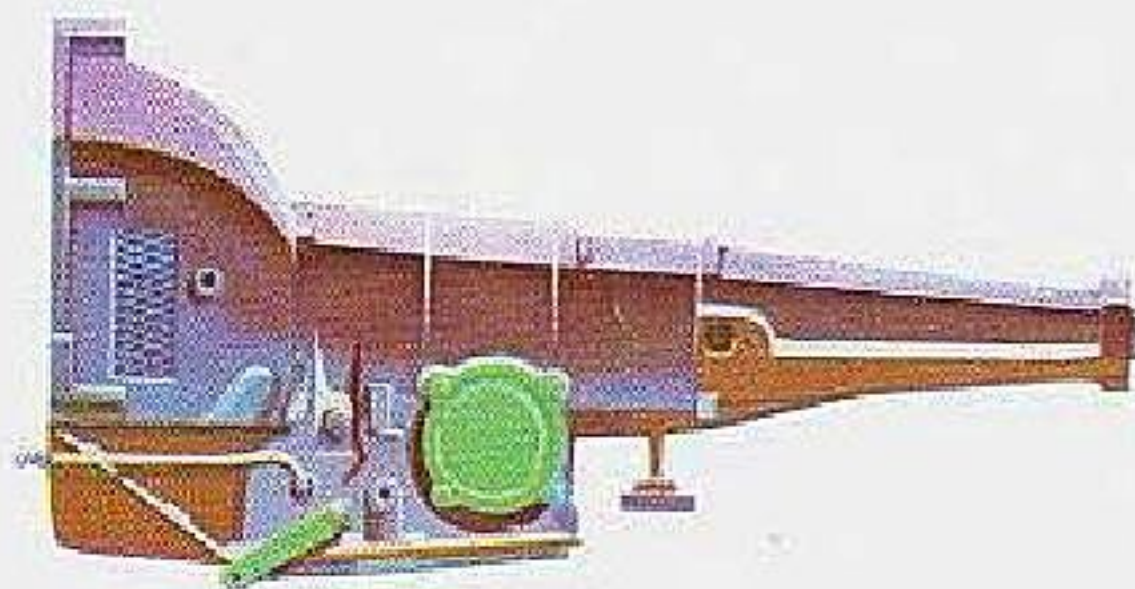
# FALCON'S FORDOMATIC DRIVE

*makes a world of difference in driving ease...*

THERE'S A WORLD OF DIFFERENCE in driving with the automatic ease of Falcon's Fordomatic Drive.

With no clutch pedal to push or gear lever to shift 92% of the effort is taken out of driving. It does away with the 13 separate hand and foot operations required with ordinary transmission to shift from first into second, then into top. And, the heavier the traffic, the more you'll appreciate it because your hands need never leave the steering wheel. You use the accelerator and brake pedals only. On the highway, too, you get an extra benefit. If you want extra pick-up at cruising speeds (up to 50 m.p.h.) to pass or get out of trouble, simply kick-down the accelerator. You get a bonus stream of power in an instant.

And, because Ford are the world leaders in automatic transmission, Falcon's Fordomatic Drive needs the minimum servicing only each 15,000 miles throughout its entire life.



No other car offers you this kind of driving-ease for such modest extra cost... optional on both Falcon Sedans and Wagons.



Above: Falcons had an automatic as an option right from the start, beating Holden by 18 months. Below: Ever driven an EK Holden with a HydraMatic? Power sapping is a phrase that comes to mind. That's why Holden were proudly saying that the automatic in the new EJ was "improved".



**NEW HOLDEN**  
*with improved*  
**HYDRA-MATIC**  
*Automatic Transmission*  
*makes your motoring*  
*even smoother...*  
*quieter... so simple!*



Chrysler very much came a little late to the party in 1954 with the two-speed PowerFlite, and in 1956 with the legendary TorqueFlite three speeder.

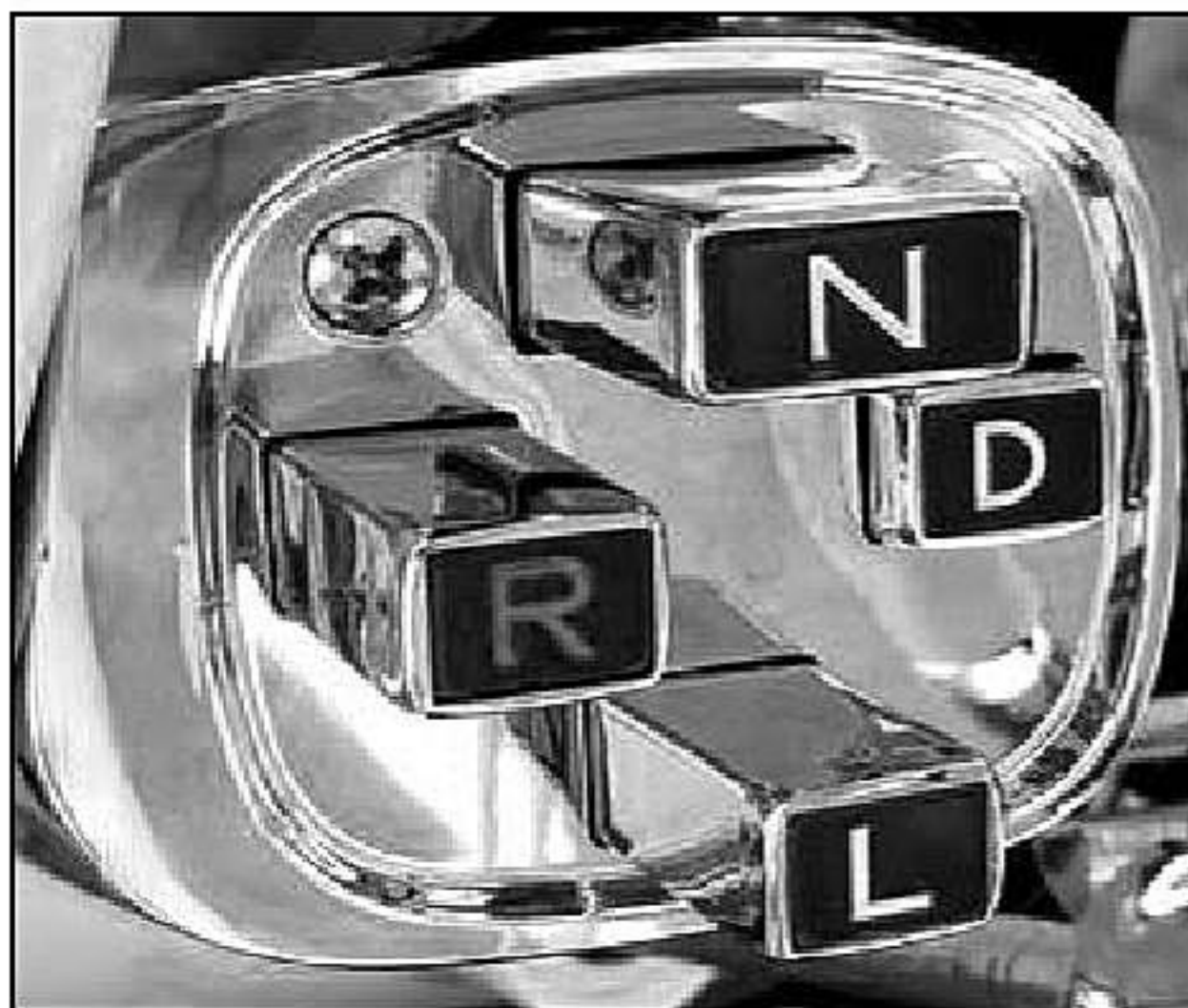
ChryCo's enduring innovation was chrome encrusted push-button selectors rather than a lever sticking out of the steering column.

Chrysler's dash mounted buttons went across their entire range, including Dodge trucks where it was known as the LoadFlite

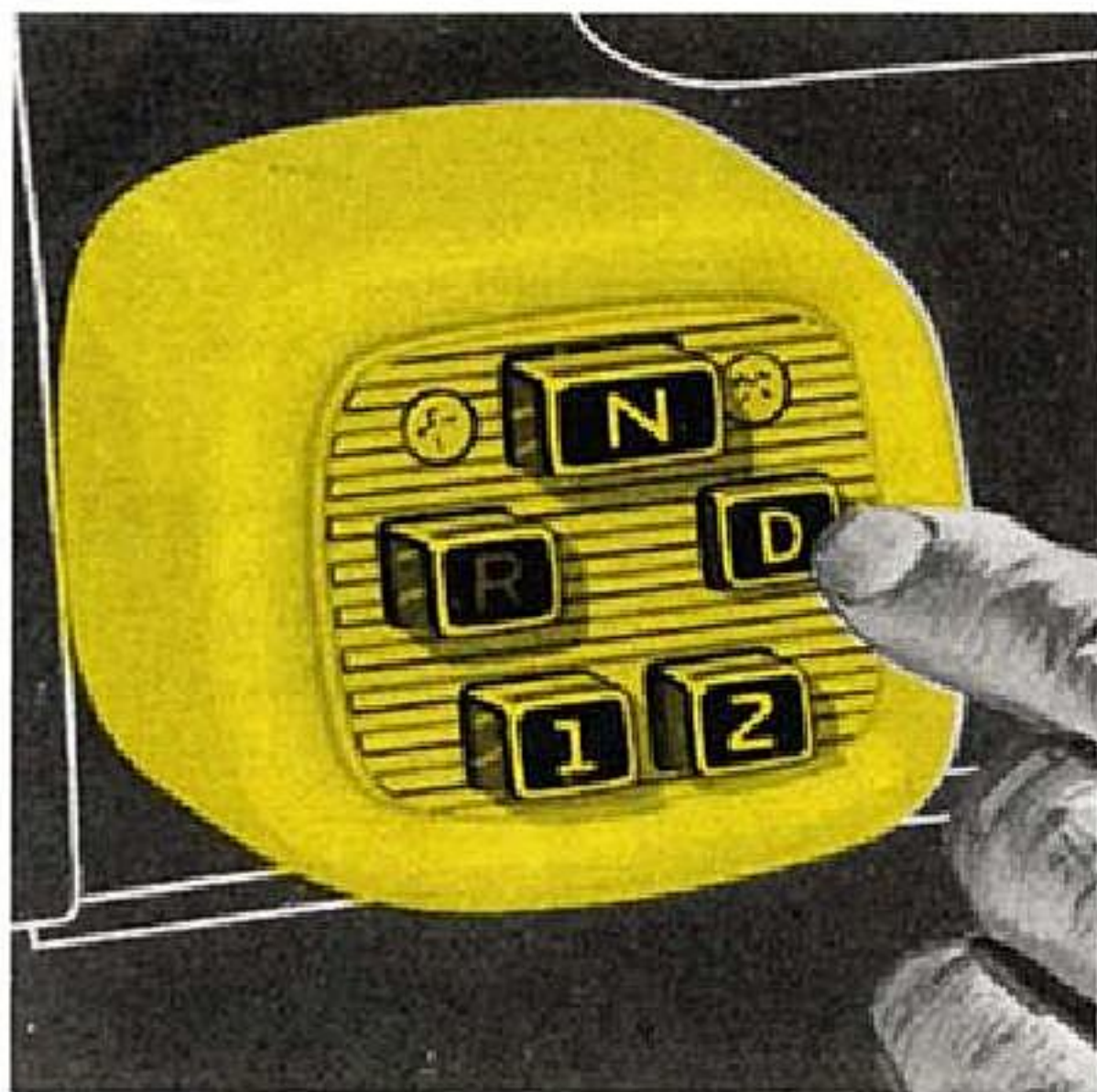
In Australia, Chrysler's Valiant had push buttons until 1965, and these cars are now highly collectible.

Ford also joined the push button clan with Mercury and Edsel. The Edsel had them located in the centre of the steering column.

In 1956 Packard offered the Ultramatic with a push button selector as an option.



PowerFlite



Press the button . . . step on the gas, and go! Now, passenger-car driving ease is available in Dodge trucks!

**New! Push-Button**

**LoadFlite**

**Automatic Transmission**

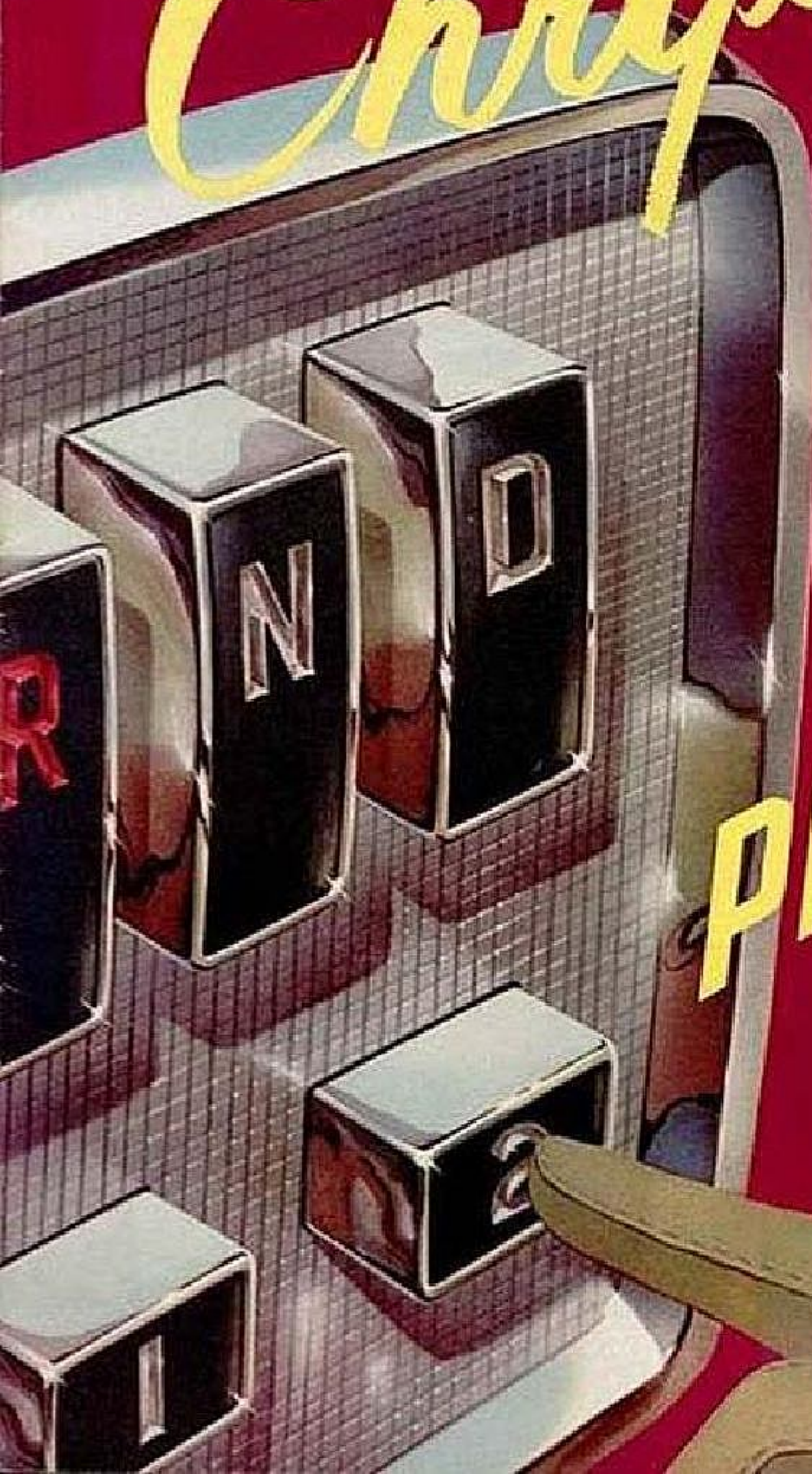
Only Dodge truck offers a push-button, 3-speed, automatic transmission.\* Simple, *mechanical*, trouble-free linkage with convenient, left-hand push-button panel. Makes stop-and-go driving in city traffic and door-to-door delivery service easier on drivers. Smoothness of operation reduces drive-line maintenance.

\*Available as extra equipment



# Chrysler

Plymouth  
1957





In the 1950s it was rare to see an automatic car in Australia. Self shifting transmissions were preserve of costly American and a few British cars, and thus out of financial reach for most car buyers.

We got our first real taste of affordable automatic motoring in 1960 with the Falcon and then Valiant. Holden was the last to change and introduced the HydraMatic with the EK in 1961.

Local automatic sales were slow at first due to the high cost of the transmissions combined with small capacity engines trying to overcome power hungry transmissions. It was not until the mid-sixties when V8s and big capacity sixes appeared that automatics started to make inroads. Automatics now account for at least 70% of new cars sold in Australia.

## Best Name

And what name do we think best sums up all of those early consumer aspirations?

Chrysler's TorqueFlight is a contender, sounding so strong and forceful.

Then there is Flash-O-Matic from American Motors, with its Buck Rodgers imagery.

But the one we like the best is Oldsmobile's version of the HydrMatic, called the JetAway.

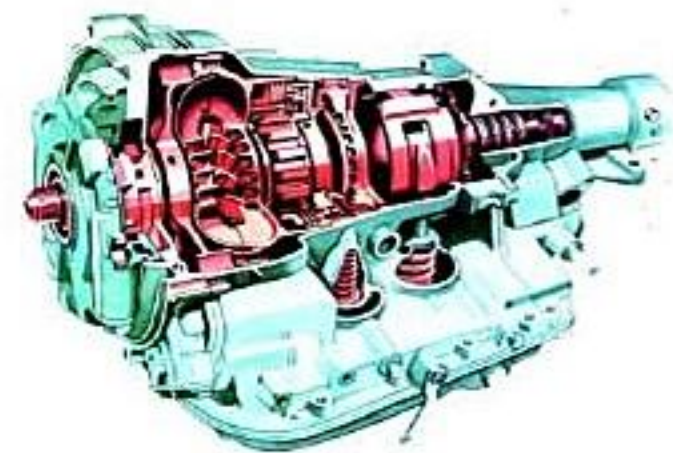
Who could resist a car with a transmission that promised jet-like speed away from the traffic lights!

## HYDRA-MATIC AUTOMATIC TRANSMISSION ... the most automatic automatic of them all!



### NEW HYDRA-MATIC TRANSMISSION

... the most automatic  
automatic of them all



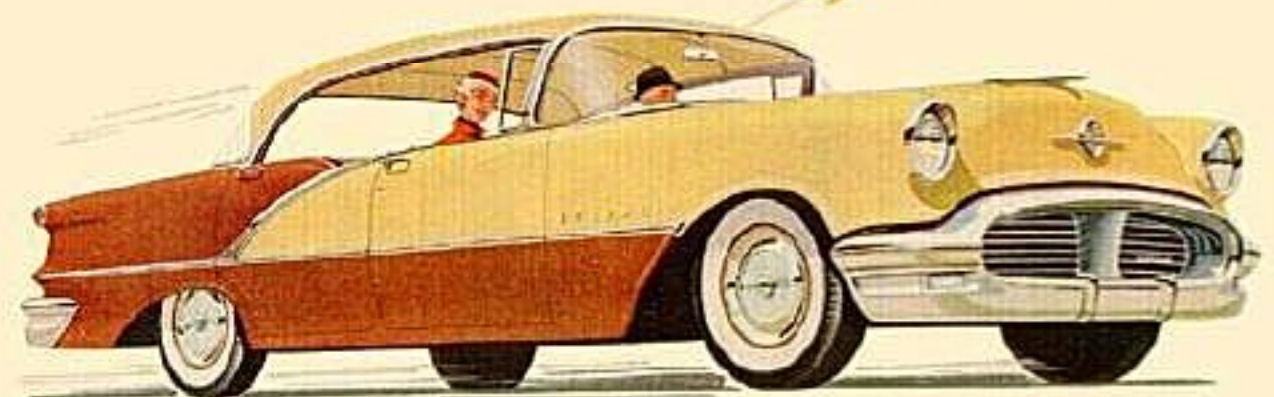
Oh-h-h! these '56 OLDSMOBILES!

with new

*Jetaway*

**HYDRA-MATIC**

ALL THE *Flow*  
OF FLUID...  
ALL THE *Go*  
OF GEARS!



THE 1956 OLDSMOBILE



Paired with the Rocket 1-330  
for the smoothest action ever!

*Liquid-smooth and lightning-quick!*  
Oldsmobile's new Jetaway Hydra-Matic gives you the feeling of "going" gears plus the velvet smoothness of two fluid couplings. The result is almost an air-horse feeling—quiet, swift and incredibly smooth. In fact, the dazzling new Oldsmobile will outperform, outpace, outstrip any Rocket model before it... by far! And in appearance, the new Olds is a stunner, too. With updated new Starline styling—bold new slatted grille—sweeping new body lines—a daring, different look from every angle! Visit your showroom now... see the cars that are out ahead to stay ahead... new Rocket Oldsmobiles for '56!

NOW ON DISPLAY AT YOUR OLDSMOBILE DEALERS

**OLDSMOBILE**





Oh-h-h!  
that  
*Jetaway*

**GREAT ON GETAWAY!**

**SUPER ON THE HIGHWAY!**



You move from a standstill to any driving range in split seconds. Jetaway is geared for quick action . . . that means safety in emergencies!



Cruising at speeds up to 70 m.p.h., push full-throttle for *super acceleration* to move ahead swiftly, safely, smoothly when passing or on hills.

**NEW SMOOTHNESS ON HILLS!**

Jetaway's downshift powers you up hills in a hurry. And Jetaway is quick to respond to your needs for extra power . . . ever so smoothly . . . ever so safely!





**TRY IT TODAY... FOR THE  
SMOOTHEST FLOW OF POWER  
YOU'VE EVER KNOWN!**

So smooth . . . so fast! It's liquid lightning! No other type of automatic drive is *so efficient*; no other type of drive delivers *so much engine power to the wheels*! For a thrilling motoring experience that you will really remember, drive a dazzling new 1956 Oldsmobile with Jetaway Hydra-Matic *today*!

**SMOOTH NEW DOWNSHIFTING!**



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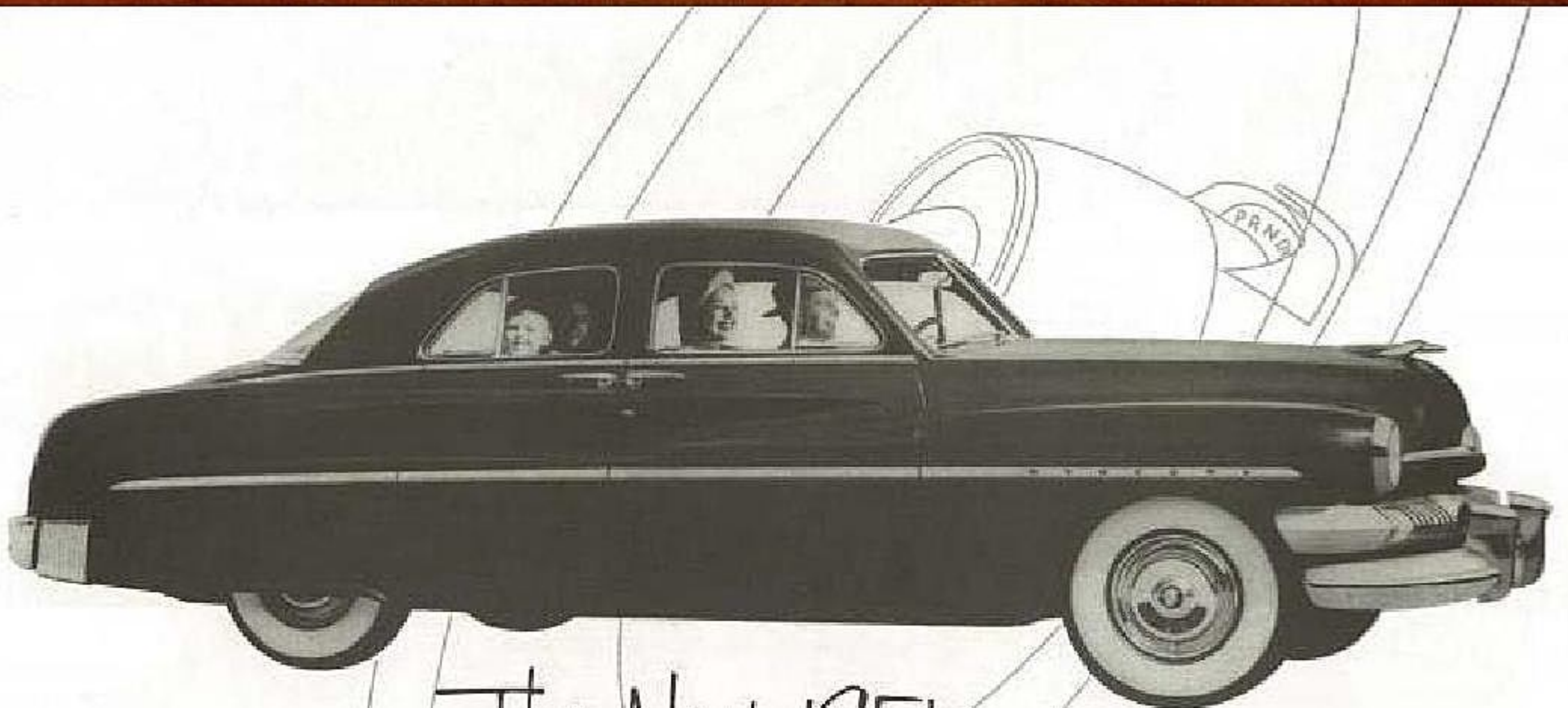
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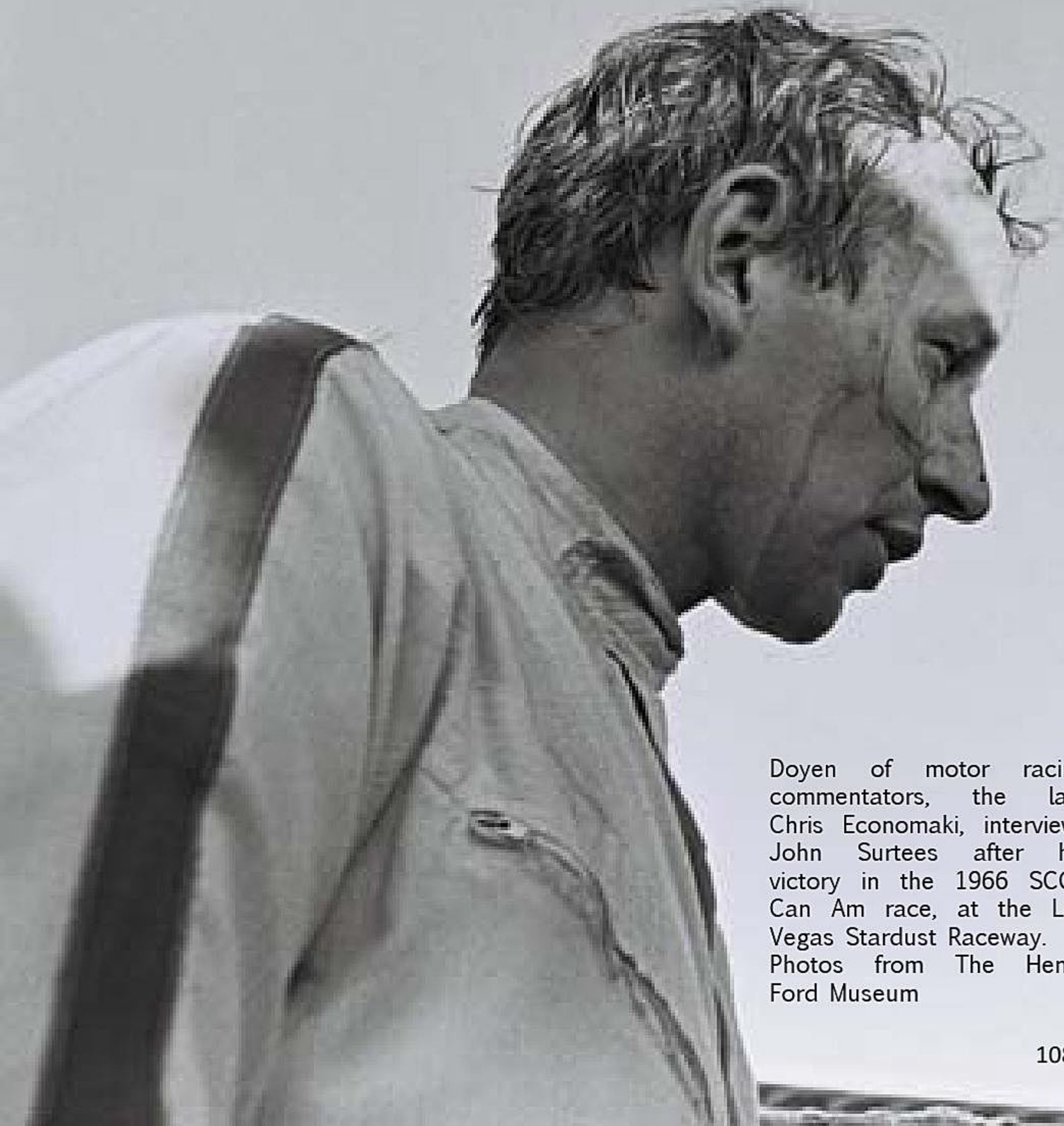


# '51 FORD





# RetroRacing



Doyen of motor racing commentators, the late Chris Economaki, interviews John Surtees after his victory in the 1966 SCCA Can Am race, at the Las Vegas Stardust Raceway. Photos from The Henry Ford Museum







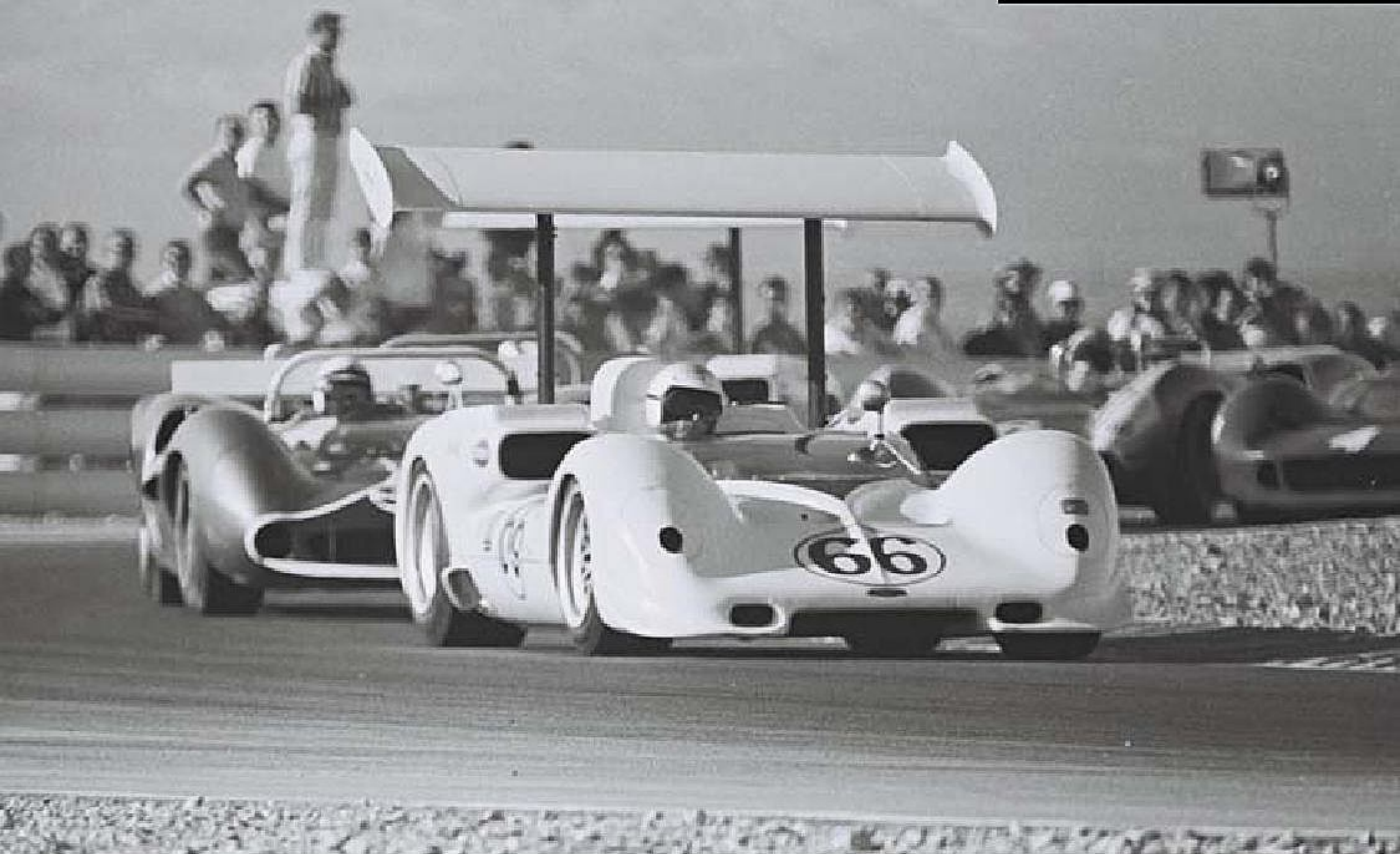


Above: Jerry Titus finished 5<sup>th</sup> from 23<sup>rd</sup> on the starting grid. Check out the exhaust pipes on his Oldsmobile powered Lotus.

Below: Surtees started from 4<sup>th</sup> position and led the entire the 70 lap race. He won \$US30,250, the equivalent of \$A300,000 today.



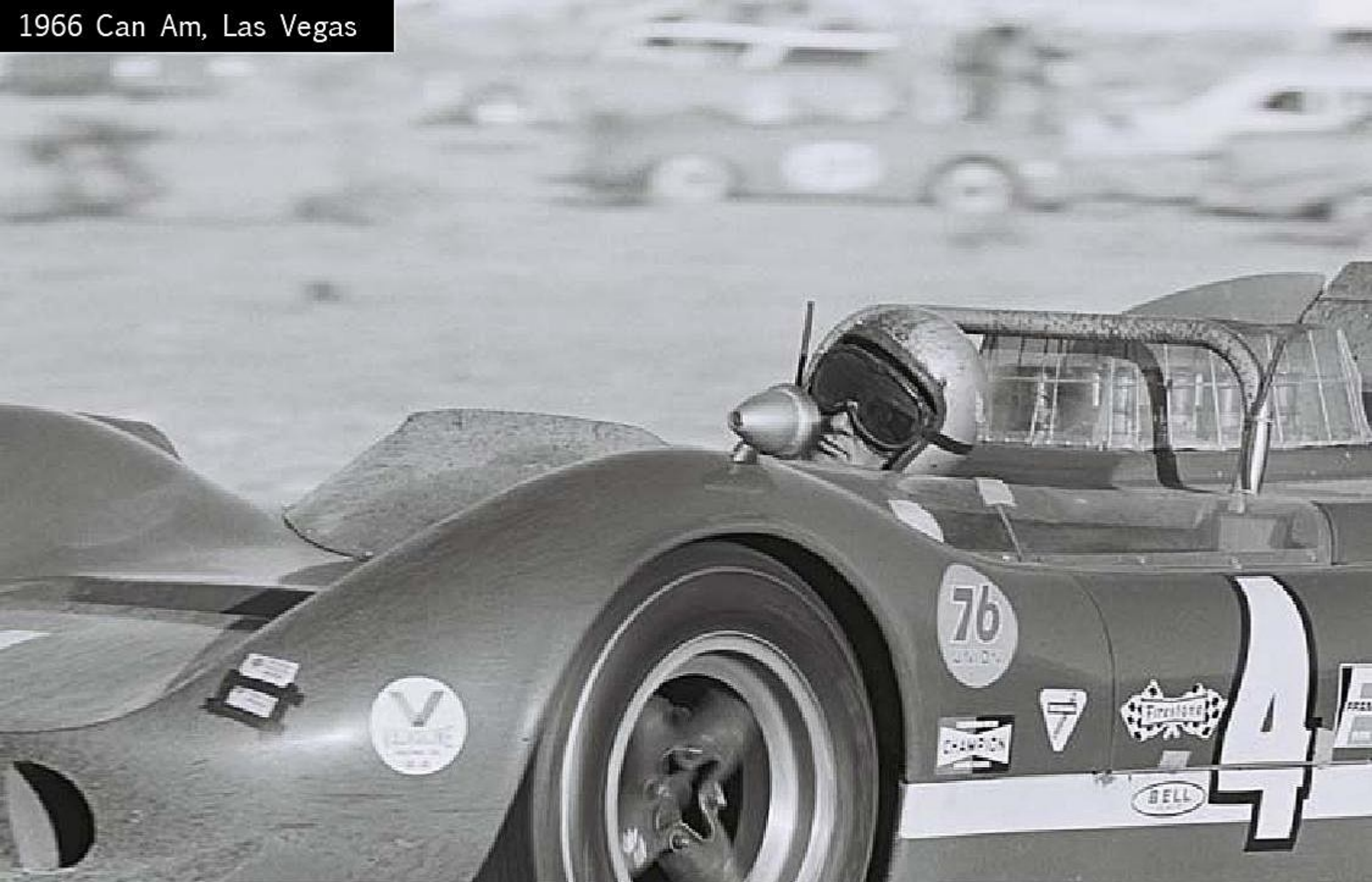




Above: Winged warrior Jim Hall started from pole position, but only lasted four laps when the airfoil collapsed and he was out. Hall entered two cars, the other driven by Phil Hill.  
Below: Surtees is all concentration as he lines up for the apex of the corner.







Above: Bruce McLaren, in a car of his own design, leans into the turn. He was 6<sup>th</sup> on the grid and second at the chequered flag.

Below: The versatile Parnelli Jones aboard Mecom Racing Lola. PJ came home 9<sup>th</sup>.







Above: The Las Vegas track is out in the desert, and a spin off meant a trip into the rocks.  
Below: Australian Paul Hawkins in a Lola T70 started in 22<sup>nd</sup> place and worked his way into an eighth place finish. He won \$US1,000 for the effort.







Above: Mario Andretti in another Mecom Racing Lola. It was not a good day for Mario. He lasted just one lap and was sidelined with transmission troubles.

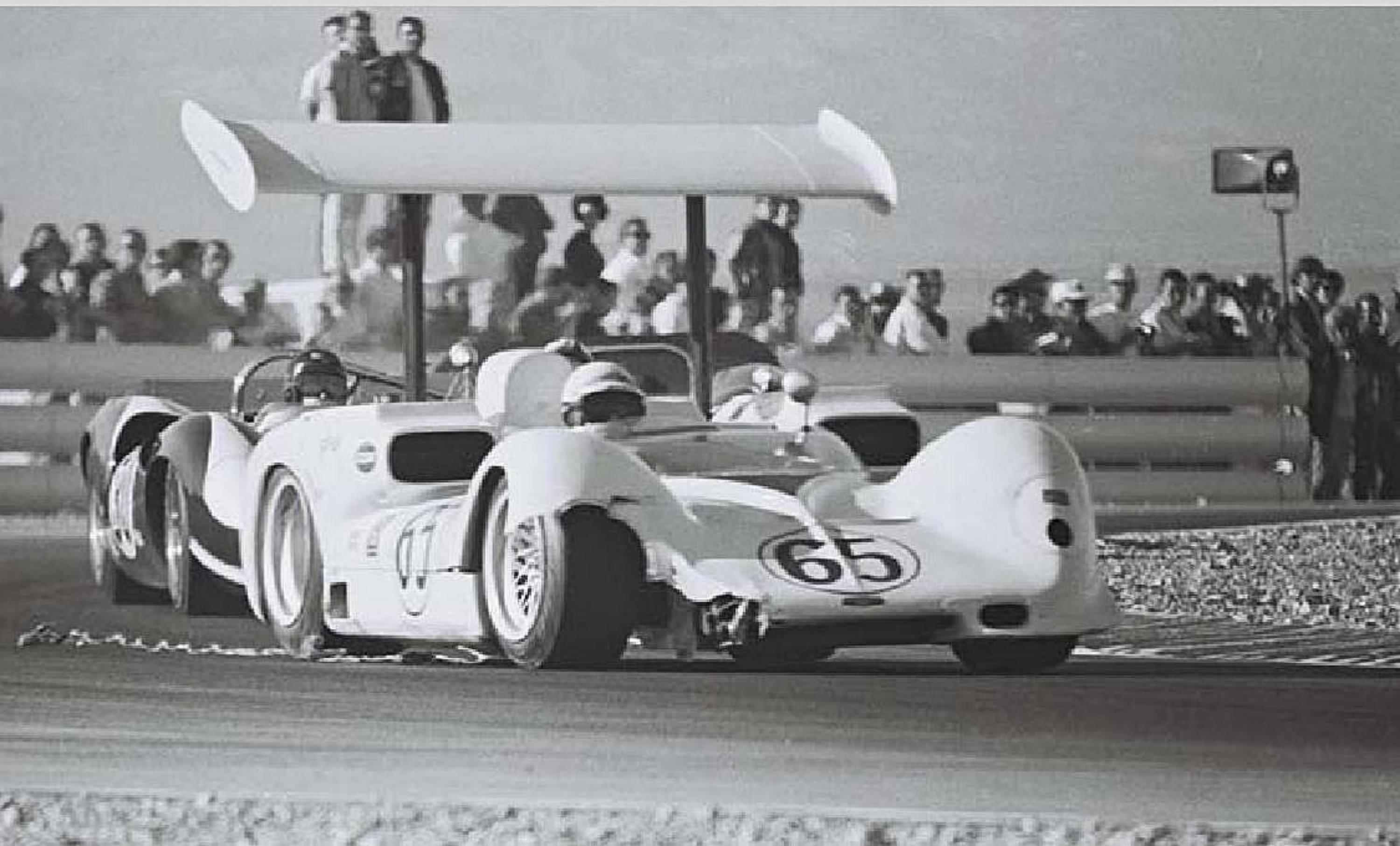
Below: McLaren leads Dan Gurney (#30), with Phil Hill's winged Chaparral some distance behind. Gurney was out on lap 37 with fuel tank issues. Hill finished seventh.







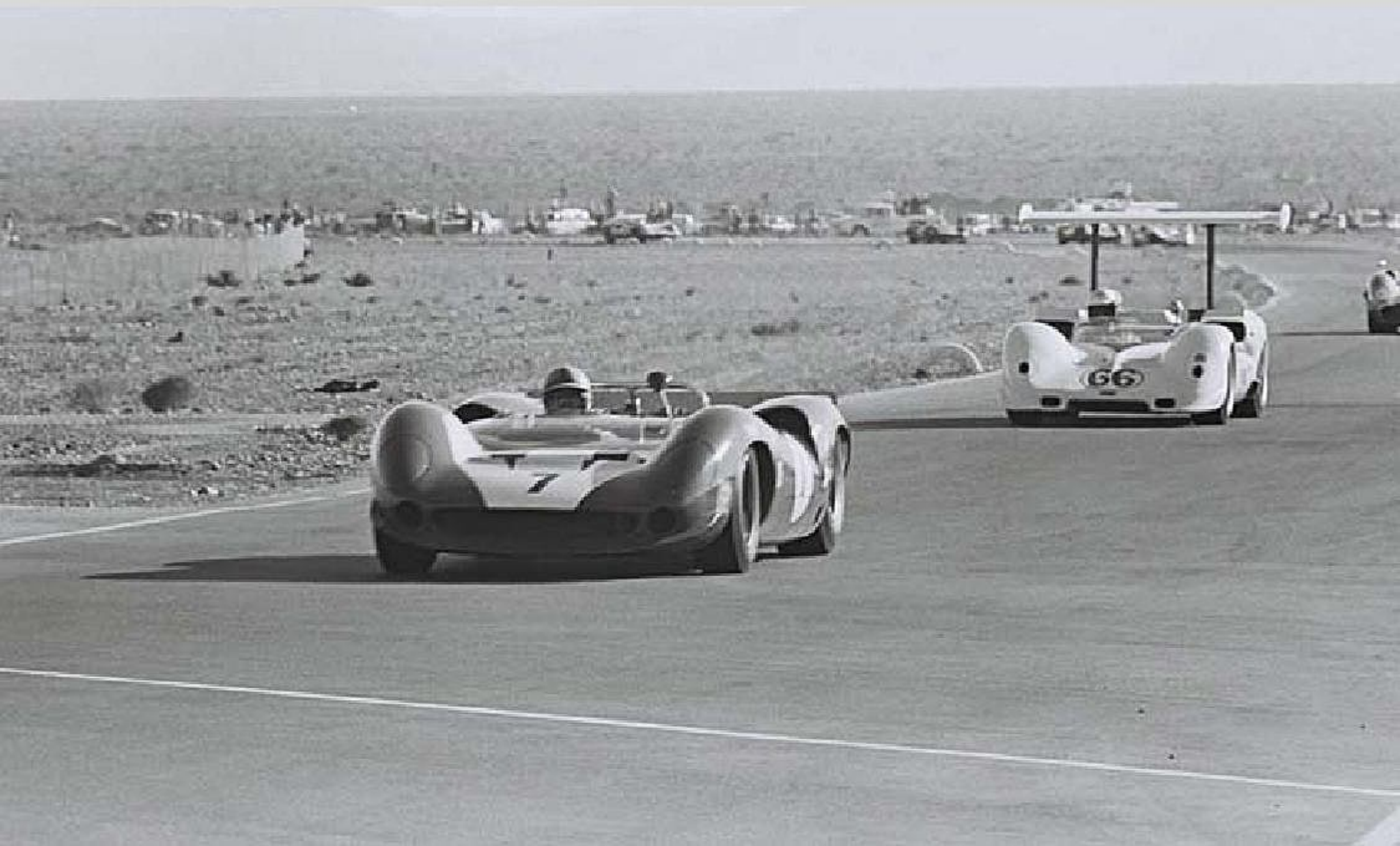
Above: Gurney gets a bit of opposite lock into his Lola.  
Below: Hill is just in front of Gurney, again with slight opposite lock. Note the shredded bodywork trailing from the right front wheel of Hill's car.







Above: Jackie Stewart, in yet another Mecom Racing Lola, signals that his race is done. A broken fuel line caused his exit on lap 14. He won just \$US100 for the trip to Vegas from Scotland.  
Below: John Surtees ahead of Jim Hall.







Above: 1967 Le Mans. The Shelby American Mustang of Claude Dubois about to be passed by the Shelby American Ford GT40 of Bruce McLaren and Mark Donohue. (Photo HFM)

Below: The 1966 East Africa Safari Rally. John Greenly and James Dunk entered this Nissan Bluebird 1300 SS and surprised everyone with an overall second place finish and a first in their class. It was airlifted back to Tokyo where it was put on display in the prestigious Ginza district. It is now located in Nissan's heritage museum (photos: Nissan Media).







Above: Newcastle Motordrome 1972. George Lodge races ahead of Ralph Ranger and Dennis Smith (Charger #43). Lodge dominated speedway in Newcastle during the 1971/72 season. Below: Kembla Grange speedway, circa 1968. We count one EH, six FX/FJs, two FCs and assorted 1930/40s sedans. Both tracks no longer exist. The Motordrome was demolished and made into an industrial estate. The Grange was ploughed under to make way more stables for the adjacent horse racing track. Local government in both cities has thwarted all attempts to build new tracks.







Above: Ivan Muddle in his Mini at Heddon Greta Speedway in 1973, on the inside of Kevin Odgers. Minis dominated speedway sedan racing for a time.  
Below: South Australia's Dennis Shipp in his GT Falcon at the old Rowley Park arena. That's Jim Baker in the #42 FJ Holden.



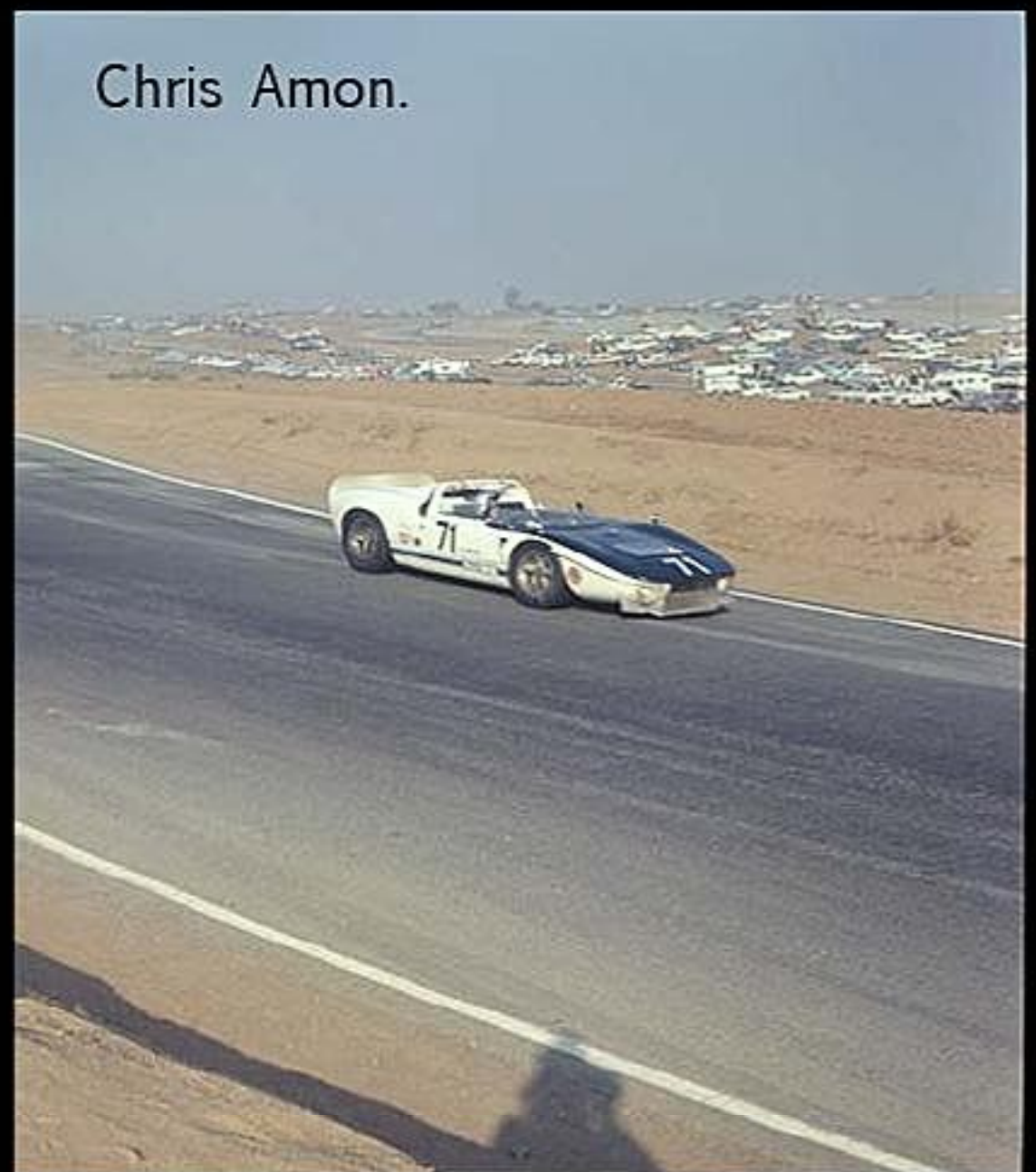


## 1965 LA Times Grand Prix

It is the 1965 LA Times Grand Prix at Riverside Raceway. Here's Augie Pabst of Pabst Brewing fame.



Chris Amon.

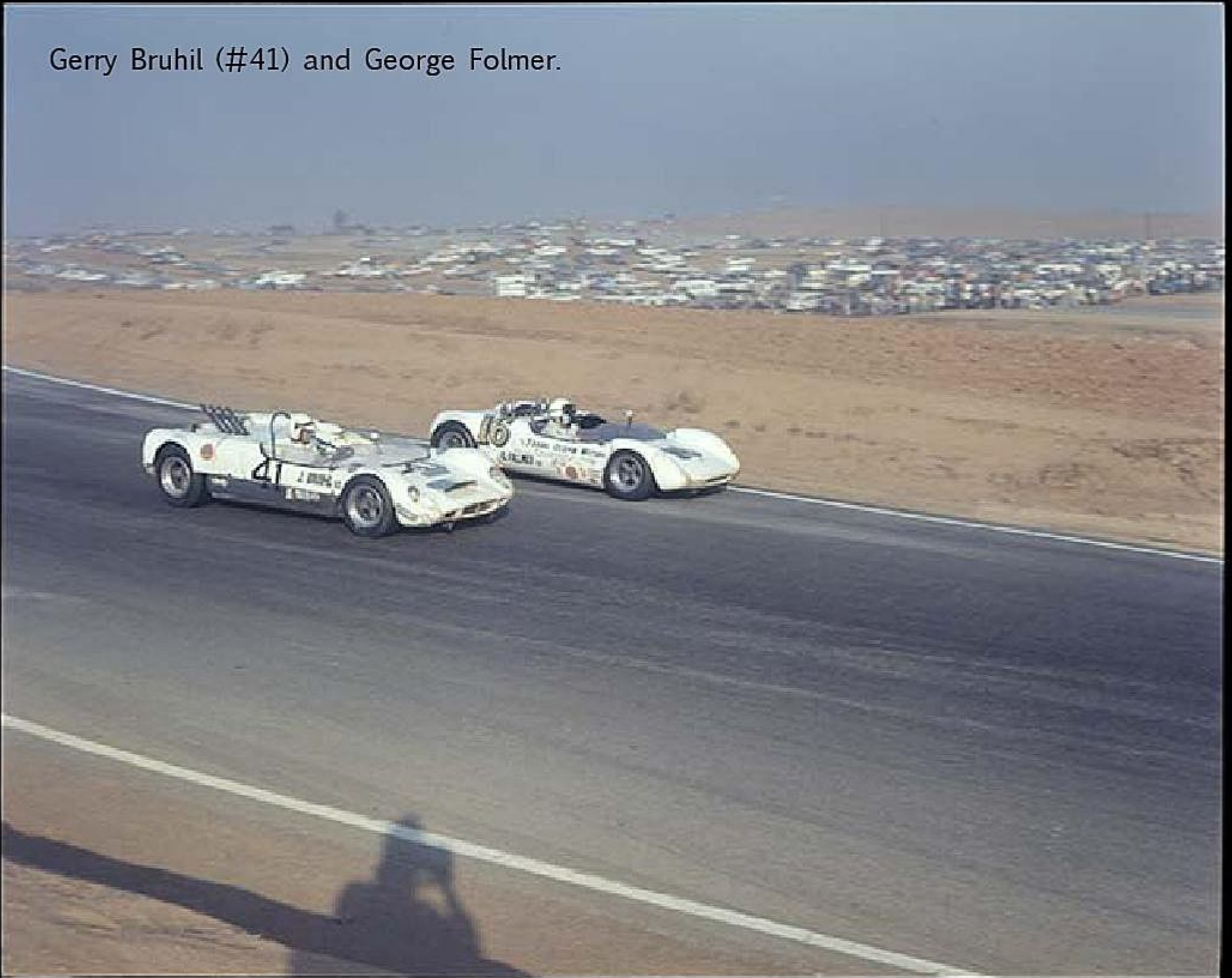


Jim Clark

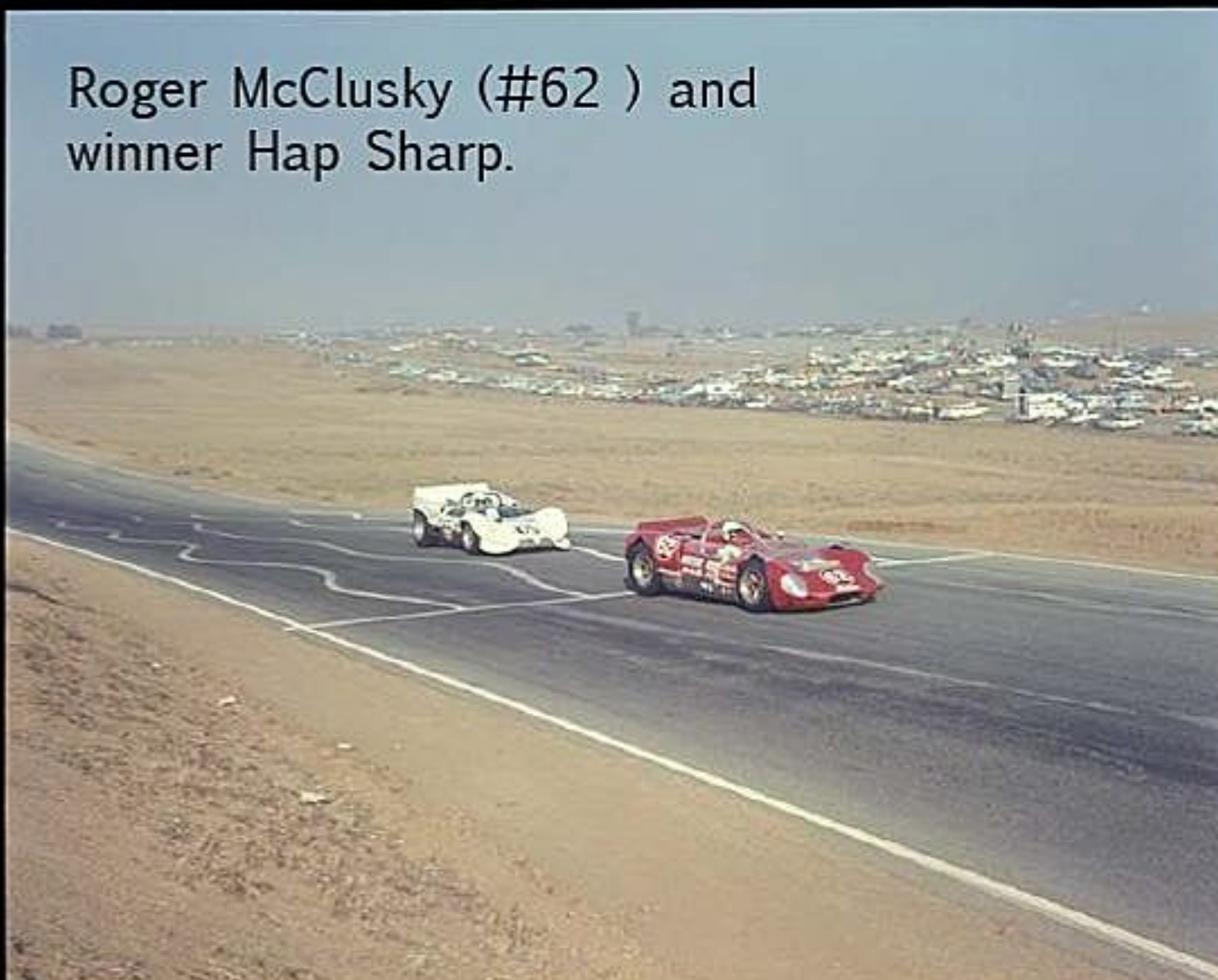




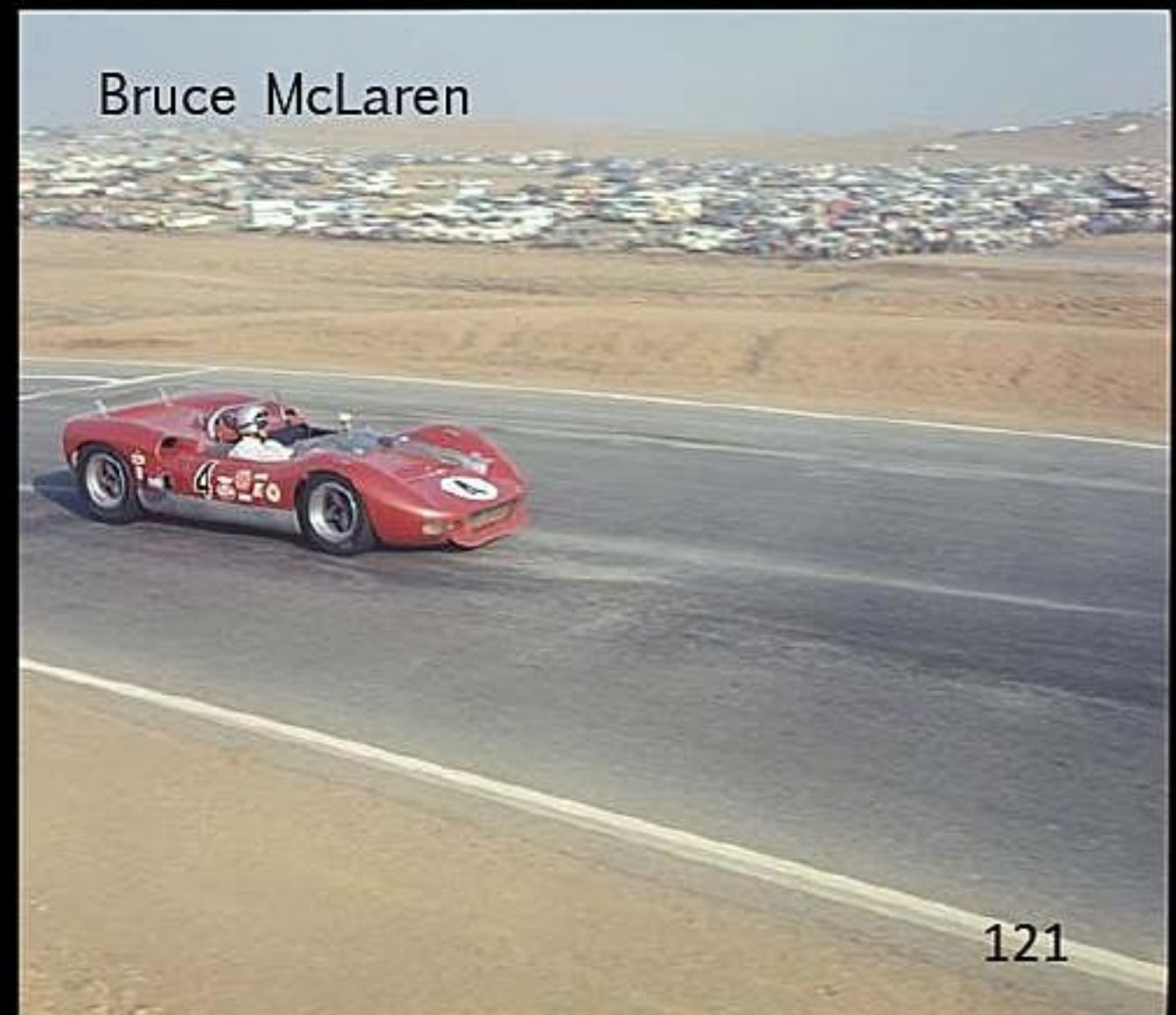
Gerry Bruhil (#41) and George Folmer.



Roger McClusky (#62 ) and winner Hap Sharp.



Bruce McLaren







Above: 1967 Green Valley Trans Am event in Texas. This is Milt Minter who suffered from heat exhaustion and had to be replaced later in the race by Jim Kaufman. This was a Shelby Mustang., one of 26 built that year. Allan Moffat was also in this race, in a Ford backed Lotus Cortina.  
Below: Freddy Van Beuren's Shelby Mustang.







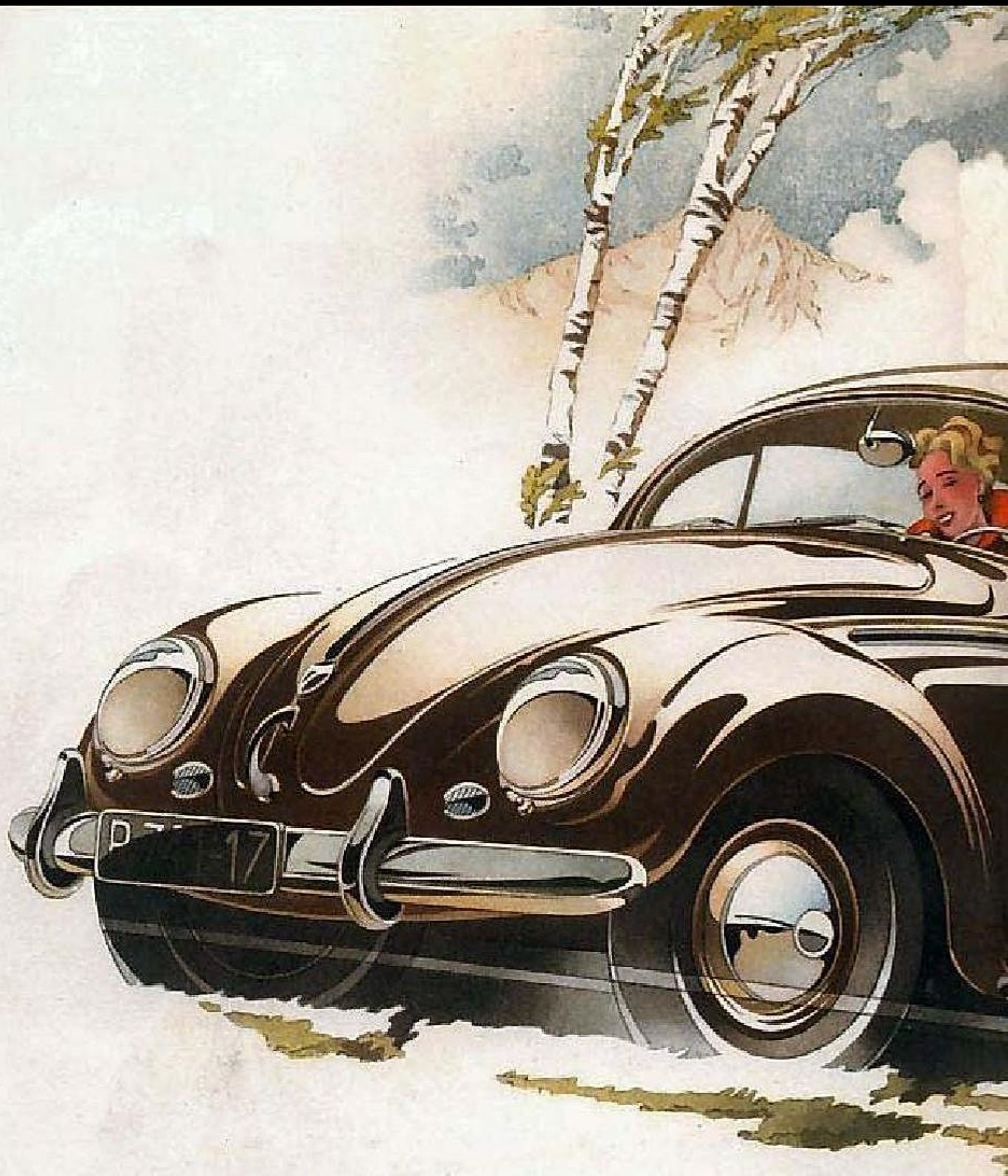
Above: The George Folmer driven, Bud Moore owned, Mustang at the Wolverine Trans Am race at Michigan International Raceway

Below: Don Yenko at the Wolverine. He would later go on to build very fast street Camaros that now fetch upwards of \$A500,000 at auction. (Photos HFM)



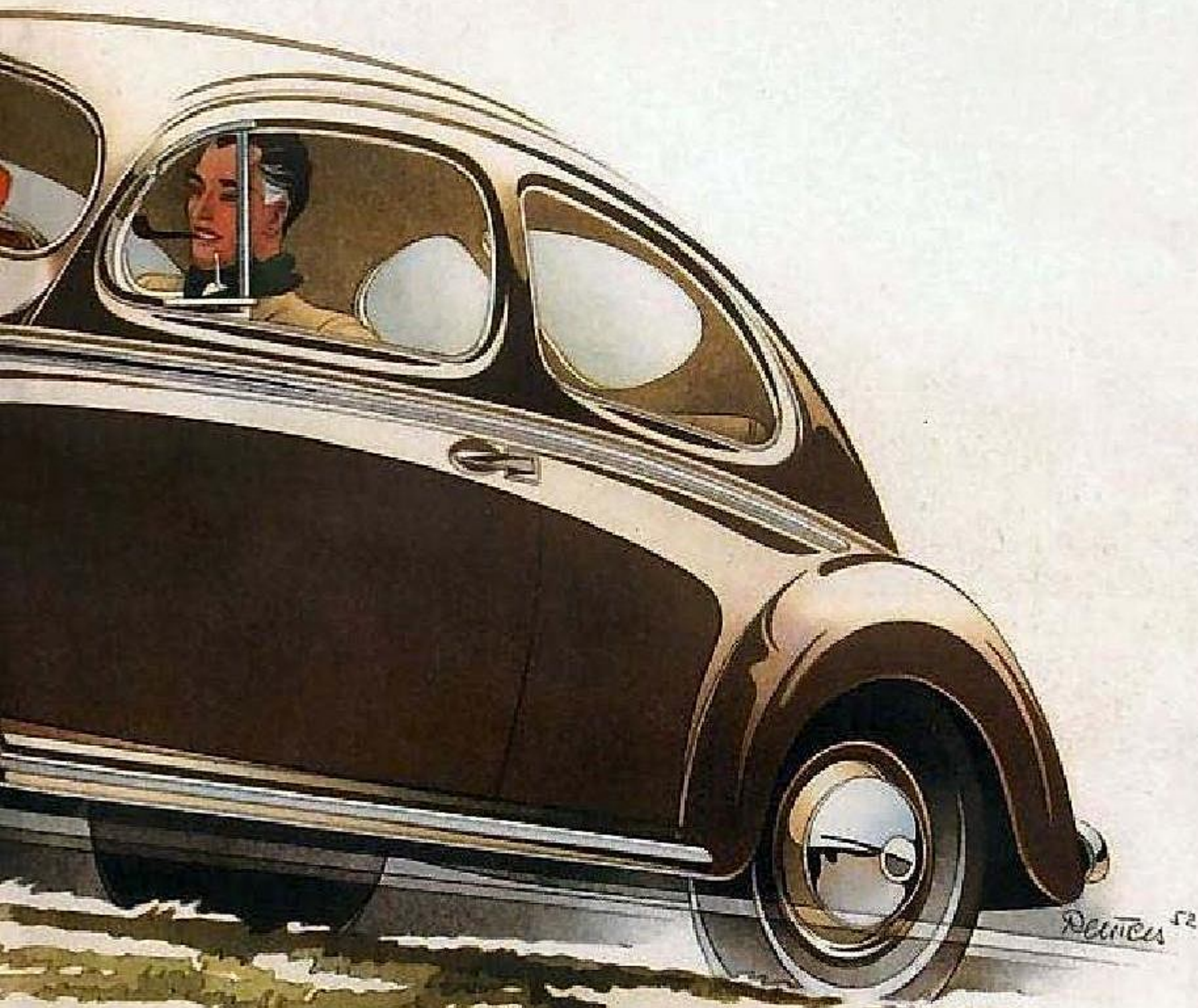


# Retro Ads



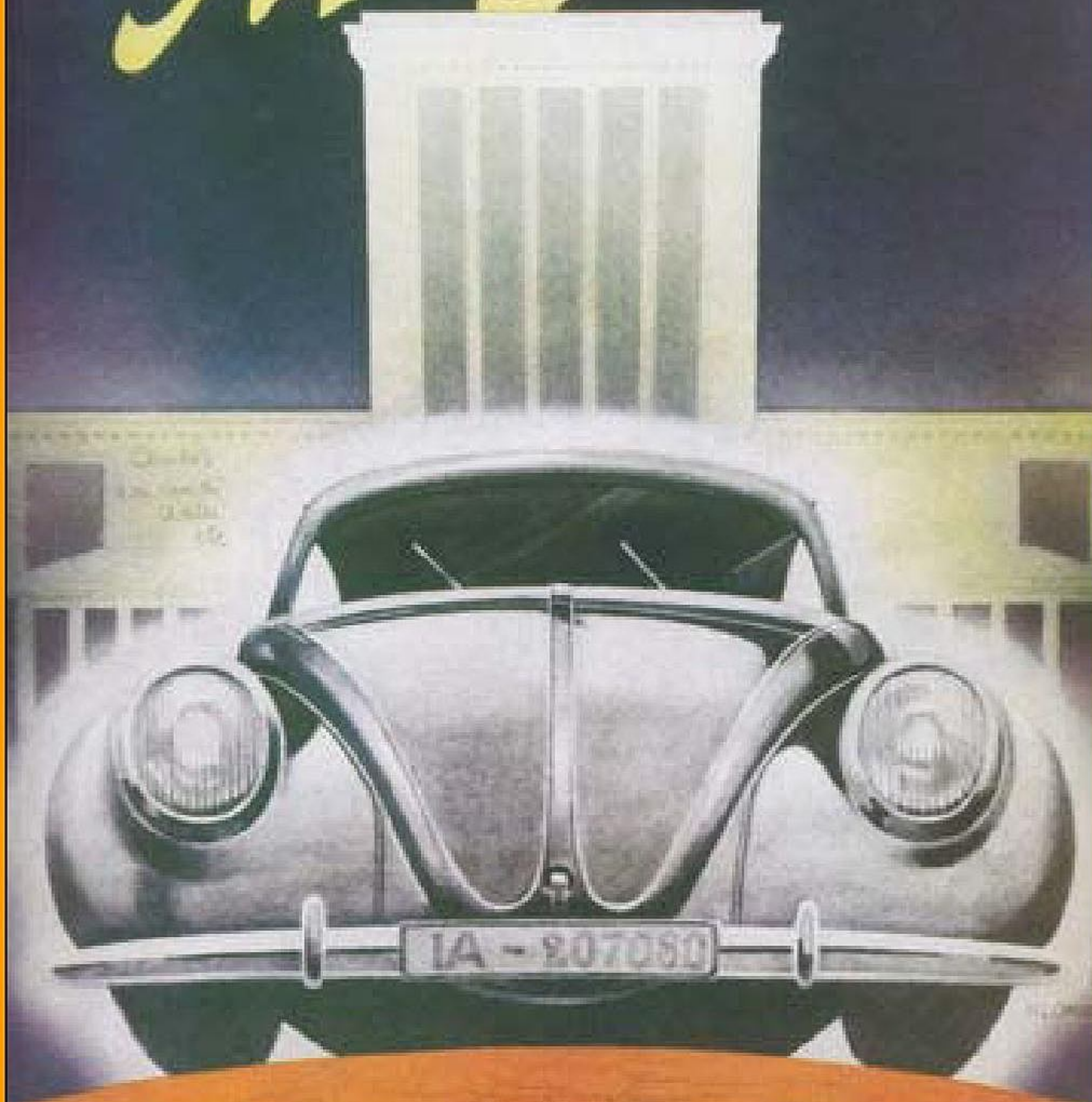


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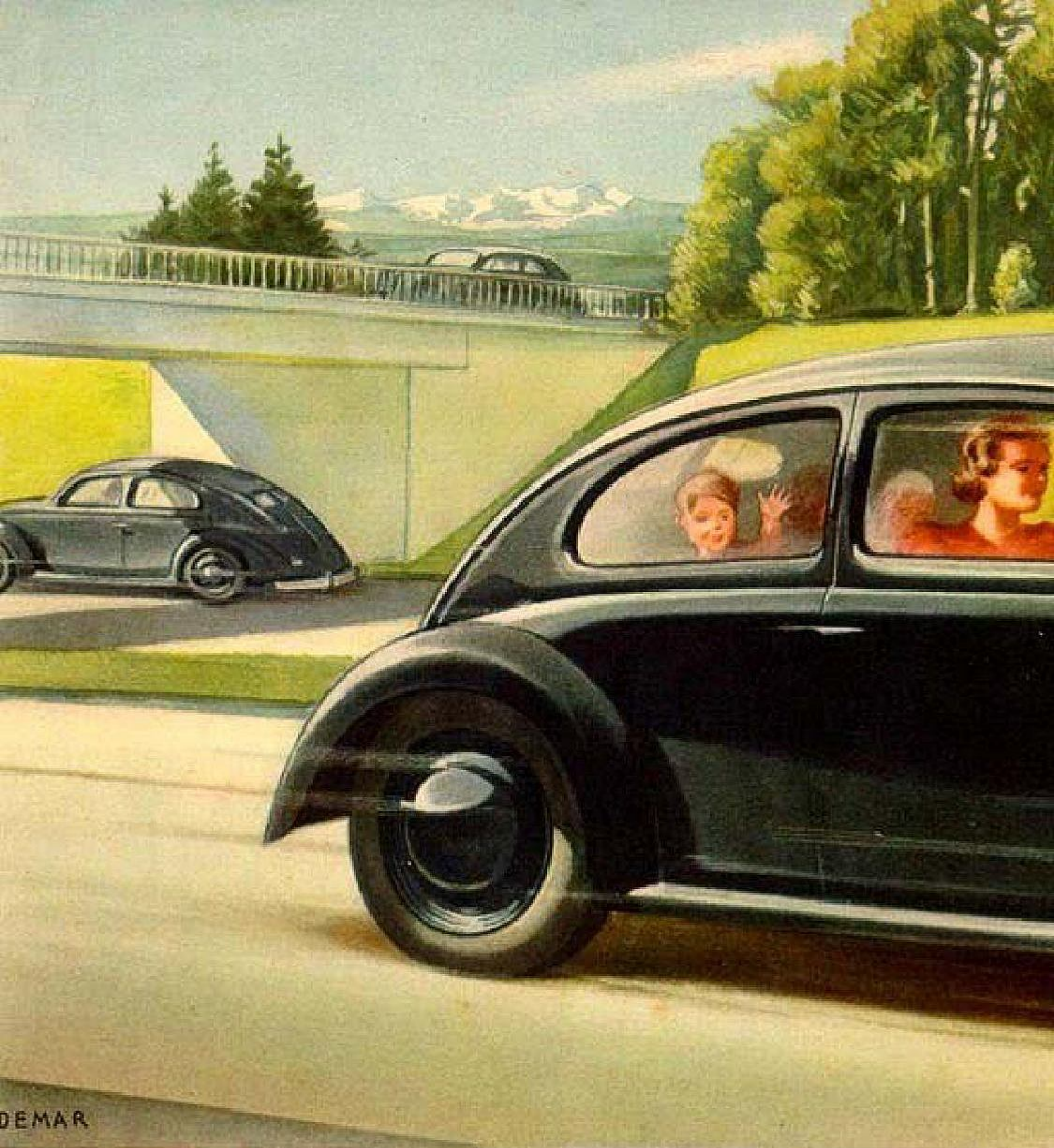
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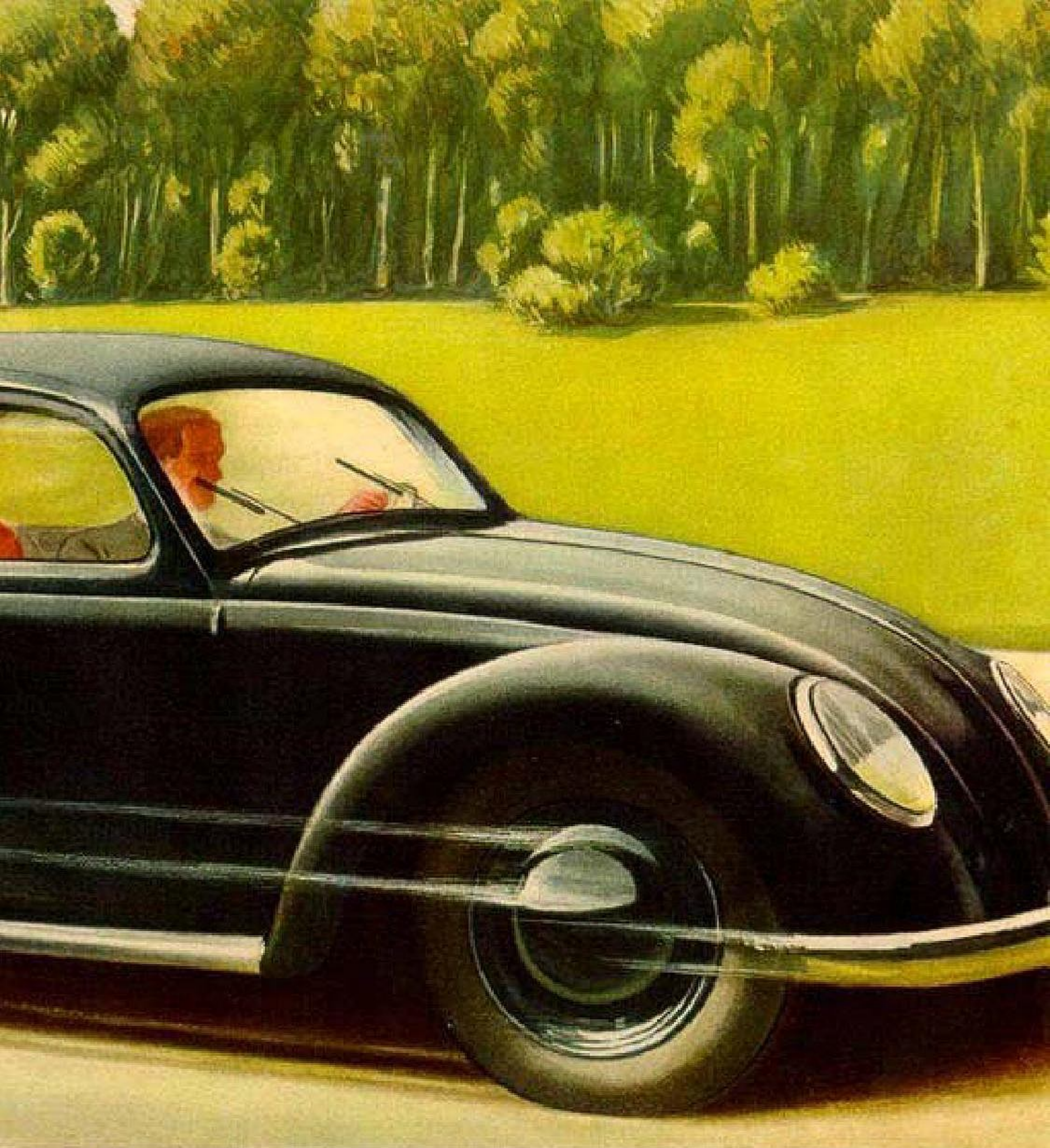




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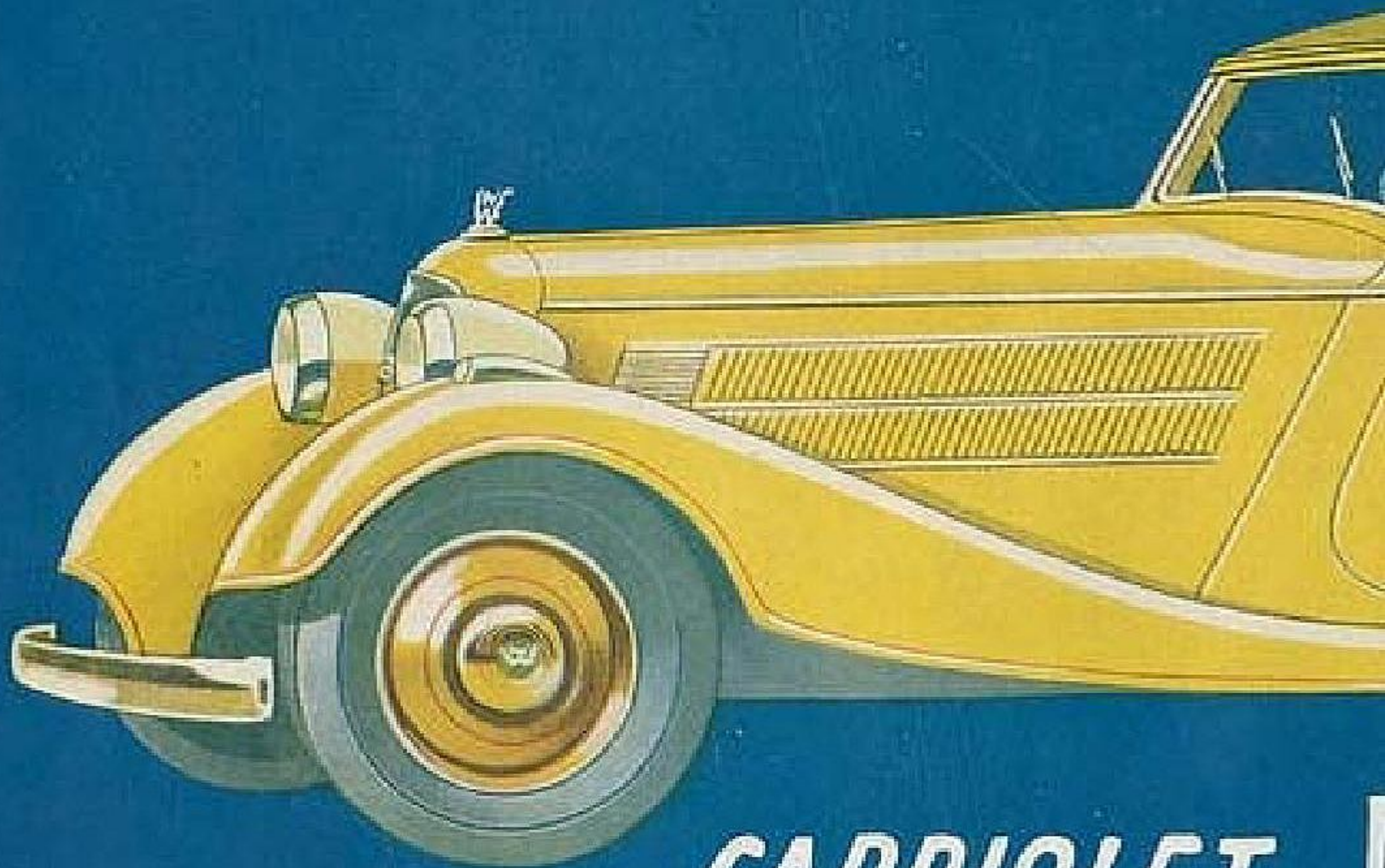


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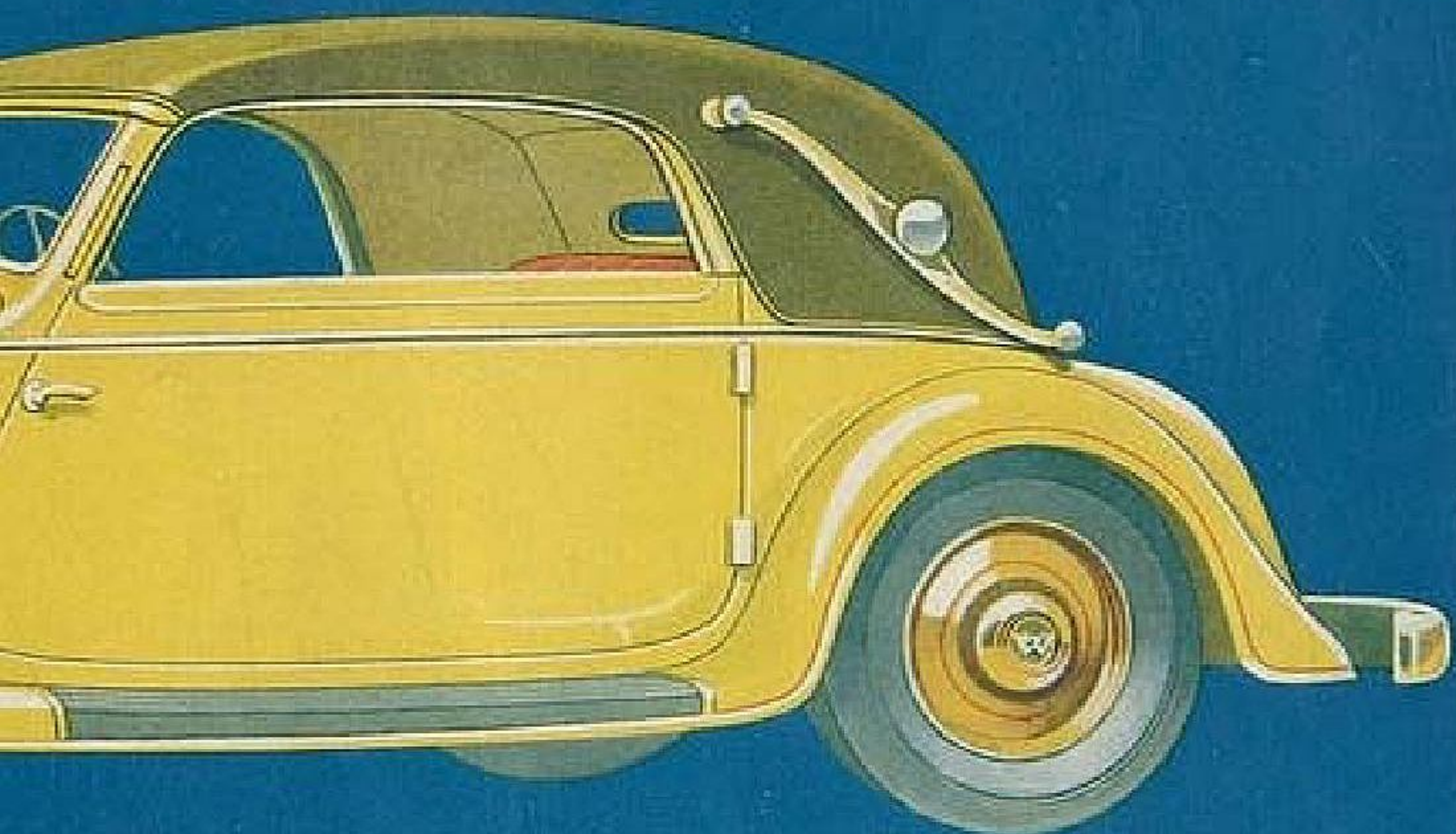
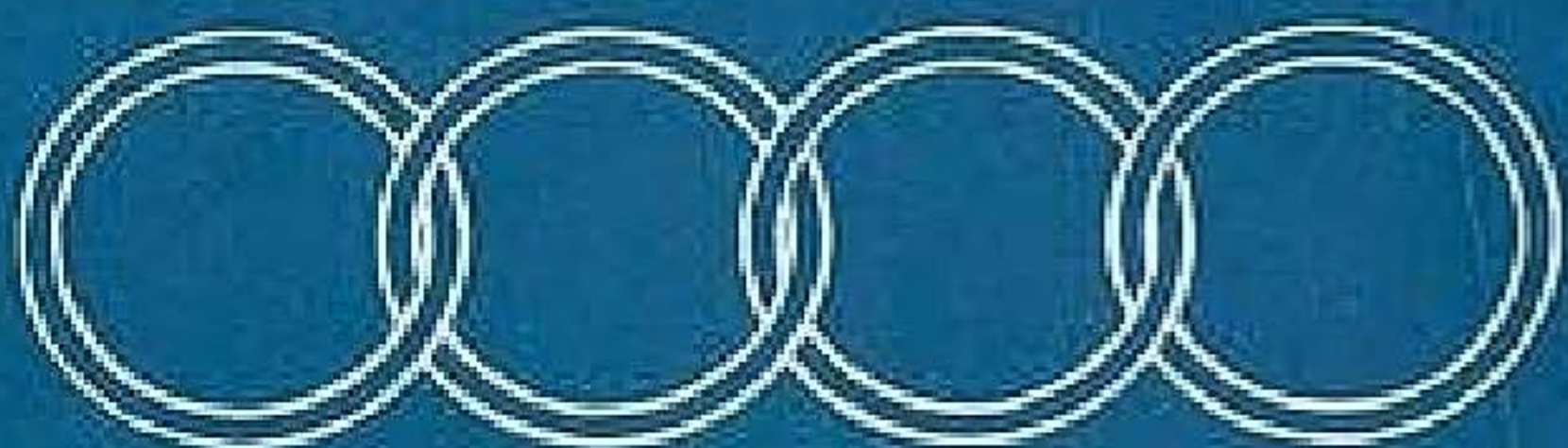


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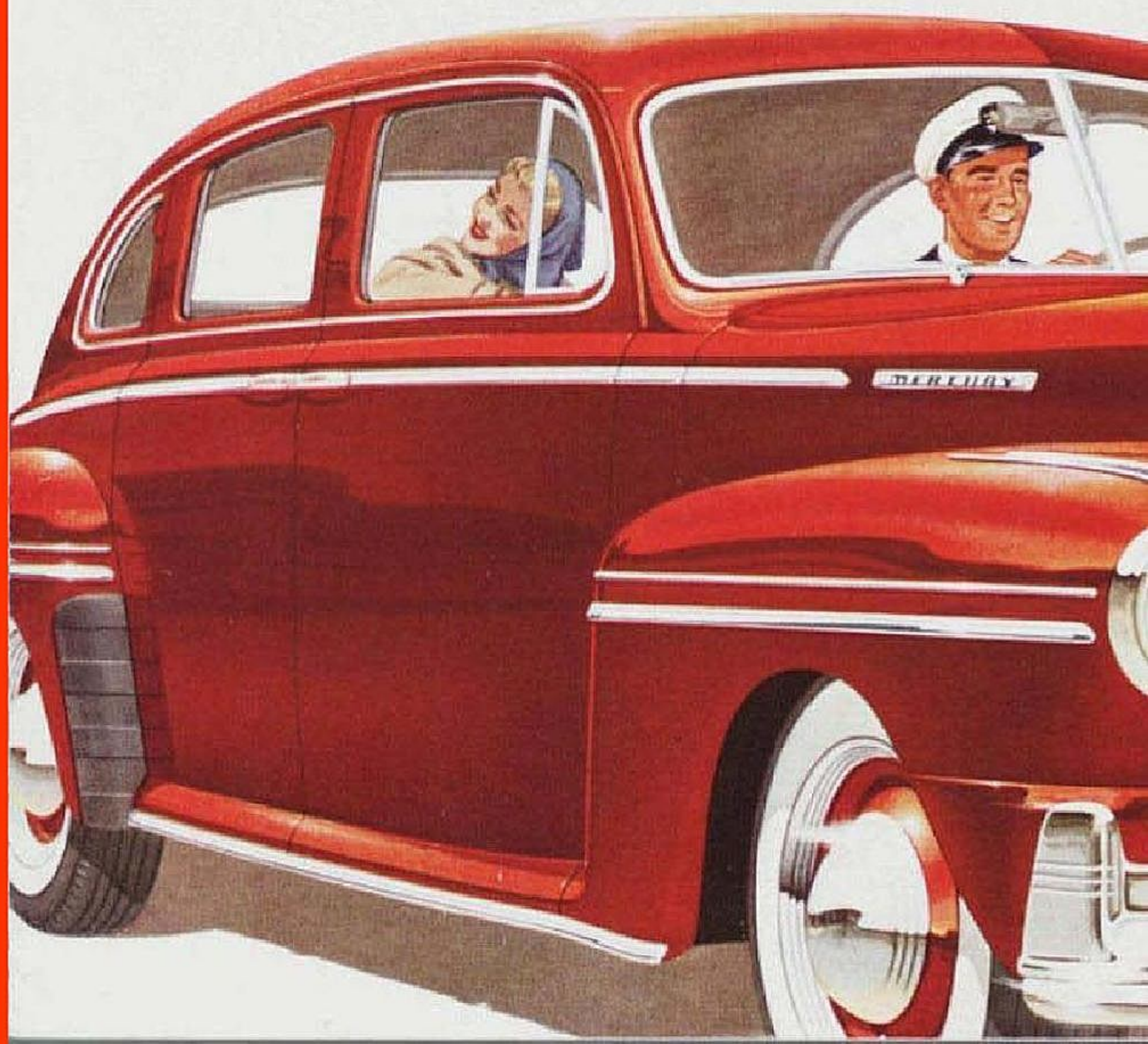


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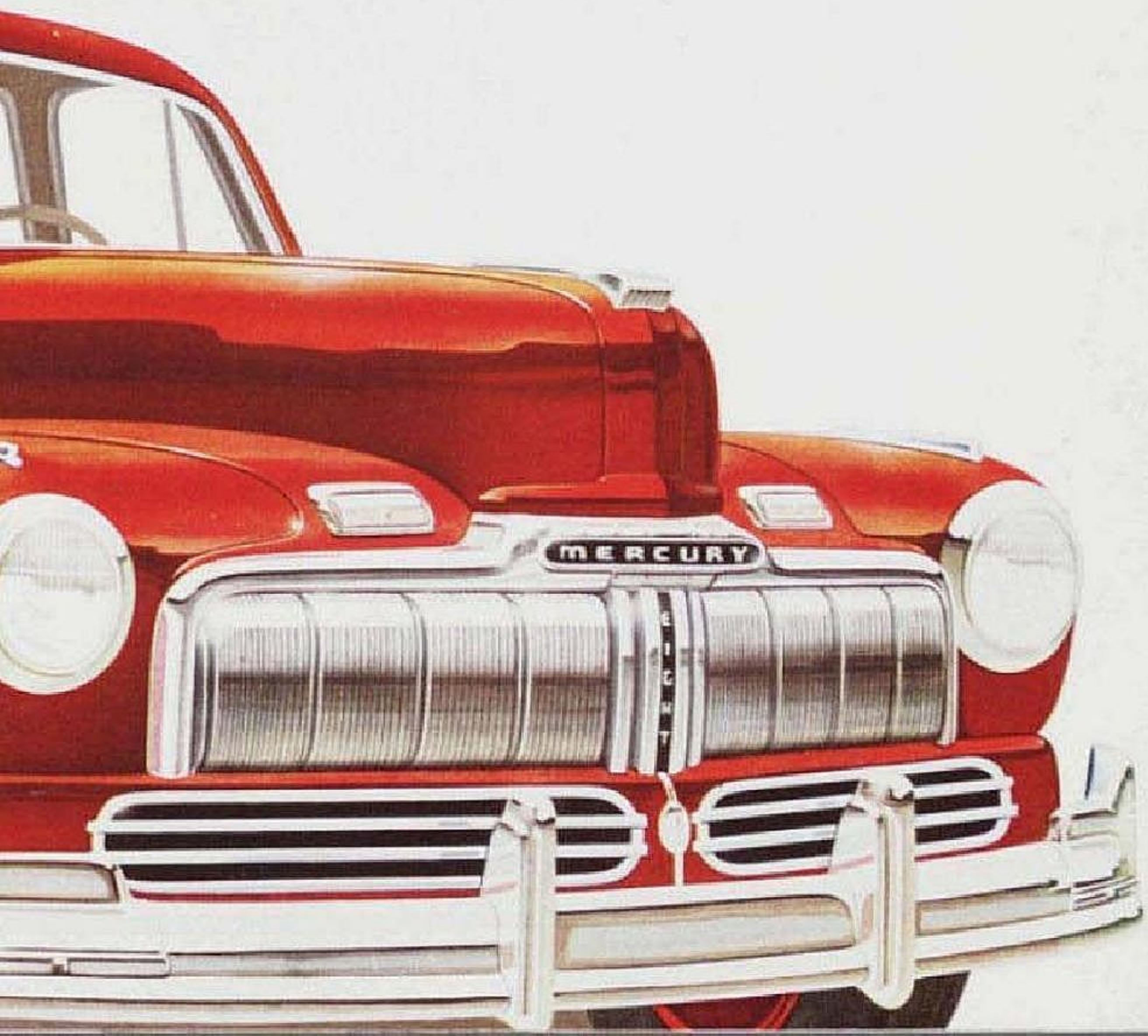
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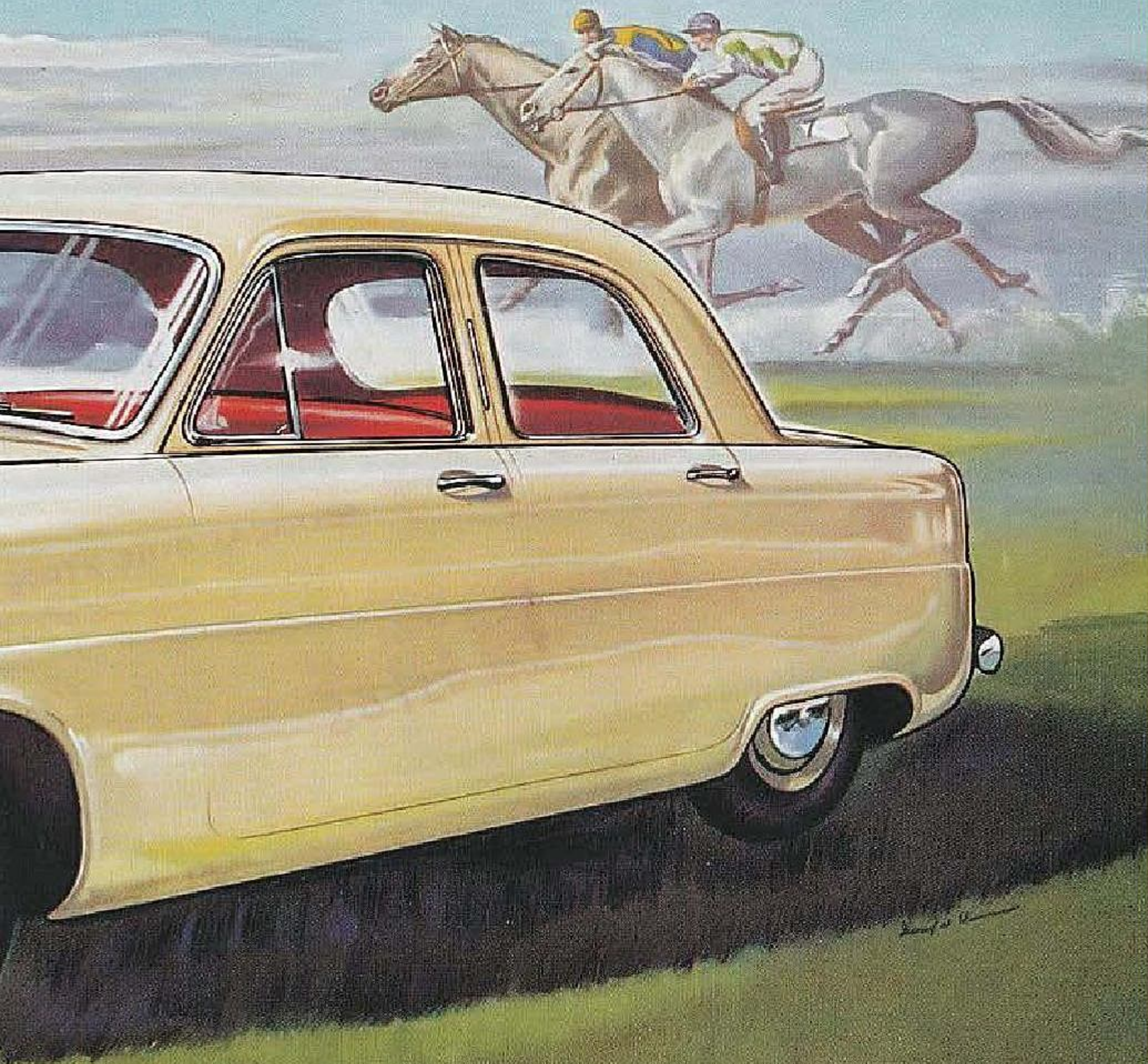
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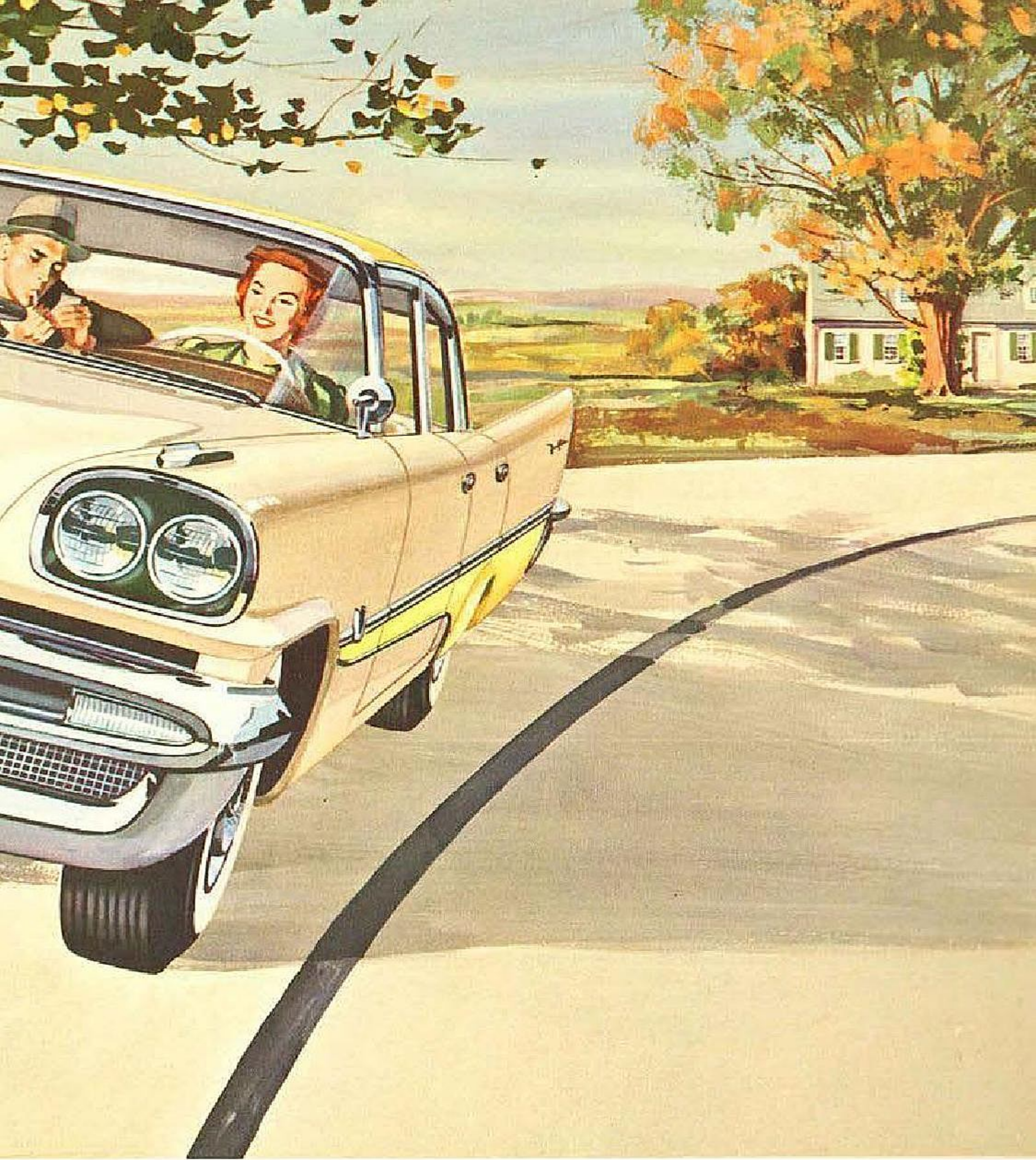
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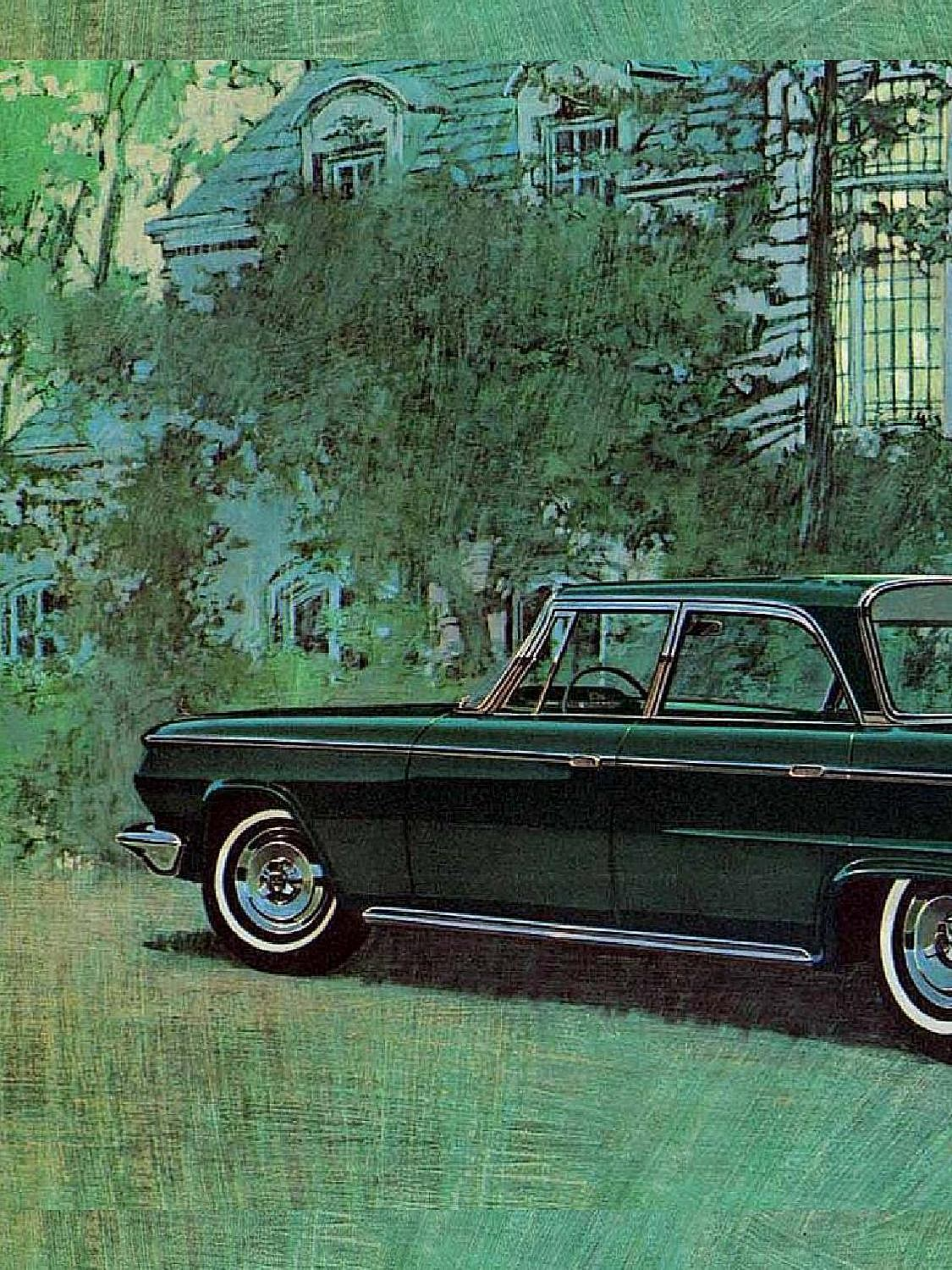
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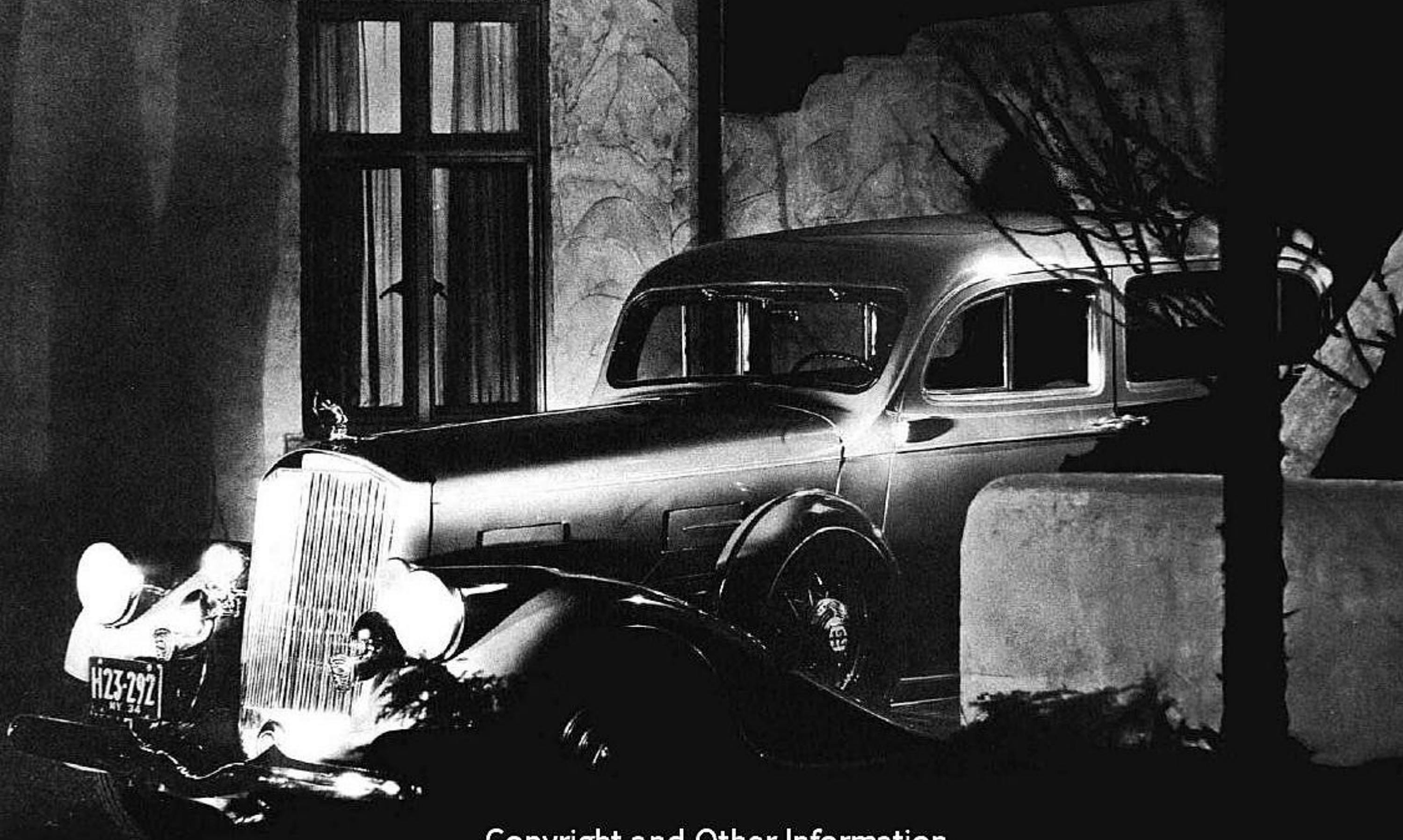




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