

collectible & classic

51 December 2015

RETROAUTOS

1965 V8 Valiant
Australia's First Muscle Car



Rare MGC GT



Styling the Iconic Oldsmobile Toronado



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What's in a Name?



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Front Cover

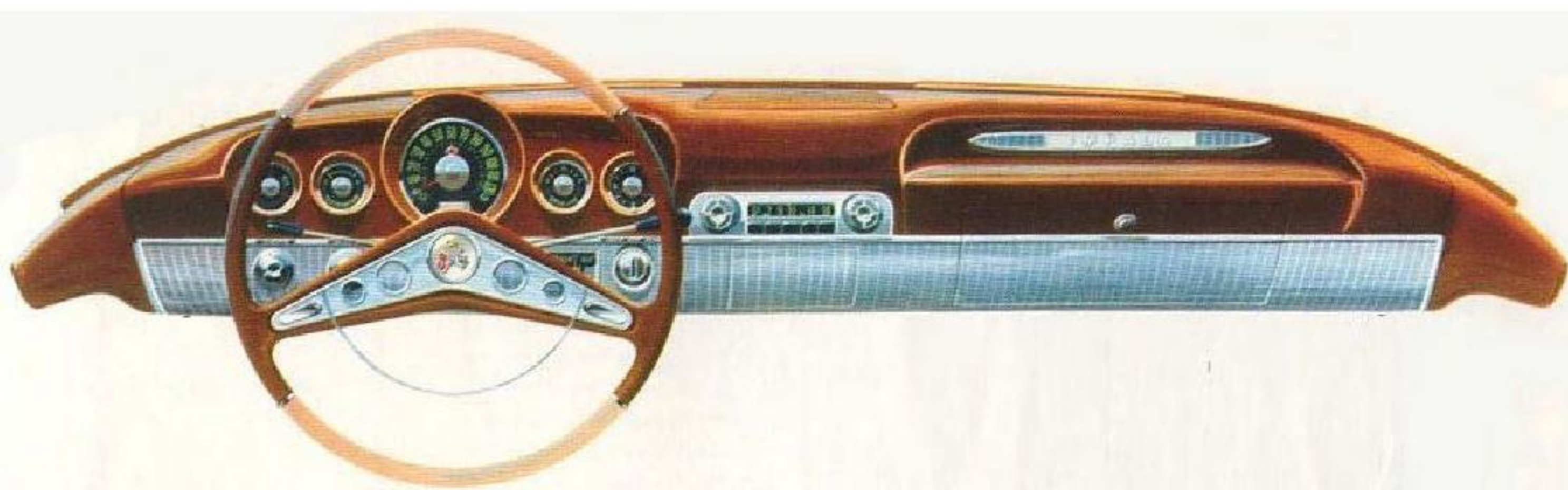
Ruben Razmoski's 1965 V8 Valiant proudly welcomes you to this edition of Retroautos.

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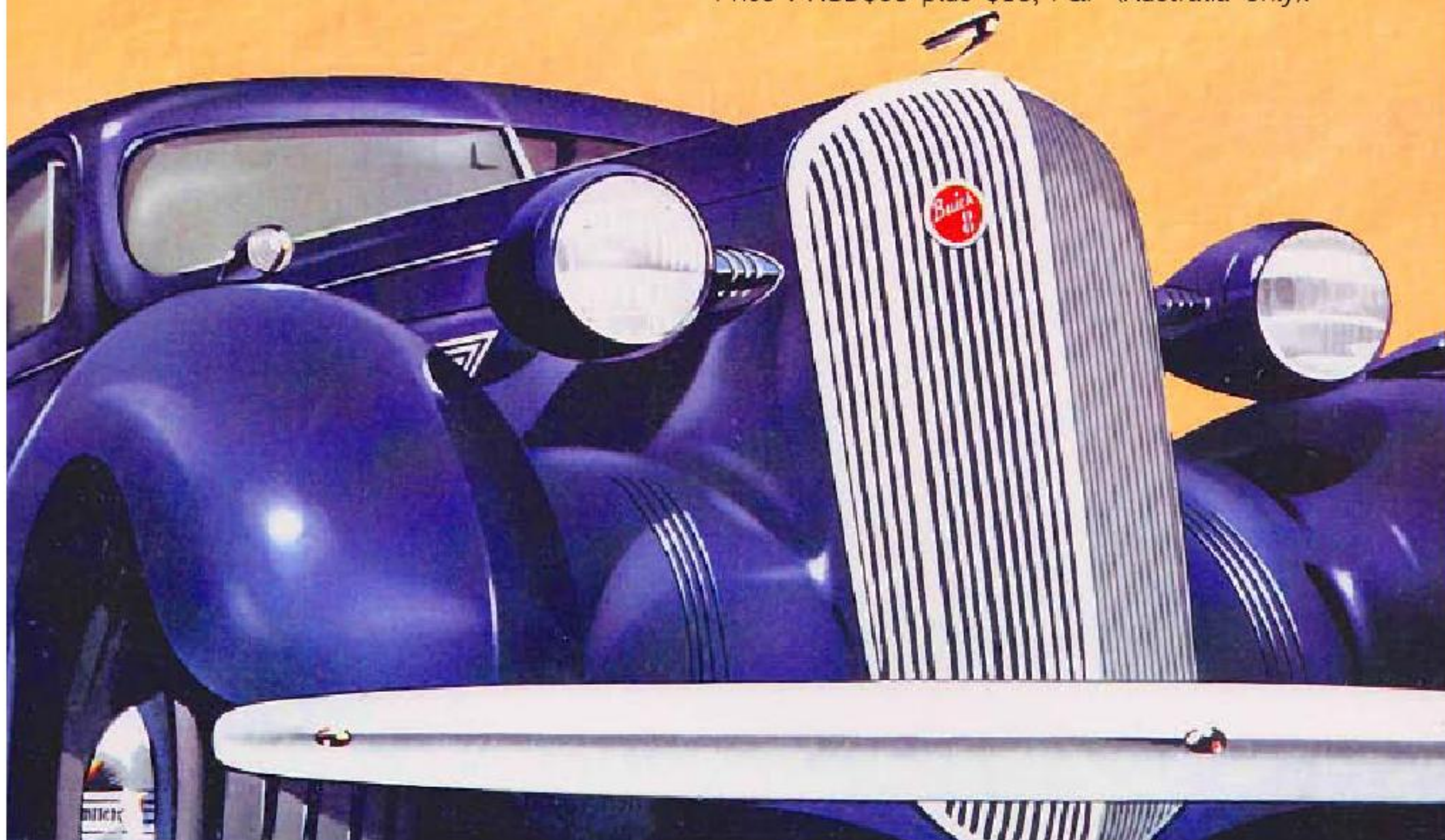
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Welcome to the 51st edition of Retroautos. This month we go from Australia's first muscle car, the 1965 V8 Valiant, to an under-rated UK classic, the MGC-GT and then onto what has to be the most stunningly styled of all of GM's cars, the 1966 Oldsmobile Toronado.

It is the 50th anniversary of the release of the front wheel drive Toronado and we have traced the car's evolving shape from its origin in a drawing by GM stylist David North in 1962 right through to its final form.

How "cars" came to be called "cars" and not "selfmotors" is the subject of our story beginning on page 56.

If you look closely at the photo above you will see it is a customised 1964 Chevrolet bearing the name "Toronado". See page 64 to find out about this very obscure GM show car which gave its name to automotive style icon.

Check out page 10 in the News section where we report on recent research into classic car ownership. Classic owners are very much a minority group. This has implications for peak bodies when dealing with government and politicians.

And don't forget that we also write a weekly classic cars column for 50+ newspapers across Australia

Retro News



Petersen Back in Business

The Petersen Car Museum in Beverly Hills is expected to reopen on 1st December. It has been shut since October 2014 for a massive renovation. Situated in the middle of the Miracle Mile on Wilshire Blvd, the new face of the complex will stand out on Wilshire as this artist impression, below, shows.



Award Winning 1940 Ford

At the recent Association of Motoring Clubs' All American Show in Melbourne, Peter Hibbert's 1940 Ford won Best Car in Show and the Best Pre-WWII awards. We will be featuring this wonderful Ford and some of Peter's other cars in upcoming editions of Retroautos.



30th Annual Packard Truck Meet



David Lockard reports from the USA that the 30th Annual Packard Truck meet, which is held in the grounds of his property in Hershey, Pennsylvania, was a big success. David's 1918 WWI US Army Packard truck replica was displayed and the whole experience was enhanced by professional actor Dave Shuey (pictured left) portraying a very believable General Pershing (a famous American general of WWI).



The new Gosford Classic Car Museum has all the hallmarks of being Australia's best classic car museum.

It is located in an ex-Bunnings warehouse, which is currently being renovated and fitted out.



The owners have purchased in excess of 400 classic cars including 48 Ferraris as well as Lamborghinis, GT40, McLaren, Aston Martin DB5, and many more.

They have also secured one of the last two remaining 1971 Bathurst E38 Chargers still in full race trim.

There is also a big range of American Muscle classics.



Pictured on this page are just a small sample of the cars in the collection

This new museum will inevitably invite comparison with all other classic car museums in Australia and, as usually happens when something new opens, raise the standard by which other museums are evaluated.



Gosford Classic Car Museum is situated just off the M1 in West Gosford, NSW.

The planned opening is in late March 2016.

Website: www.gccmuseum.com.au

NEW RESEARCH. Classic Car Owners in the Minority.

Despite long held ideas that the classic car movement has significant influence, new research indicates that, as a group, classic cars owners and drivers comprise an extremely small minority when compared to the overall driving population.

According to the findings from Roy Morgan Research conducted in late 2014, *just a mere 0.5% of Australia's driving population own and drive cars manufactured between 1950 and 1979.*

Consequently, this research has implications for peak bodies endeavouring to convince government authorities and politicians to take the old car hobby seriously.

The research also probed the opinion and beliefs of the group. It says that people who own/drive cars manufactured in the 1950s, 1960s or 1970s are overwhelmingly male, and more likely to be Pre-Boomers (born before 1946) than any other generation. Further, the group tends to view their cars and life in a different light than those with more recent models.

The research splits classic car devotees into two groups. The first group covers those with cars from the 50s and 60s. The second group owns cars from the 1970s.

We will look at the results in more detail in next month's Retroautos.

Kustomiser George Barris Dead at 89

Barris helped to define Kalifornia's Kar Kulture, starting in the early 1950s. (He always used a "K" in place of a "C" to attract attention).

With his brother Sam bending and shaping the metal, George promoted their customised cars, winning contracts to build cars for film, TV and its stars.

Barris died at his Los Angeles home in Encino with his family by his side.

For decades Barris worked out of a shop in a modest North Hollywood neighbourhood, just down the street from Universal Studios. Passers-by would often be startled to see the Batmobile or another stunning vehicle sitting inside the shop. And, if you had a mind to, you could walk into the shop and meet Barris. He was always accessible to the public.

Many of his famous creations were turned into plastic models, thereby extending his reach and fame beyond the USA.

One of the lesser known Barris TV cars is the "Banacek" AMX, from the 1970s TV series of the same name starring George Peppard. It is pictured below and on the next page.

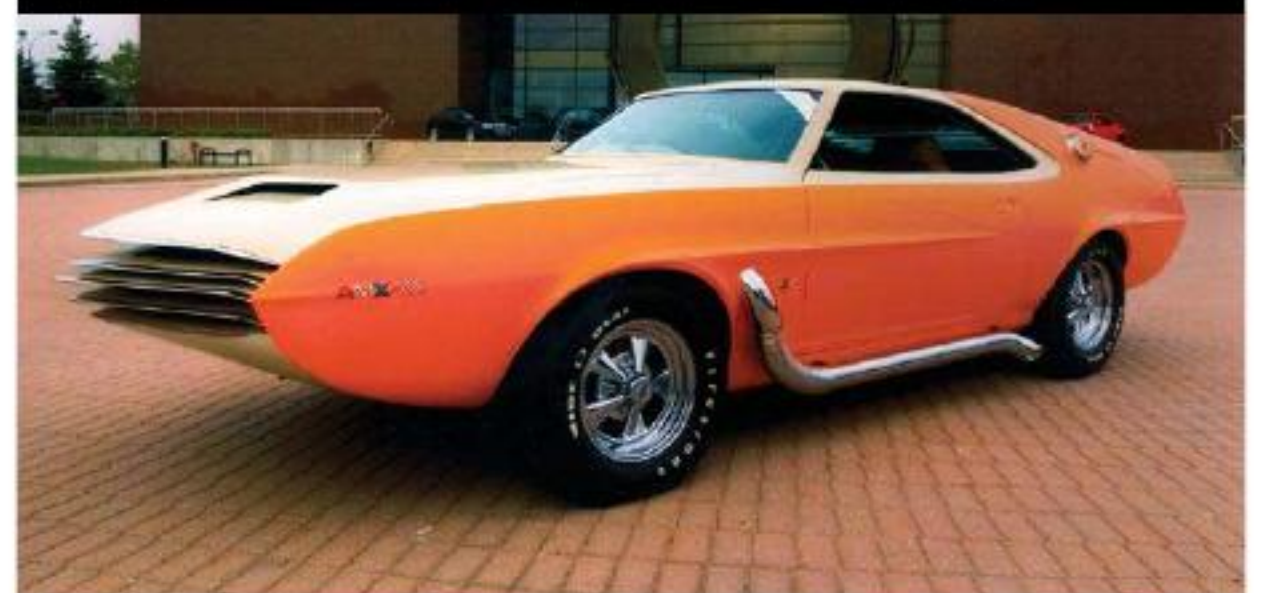
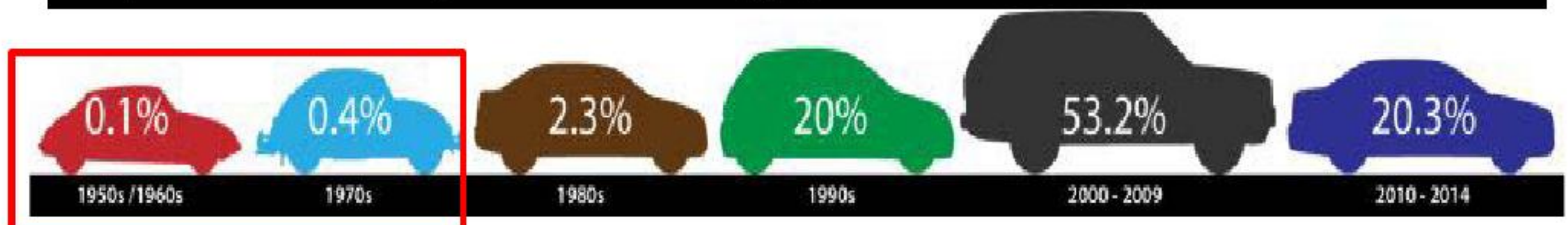
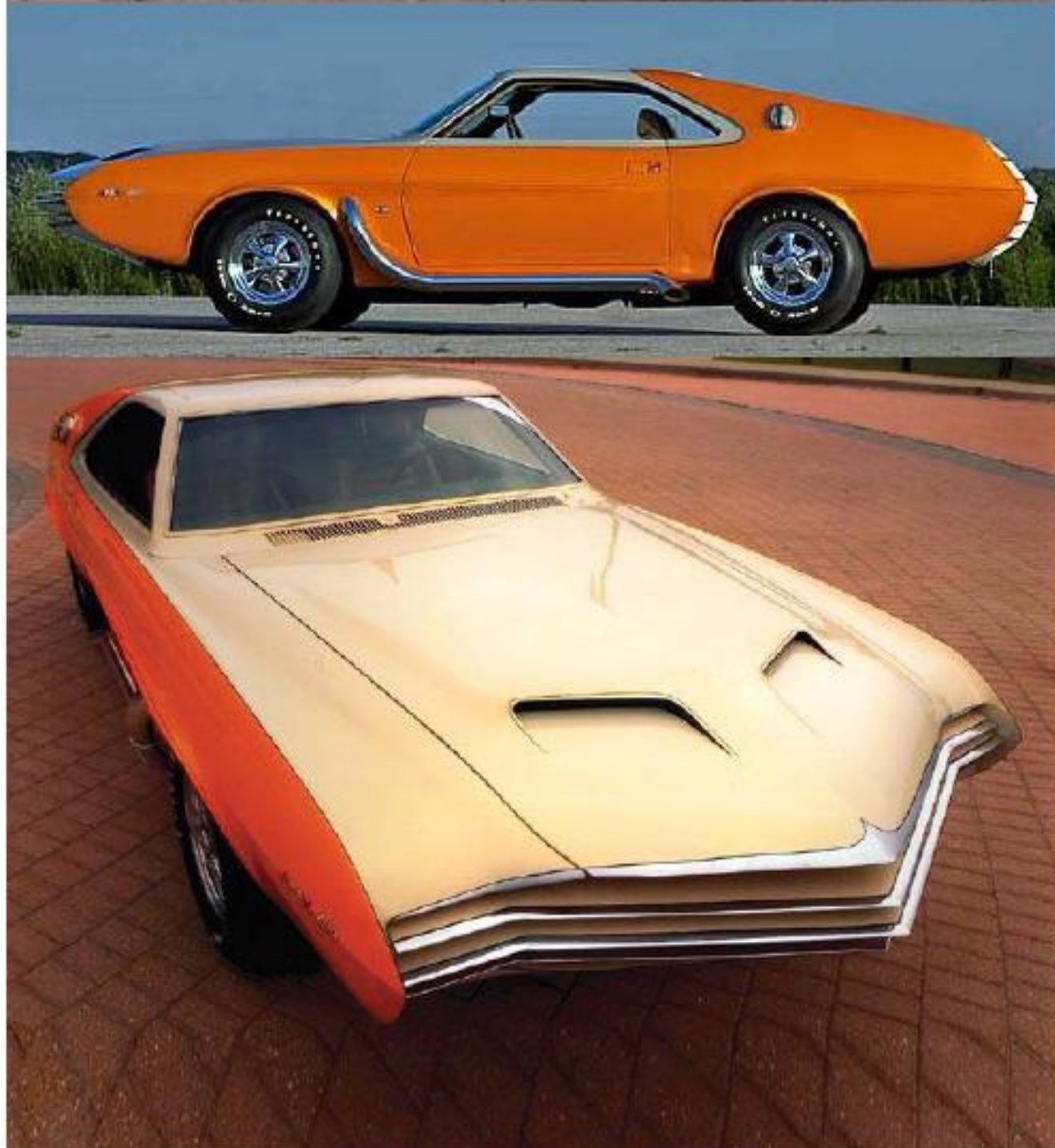


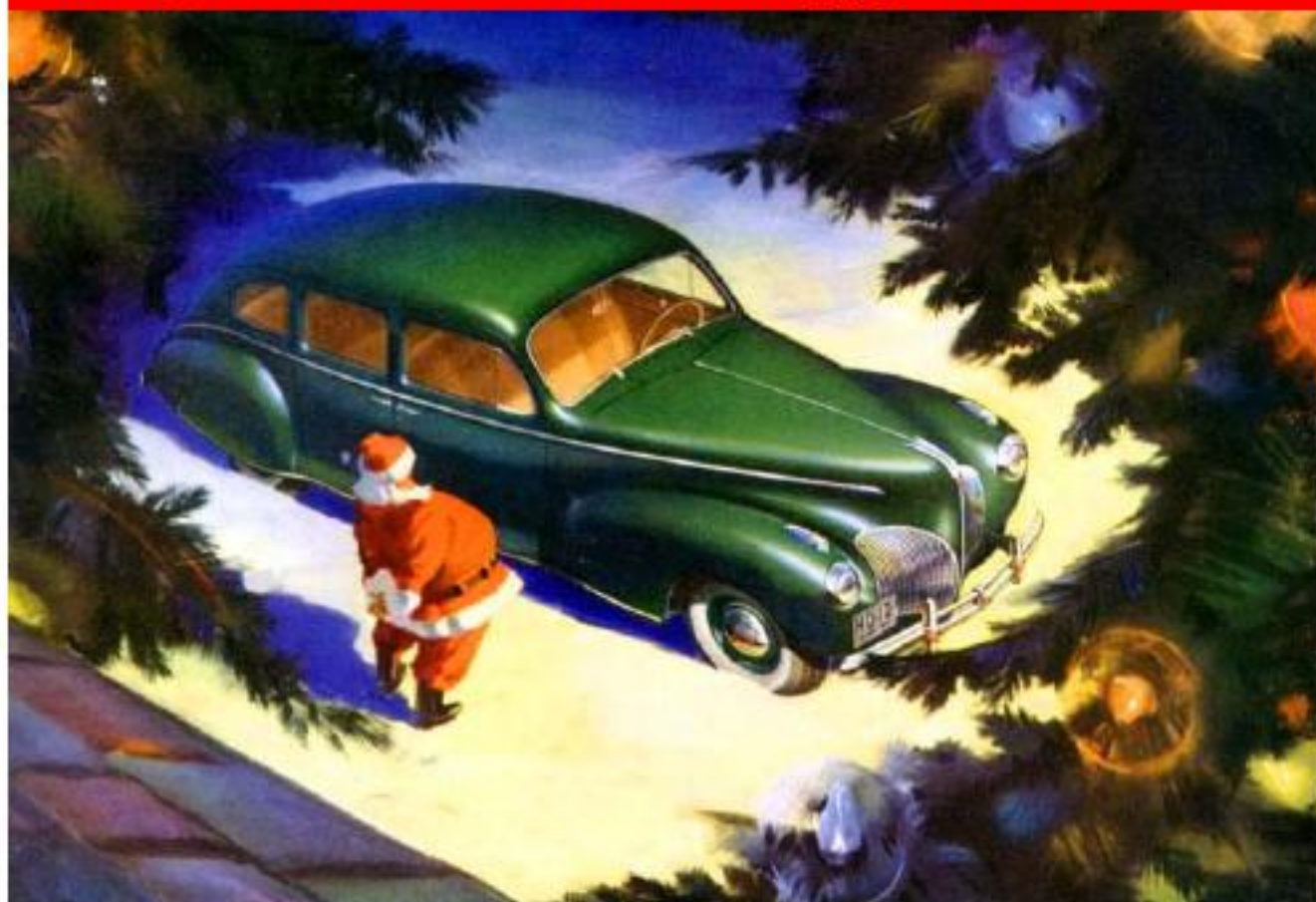
Diagram below: Percentage of Australia's driving population who own cars from different decades





Merry Christmas

The team at Retroautos wishes all of our followers, readers and contributors a Merry Christmas and a happy New Year.



Next Month in Retroautos

In the January 2016 edition we showcase two sensational coupes, the Ford Falcon Cobra and the 1971 boat-tailed Buick Riviera.

Tony Gentlicore takes us through the restoration of his Riviera and Daryl Coon talks to us about his 1978 Cobra, which has only travelled 400 metres since 2000.

In addition we delve into the General Motors vaults and find all of the styling proposals for the Riviera, and they are pretty wild!

Can you buy a well maintained classic car for less than \$1000? We chat with someone who did just that. It's a great yarn!

Back in March 1963 GM was thinking about interchangeable designs for Opel, Vauxhall and Holden. We have discovered the photos of the design proposals for each of the makes, and the prototype Holden that was built for review. Pictured below is a sneak preview.

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

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raytookthis.com
Ray Green - Photographer

Retro Auctions



The overseas auction scene is slowing down as the northern winter approaches, and all the big firms start to gear up for Scottsdale in January. But, we have found some interesting cars being offered by lesser known auctioneers. Above and below is a stately 1956 Rolls Royce with custom body by Hooper. Barons have this one at their Yuletide event on 15th December at Sandown, Surrey, UK.



Leake Auctions in the USA have a hammering in Dallas, Texas on 22nd November. One of the featured cars is this 1964 Amphicar. These little critters fetch upwards of \$A85,000.



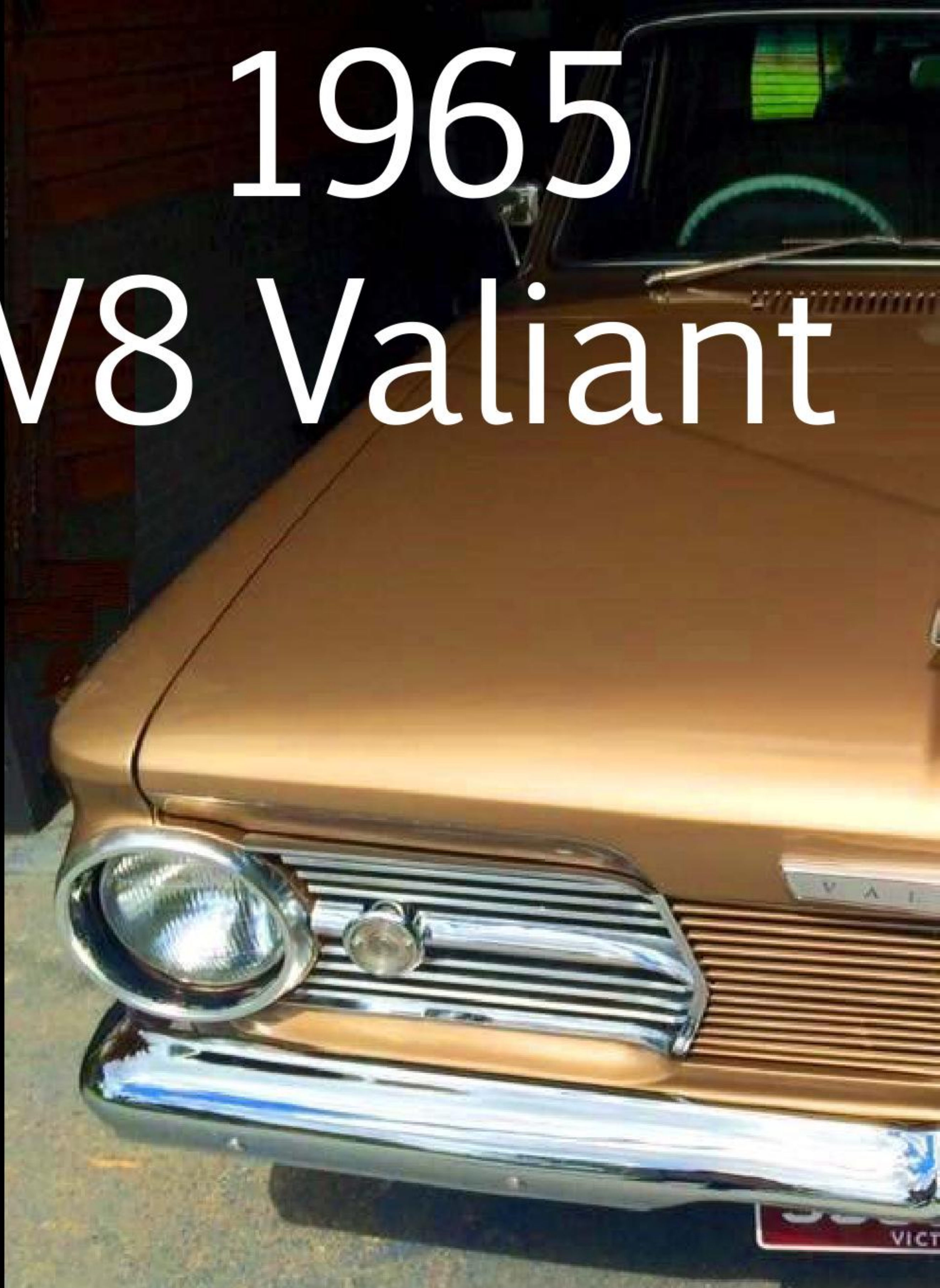


Leake are also offering an assortment of Lincoln Continentals. We particularly like this 1979 Bill Blass edition, pictured above. Also on the ticket is a red 1964 Triumph Spitfire (right).

McComicks in Palm Springs have a treasure trove of rust free desert automobiles. A 1963 Mercury Monterey Breezeway (below) with the retractable back window looks a great buy at their November 20th auction. The chrome encrusted dashboard is sensational (right).

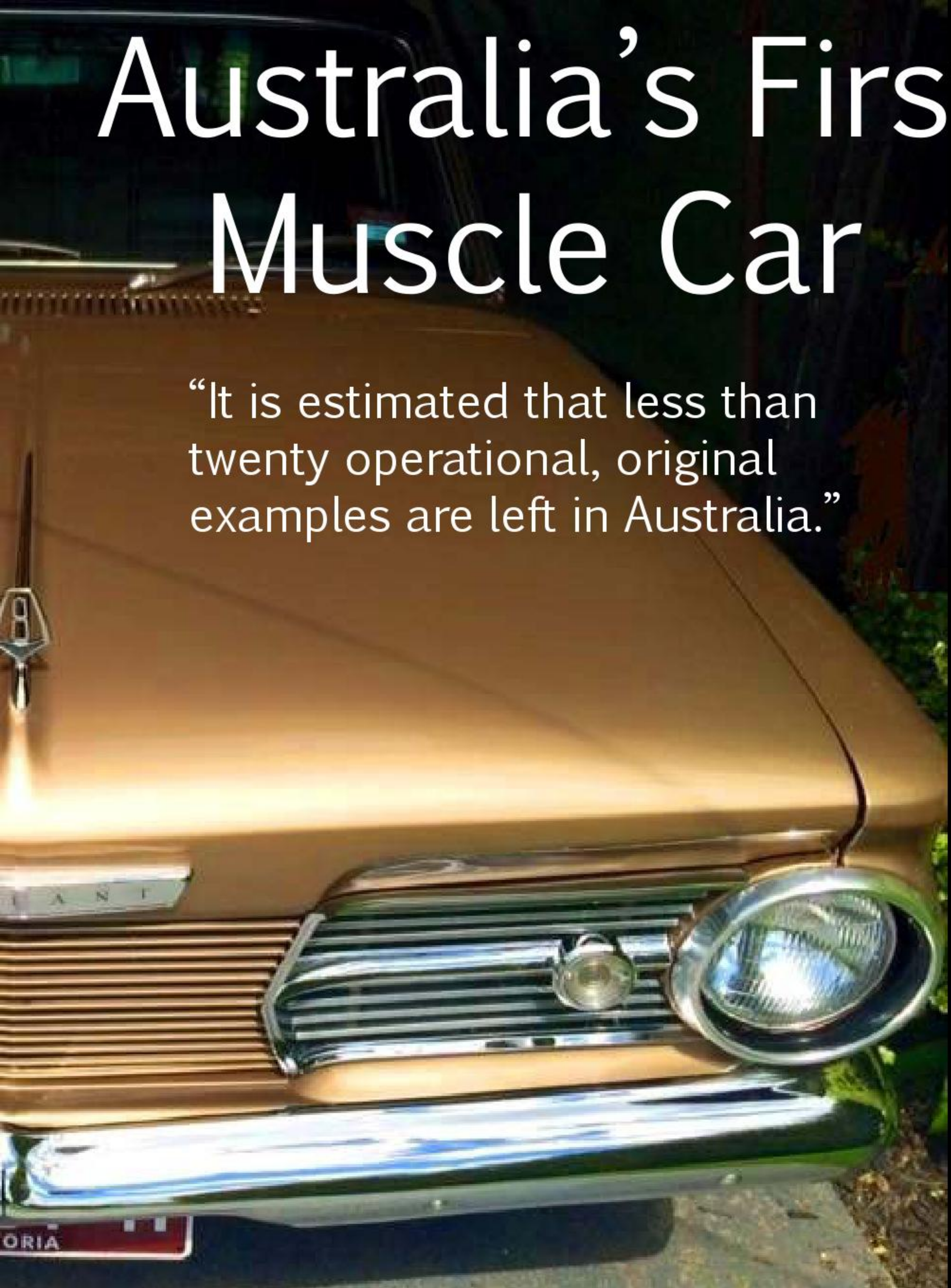


1965 V8 Valiant



Australia's First Muscle Car

“It is estimated that less than twenty operational, original examples are left in Australia.”





Ruben Razmoski and his immaculate 1965 V8 Valiant which won Best Car at the recent Melbourne All Chrysler day event



The V8 looked ok when Ruben first bought it, except for a few blemishes and missing glass.

Fifty years ago Chrysler debuted its V8 Valiant in sedan and wagon formats.

It is the car that jump started the muscle car wars in this country.

Barely 12 months after the Mustang, Pontiac GTO and Plymouth Barracuda were unleashed in the USA, Chrysler's local engineers shoehorned a 4.4 litre V8 into the light weight Valiant four door sedan.

The engine was lifted out of the 1964 American Plymouth Valiant and Dodge

Dart range. It produced 135kW and gave the Valiant a top speed of 175kph, which was big news in 1965.

An automatic transmission was standard with a gleaming Hurst floor shifter nestled between the bucket seats.

Interior fitments were from the upmarket Regal model. V8 badges were fixed to the bonnet and front guards.

The big horsepower race was underway.





A good solid rust-free floor and the bright work on the bucket seats is all there



Ruben took the panels back to bare metal before the respray.

Initially the power race got off to slow start because Ford and Holden were taken by surprise and the \$A3,600 price of the Valiant V8 sedan put it out of reach of mainstream buyers.

It would be 12 months until Ford added a V8 to its product range, with the new American-designed XR Falcon.

Holden would not have one until three years later when it released the HK.

In many ways, the Valiant V8 is a “banker’s muscle car”. The combination of V8 power, top of the range luxury and a high price restricted sales to those who could afford a Holden Premier or Falcon Fairmont, but wanted the power of one of the locally built American cars, such as a Dodge Phoenix or Chevrolet BelAir.

The 1965 V8 Valiant is one of the most under appreciated classic cars ever built in Australia.

It has not attained the cult status of the Falcon GTHO and the Monaro, nor their high prices. And yet it is rarer than either.

It is estimated that less than twenty operational, original examples are left in Australia.

Ruben Razmoski is a restorer of classic Valiants. We profiled his AP5 in the December 2014 edition of Retroautos, and at the time he’d just acquired an AP6 V8.

“I’ve been searching for a 1965 V8 Valiant for many years, in fact since I was 15 years old,” he told Retroautos.



With the painting finished the car is now ready to accept its V8 back in the engine bay. Chrysler purposefully understated the V8 image. Callouts appeared on the bonnet and front guards only.





His search ended 16 months ago when he discovered one not far from where he lived. It had minimal rust and the engine, chassis and other parts numbers all matched, which is a rare thing in these rare cars.

What attracted Ruben to the car was that nothing had been modified on it. "Because they are V8s, usually these cars have been hot rodded or customised in some way," Ruben told us. "But this one had simply been well used as a daily driver for many years. There was no accident damage and most of the car was original, so it was a good base of a complete restoration".

The restoration, saw Ruben strip back the paint to bare metal and respray

it in gleaming, factory-correct metallic bronze. The old black vinyl roof was very tatty, so Ruben had one custom made.

The engine needed little work, but Ruben took it out anyway and gave it the once over, just to be sure. He's repainted it in red to factory specifications.

The boot was lined with a strong cardboard, which had deteriorated. Ruben replaced it with a hand crafted replica, which he painstakingly did himself.

Modestly, Ruben says "it was an easy restoration because all the necessary parts were in place and there was almost no rust to contend with."



The AP6 Valiant used a version of the grille which had appeared on the 1964 Plymouth Valiant and Barracuda in the USA. The rear end styling was uniquely Australian and gave the car more boot space than the American counterparts. The rear window was also flatter.





On the road the car simply glides along. "It is effortless to drive", says Ruben. "The V8 hardly works at all because the body is so light".

Does the car attract attention? Of course it does! "Everyone loves it", Ruben comments with pride.

Ruben's next steps are to see if he can find who originally bought the car. Back in the day the Valiant V8 was an expensive automobile and Ruben would like to know the story behind the purchase.



And now that the Valiant is finished, what is next on Ruben's restoration agenda?

"I might do a VF Pacer or a Valiant ute", he muses.



The V8 along side Ruben's AP5 sedan.



The images above and below show the before and after. Note the Hurst automatic shifter.





The thoroughness of Ruben's restoration work can be seen in these photos. The boot lining is hand crafted. This car looks like it just came off the production line.





Above: A V8 in the middle of the top deck of a transporter. That's a Regal directly beneath. Below: Chrysler promoted a very upmarket image for the V8, positioning it in affluent settings.





Above: This photo was taken during an advertising shoot for the V8. The hole in the roof allows for interior shots to be taken. We wonder who ended up with this car after it was patched up?
Below: The advertising shoot also involved demonstrating the amount of luggage the boot could accommodate. That was important back in 1965, long before the arrival of the cavernous SUVs. Both images are from Ruben's files, as are the black and white photos on the previous page.

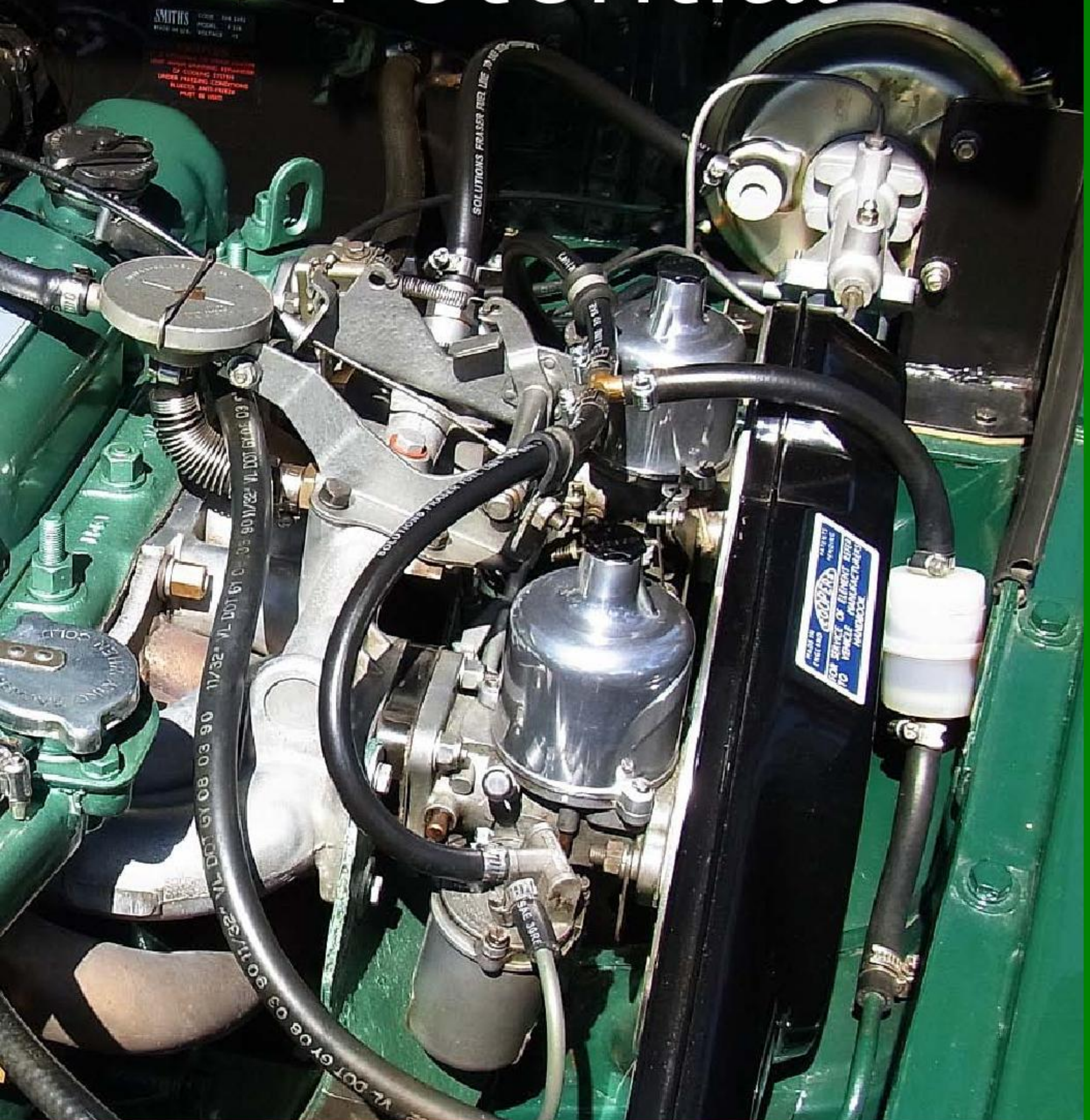


MGC GT



All images copyright by Bill Coon

Unrealised Potential





Prince Charles owns a 1968 MGC GT (which he's given to Prince William to cruise around in) and Bill Coon owns a "C" too.

The MGC is a rare car in Australia. None were officially sold here. Those that have found their way down under are private imports from the UK or the USA.

Essentially the MGC (the GT is the coupe) is a six cylinder version of the well known MGB.

It was developed in 1966 by BMC in parallel with a replacement for the aging Austin Healey.

The old Healey would not meet new American safety standards, and US sales were critical to Healey and MGB success.

The idea was to develop one car, with two different bodies, one for Healey and the other for MG, but all based on the existing MGB.

Donald Healey did not like the idea of "his" car being based on an MG. So he picked up his bat and ball and went looking for an alternative. That left MG to go it alone.

The MGC's engine was sourced from BMC's parts bin, and is based on the Austin 3 Litre, which in turn is a derivation of the original Healey motor.

The engineering team, headed by Syd Enever faced many problems with shoehorning the longer engine into an area originally meant for a four cylinder unit. This was made even more difficult when it was decided to offer the Borg Warner automatic transmission as well.



The automatic gearbox was bulky and in hindsight the motor and gearbox ought to have been moved back into the chassis, but money for re-engineering the frame and firewall was tight, so the big lumps of iron stayed firmly located over the front wheel.

This meant that the weight distribution suffered to the extent of 56% in the front and 44% in the rear compared with the MGB's 52% front; 48% rear. This small but critical difference would come back to haunt them when the car was released.

The front suspension had to be redesigned as the existing MGB cross member would not clear the six's sump. Torsion bars were employed instead of coil springs, again to create more room in the engine bay.

Released in 1967 the MGC received mixed reviews which, according to Bill, was because "BMC had not sorted out the suspension and tyre combinations adequately enough to absorb the heavier six cylinder engine nor its increased power."

Bill has owned his car since 2013, and it is a companion to his MGA which we profiled in August 2015.

"It came from the USA to Tasmania, where it was converted to right hand drive sometime in the 1990s" is all Bill has been able to find out about its history.

"I've done a bit of work on the suspension and fitted radial tyres to ensure it handles better", Bill admits.

He's also tinkered with the engine, giving it new extractors and a lighter flywheel. "It is a wonderful touring car. It has plenty of power and torque, and with its four speed gearbox and overdrive it will cruise at the speed limit for hours on end", Bill says.

The MGC had a short production run between 1967 and 1969 of just 9002 (split 50/50 between the coupe and roadster), and most went to the USA.

Its demise was an outcome of the factional infighting between the management of the then newly formed British Leyland organisation.



This company was mashed together from the old inefficient hulks of BMC, Jaguar and Triumph, and their less than competent managers and militant unions.

Within the new company the MGC was seen as a rival for Triumph's

new V8 Stag and the aging TR6. Triumph managers had more power within the company at the time, so the decision was taken to terminate MGC production. The potential of the MGC was never realised.

MGCs are now highly sought after.





Prince Charles was given an MGC GT for his 21st birthday.

It was carefully prepared by MG engineers (see photos below).

The blue car was handed over in a low key ceremony that involved everyone wearing suits and looking at the ground.

In keeping with the times, MG chose not to publicise Charles' acquisition.



Oldsmobile



50 Years

Toronado



“In 1962, as part of a GM styling department competition, a young designer, David North, drew a full sized air brushed red car on a black background. It became known as the ‘flame red car’.

Authors David Holls (who styled the 1966 Riviera) and Mike Lamm described the reaction of the then Oldsmobile design boss, Stan Wilen.

“That thing just sang,” Wilen said. “It stood there in the room, and as people walked by it, they stopped and sat down and just studied it.”

North’s rendering, with few very changes, became the Toronado.



The Toronado front end from March 1963. The basic form is there.

October 14th was the 50th anniversary of the release of one of most stunningly influential automobiles ever sold in the USA—the front wheel drive Oldsmobile Toronado.

It remains an engineering and styling tour-de-force.

Aimed right at the Ford Thunderbird, the Tornado was a bold proposition from General Motors (GM). And it typified the company's 1960s 'can do' attitude backed up by deep financial resources.

Oldsmobile could have taken the safe route, and cloned the Thunderbird, as Buick had done with the 1963 Riviera. But no.

A special thanks to John Kyros at the GM Heritage Centre for researching the images used in this story



Clay modellers develop 1/8 size proposals.





The name on the car at this early stage is Sidewinder. Later, Starefire would be considered.

The folks at Olds had a well earned reputation of being GM's engineering and technical innovator.

It was Olds who debuted the Hydra-Matic transmission in 1940 and the General's first OHV V8 in 1949.

Oldsmobile engineers had been developing a front wheel drive (FWD) package since the late 1950s using V6 and V8 configurations and parts gathered from Chevrolet's Corvair. They were convinced that the space saving attributes of FWD cars were the way of the future, even if those cars were full sized American land yachts. The Toronado was chosen to proven the technology.

Olds engineers chose to use a 7 litre V8 driving the front wheels through a Hydra-Matic transmission (split in half) all linked by 6cm wide a steel chain. It was called the Unitary Power Package (UPP).

It was the first FWD car in the USA since the 1930s 810/812 Cord.

Not content with just FWD, Oldsmobile underpinned the Toronado with GM's first use of a 'three-quarter chassis' subframe.

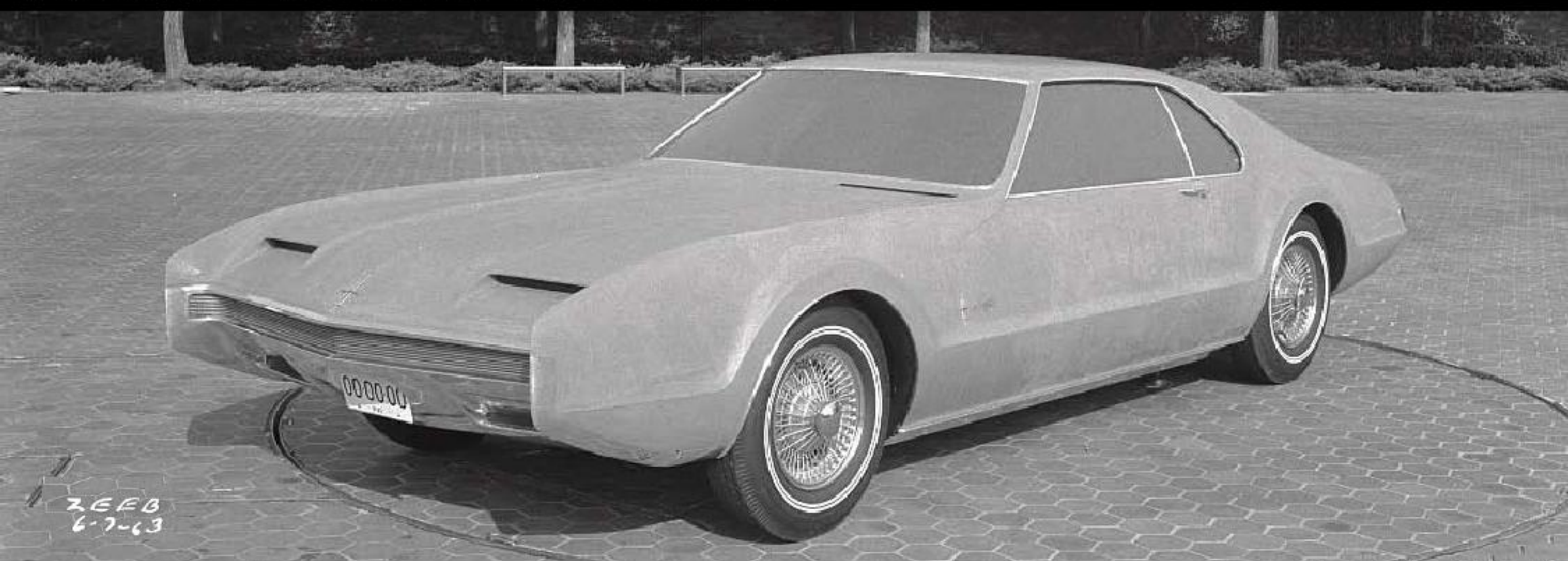
This arrangement had a typical chassis at the front to support the engine, steering and suspension but it ended at the forward mounting points of the rear suspension. Holden would use the idea on the HQ Holden in 1971.

The whole lot was subjected to over two million kilometres of testing because Oldsmobile wanted nothing to go wrong with their new technology.

Mind you, the brakes got the short end of the deal. Drums all round meant stopping quickly from the 195kph top speed was more of an aspiration.



These three images highlight the progressive development of the Toronado from March (above) to November 1963. Note the concave front pillars on the car above. Overall shape of the Toronado was consistent throughout. The silver fibreglass car in the background (above) is the proposed 1965 Buick La Sabre four door hardtop.





Full sized clay being shaped

An American friend of mine once owned a 'Toro'. "It took a long while to stop the thing" he once told me, "but I wish I still had it, because it looked so great!"

The Toronado's dramatic lines had their genesis in a friendly design competition in the Oldsmobile styling studio in mid-1962. At that time Oldsmobile designers were putting the finishing touches to the 1964 range. To give his team a new challenge Oldsmobile styling boss Stan Wilen briefed them to design a dream car they'd like to own and drive themselves.

A young designer, David North, drew a full-sized air brushed red car on a black background. It became known as the 'flame red car'.

Authors David Holls (a very senior GM design executive who styled the 1966 Riviera) and Mike Lamm described the reaction of Stan Wilen.

"That thing just sang," Wilen said. "It stood there in the room, and as people walked by it, they stopped and sat down and just studied it."

North's rendering, with very changes, became the Toronado.

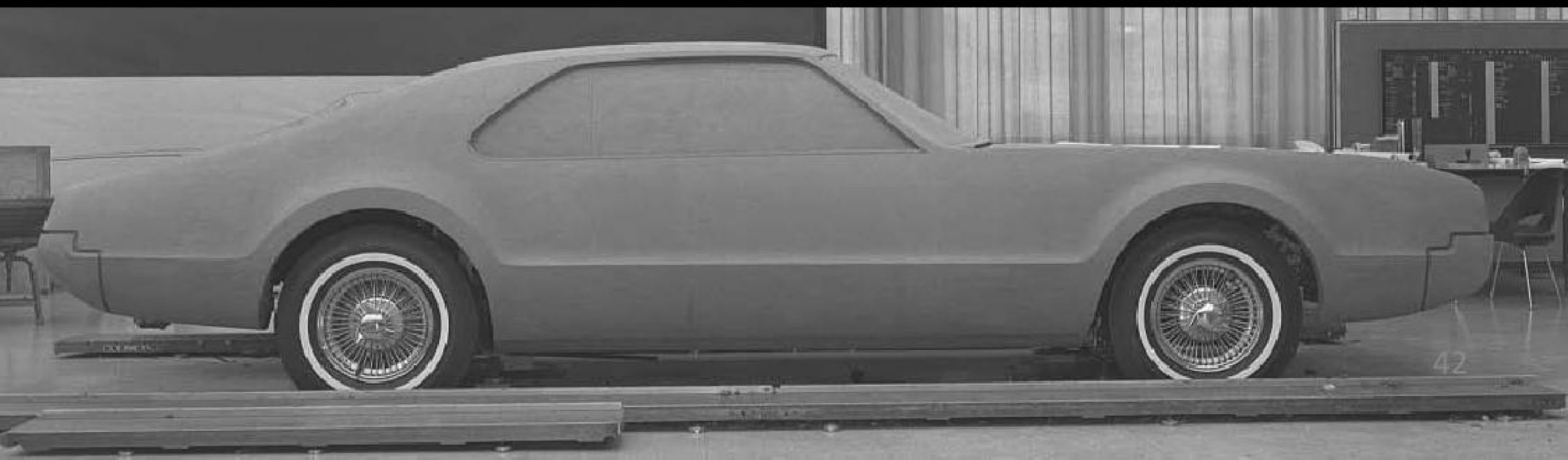
North originally envisioned the car being about the size of a Chevrolet Camaro but corporate demands saw it grow to allow many key internal and external panels to be shared with the 1966 Buick Riviera and 1967 Cadillac Eldorado.

North styled lusciously smooth C pillars which flowed into the rear quarter panels. This design idea would have a multi-generational influence on car styling. The 1968 Holden Monaro is a direct steal.

The front mudguard blades, which are so long they extend all the way into next week, ended up on many future Oldsmobiles and parallel those of Australia's own HD Holden.



Above: Classic image of the workplace in the Oldsmobile styling studio.
Below: An October 1963 image of the side of the car after it was completed





The full width grille paid homage to the Cord 810/812 as did the pop-up headlights.

The ventless front windows were another engineering first and put Oldsmobile at the forefront of flow-through ventilation in the USA. The technology was copied onto the Riviera and Eldorado and then quickly spread across the GM range.



The wheel slots paid homage to those on the 810/812 Cord



But is the aggressive wheel arches which have become an enduring styling language for strength and power. They have been copied by almost all manufacturers. Take a look at the HK Holden, VE Commodore, the M and CLS class Mercedes and countless other automobiles. All have shamelessly borrowed from North's original broad-shouldered motif.



Interior proposal modelled in clay.

Designer David North, in dark suit, checks the triple headlight idea, which did not make it into production.



The mock-up of the dashboard showing the rotating drum speedo.



The Toronado sold 41,000 examples in its first year then dropped to half that in subsequent years.

These days the first Toronado remains a surprisingly affordable classic in the USA. Prices have been flat for over five years. The built-in engineering excellence means that well maintained ones



Note the drawing on the back wall of a Toronado with a very formal roof shape. This design influenced the 1967 Cadillac Eldorado.

are quite trouble free. I saw a quality example advertised for just \$USD18,000 recently. The gold painted versions command the highest prices.

You might wish and hope that GM will again produce hero cars like the Toronado, but my guess is you will never see its like again.

The front drive layout gave designers plenty of interior room to play with.





Above and below: Note triple tail light idea, which was ultimately discarded. The full range of GM's 1964 mid sized cars are seen in the background. This is November 1963.





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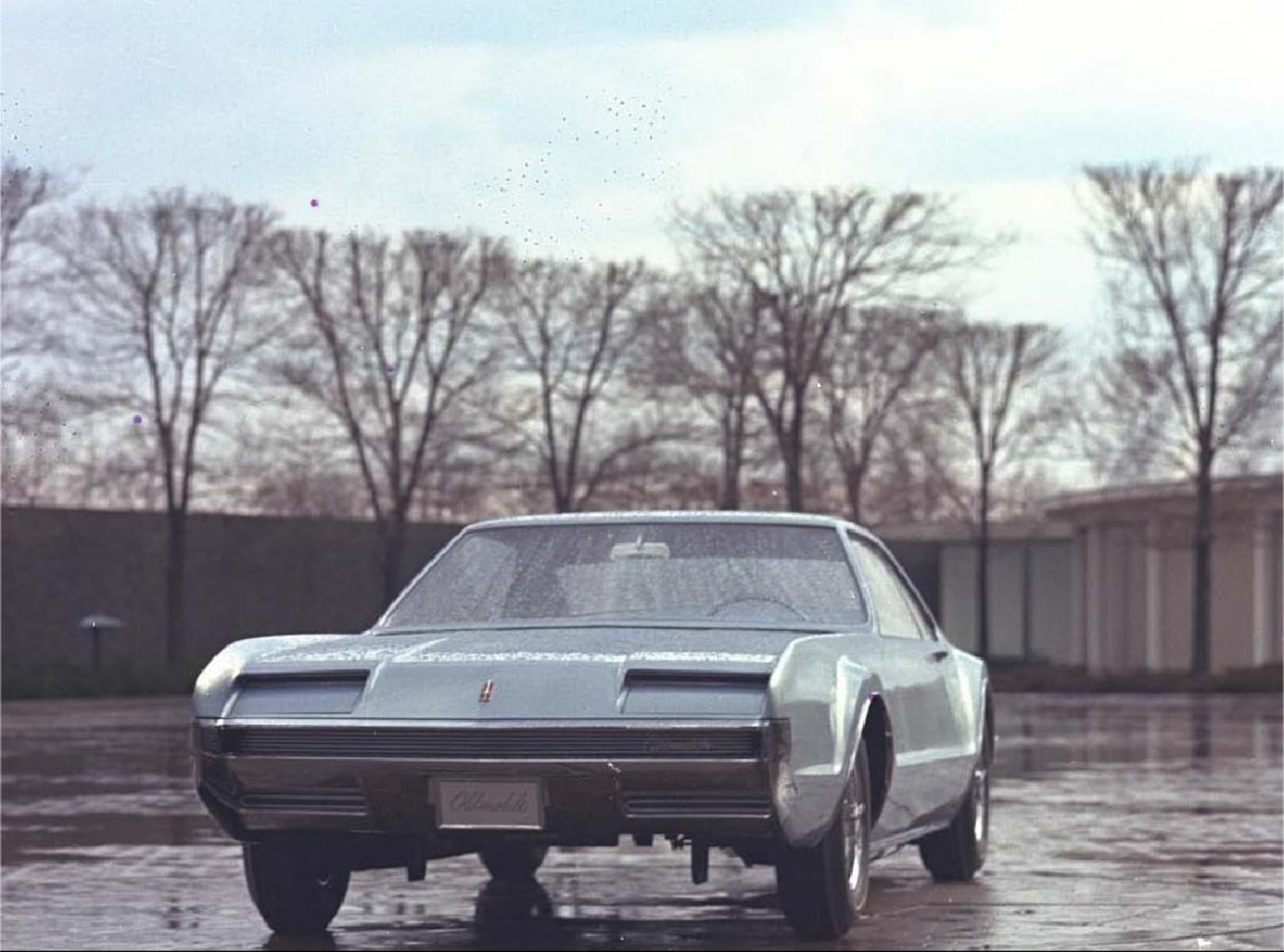
Above and below: By December 1963 a fibreglass model has been constructed. The triple headlight light idea never made it into production. This car has a dummy interior which contains a generic dashboard, steering wheel and just tops of the front and rear seats. These are fixed to piece of painted 3 ply board which sits just below the window sills.





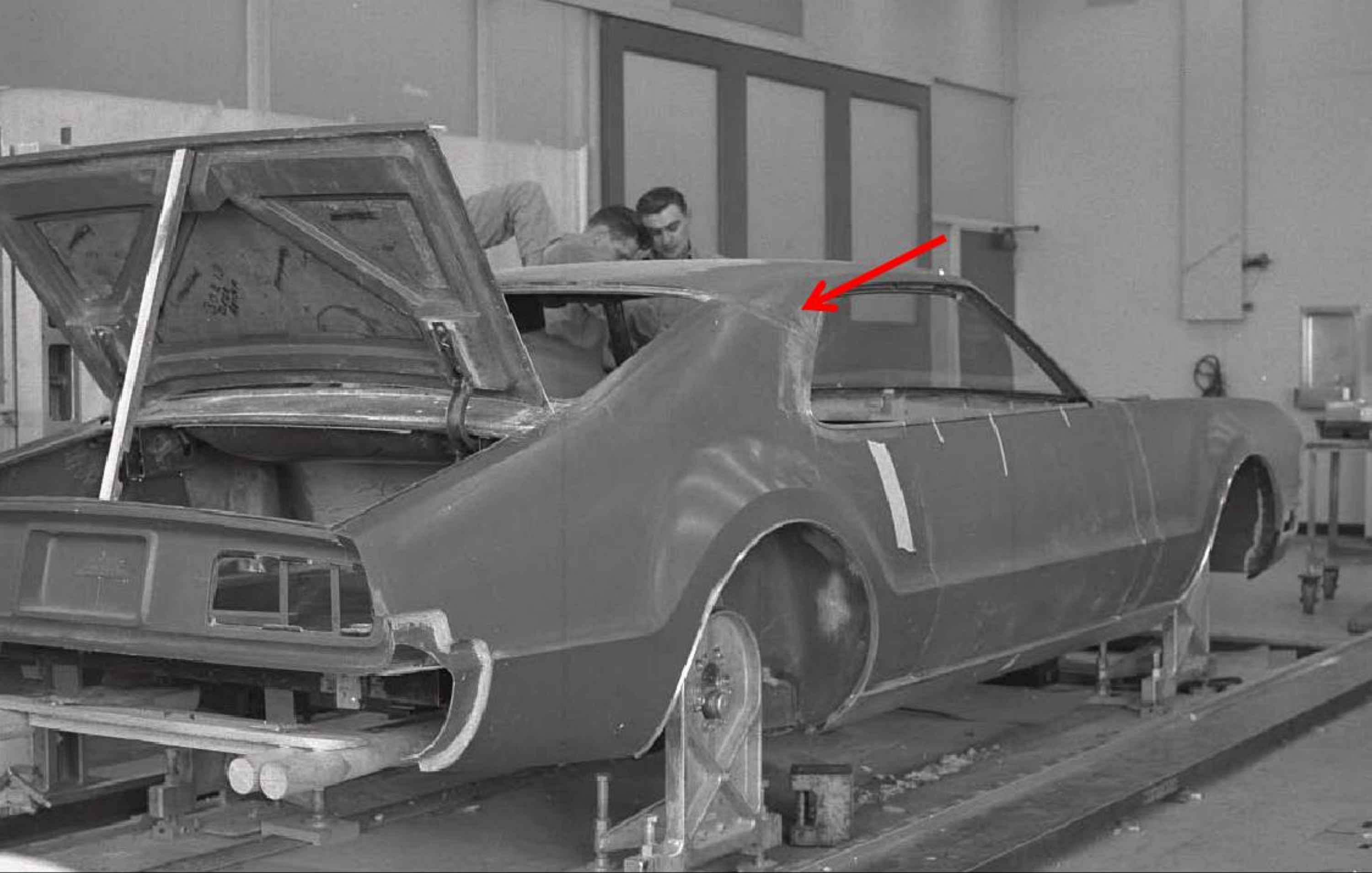
Very rare colour images of the fibreglass model taken just before Christmas in 1963.





The doors on the Toronado were big, but on the fibreglass model they are even bigger. They are cut forward into the front mudguard ahead of the front pillar, where as on the production car the cut line drops vertically from the pillar.





Above: During 1964 the blue fibreglass model was updated with a fully functioning interior and opening doors, boot and bonnet. The arrow indicates where the common Riviera/Toronado roof joins the Oldsmobile rear pillar. The join line is clearly visible.

Below: Here is the functional fibreglass model as seen by GM Directors in August 1964. No name has been given to the car as yet, so it carries badges and number plates simply saying "784", which was the experimental code number for the Toronado in the GM system. This car differs from the first fibreglass model in three ways: the roof line is marginally higher to provide greater head room in the rear, the front mudguard blades are more rounded and a little shorter and the rear end is less tapered. The Directors gave approval for production after seeing this model.



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51

David North: Toronado Designer



David North, pictured sitting in the fibreglass Toronado model worked as a senior design executive at GM from 1959 to 1991.

Aged 80, he currently lives in Billings, Montana, a town which his grandfather helped found and where he grew up. He is a graduate of the Art Centre College of Design in Pasadena, which is the world's premier automotive design university.

Mr North's career resume includes many memorable GM cars. Apart from the Toronado he's been involved with the Pontiac GTO, the Pontiac Grand Prix, the Cadillac Eldorado, the Buick Riviera, and the Buick Reatta.

For a time in the 1980s, GM's current design supremo, Ed Welburn, was North's assistant in the Oldsmobile styling studio.

Three From One



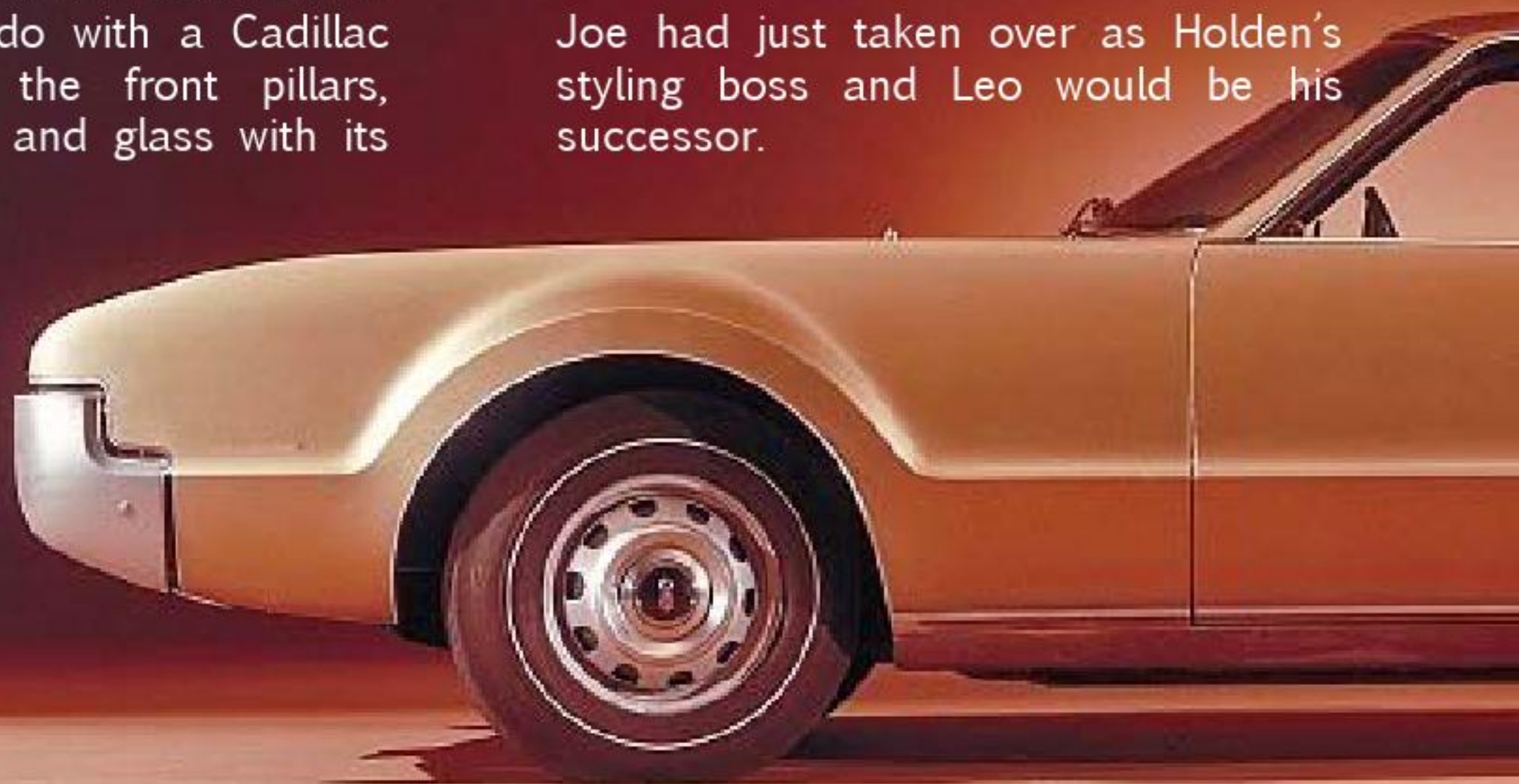
The 1966 Buick Riviera and the Toronado were developed in conjunction and shared many basic panels and inner structures, including the roof, cowl, rear window, front window, front pillars, inner doors and door glass. This enabled costs to be spread across both cars.

And the 1967 Cadillac Eldorado is really the Toronado with a Cadillac body. It shared the front pillars, cowl, door inners and glass with its GM siblings.

The images on this and the next page clearly highlight the common elements of the three cars. And yet, when seen separately they look very different.

In the photo above you can see a young Leo Pruneau looking at the Toronado side of a dual clay model. Next to him is Joe Schemansky.

Joe had just taken over as Holden's styling boss and Leo would be his successor.





WHY CARS ARE CALLED CARS.

AND HOW THE HOLDEN
BROUGHAM AND
OLDSMOBILE TORONADO
GOT THEIR NAMES.



Henry Ford in his quadricycle, the name he thought horseless carriages ought to be called.





“Laundau” roof irons on a 1967 Thunderbird four door.
Laundau is a name beloved of Ford in the USA and Brazil

We call them “cars”, the Americans insist on “automobile” and the Italians and Germans have shortened it to “auto”. Meanwhile the British favour the term “motor car”.

So, how did the car get to be called a car or automobile? The word ‘automobile’ was first recorded in France in 1876, and has Greek (auto) and Latin (mobile) roots.

The word ‘car’ was adapted from the railways and the carriage trade, and had been in use since the 1880s.

But back in 1895 no one was quite sure what to call this new-fangled ‘horseless carriage’. To solve the problem a Chicago newspaper ran a naming competition. Some of the quaint entries included self-motor, autobat, autogo, autowain, locomobile and pneumobile.

The winner was ‘motocycle’.

In 1896 Henry Ford called his first car a “quadricycle” (pictured left) and if he’d had his way, that’s what would we would have been calling cars today.

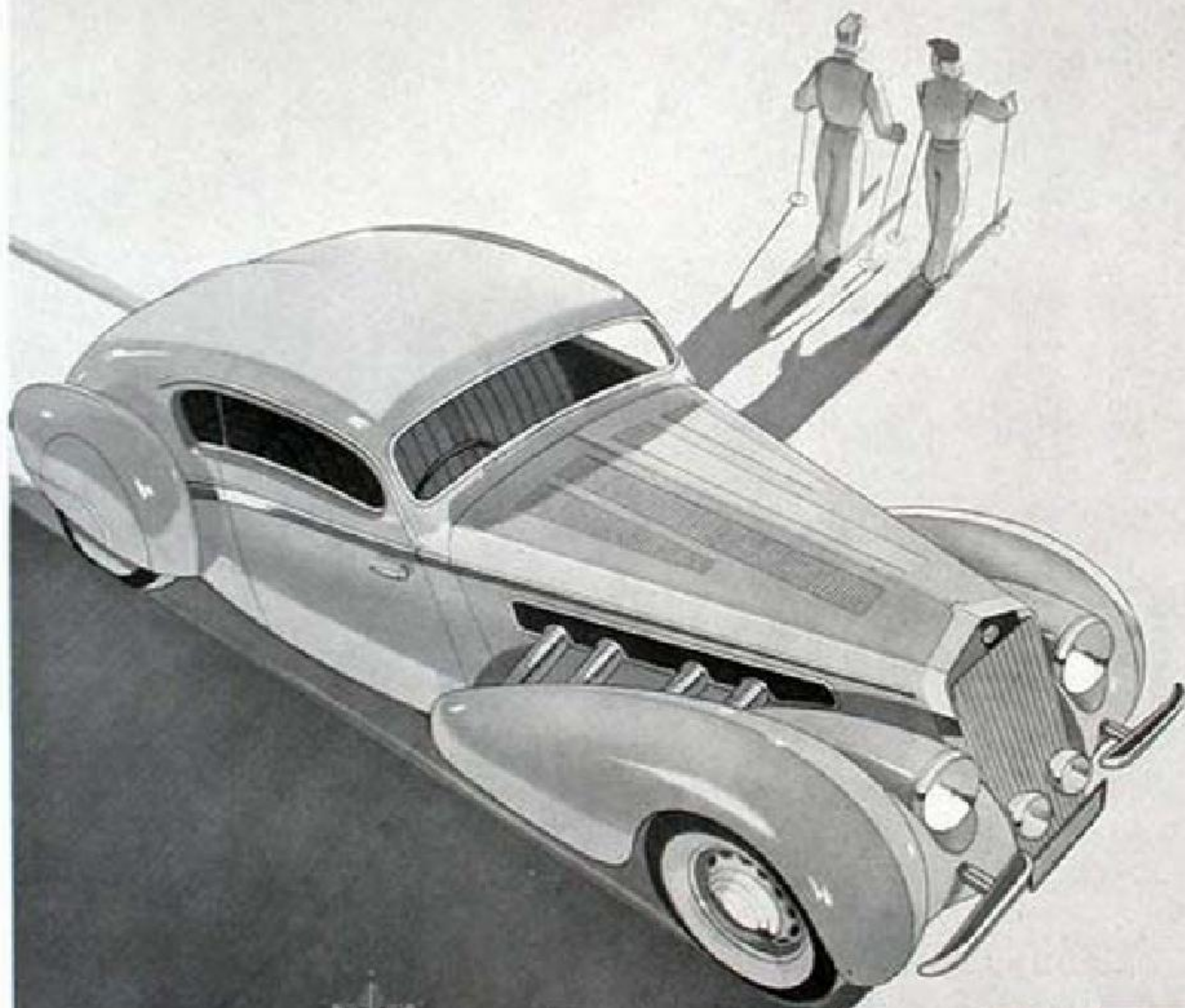
In the end, all of these names have been consigned to history’s dustbin and in the early 20th century the words ‘automobile’ and ‘car’ became the commonly used terms, and have been used interchangeably ever since.

The term ‘sedan’ once described a hand-carried chair. Americans have been using it since 1912 to describe a four door car. Meanwhile, the British term for a four door is ‘saloon’, from the French *salon*, meaning the best room in the house.

The term ‘coupe’ is also French, meaning “to cut”, and was used to describe closed, two door cars.

HAUTE
EXPRESSION
DE
L'ÉLÉGANCE
FRANÇAISE

Coupe is a French name derived from the word "to cut". And here's a French coupe.



DELAGE

SAFAO, 10, rue du Banquier, Paris

Flipo

The 1969 Ford Laundau of Brazil

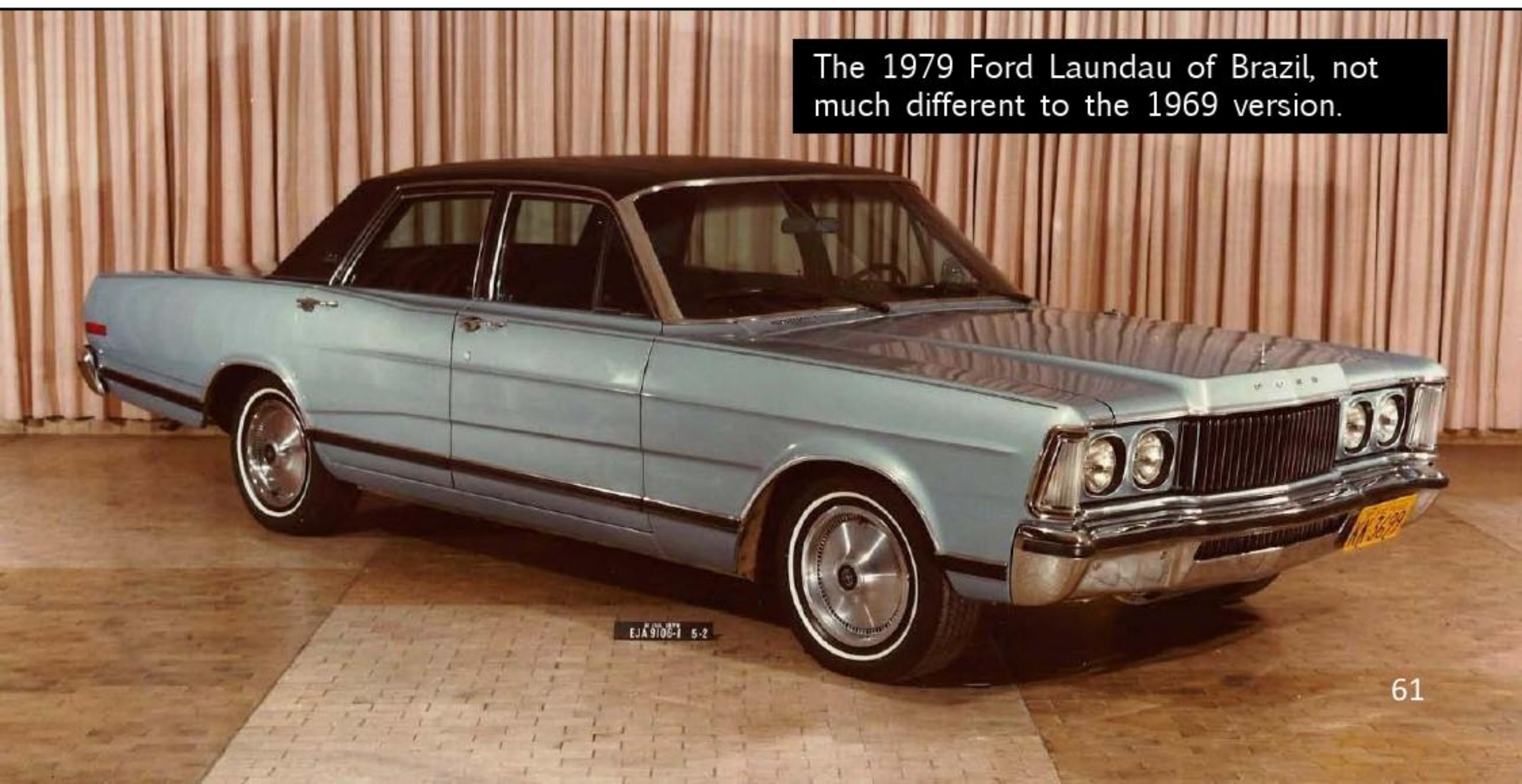


The carriage building trade has provided a wealth of descriptors for car makers over the years. Take "landau", for example, which originally was a four wheeled convertible carriage. Ford has taken a particular liking to it over the years to describe top of the range models. It usually involved the attachment of fake "Laundau Irons" on the rear pillars.

Back when a Laundau was a horse drawn open carriage, the "S" shaped Laundau Irons supported the opening and closing of the convertible roof of the carriage. Hearses and baby carriages also used them.

Remember Ford Australia's "Landau"? It was an attempt to disguise a Falcon hardtop with a Thunderbird image.

The 1979 Ford Laundau of Brazil, not much different to the 1969 version.



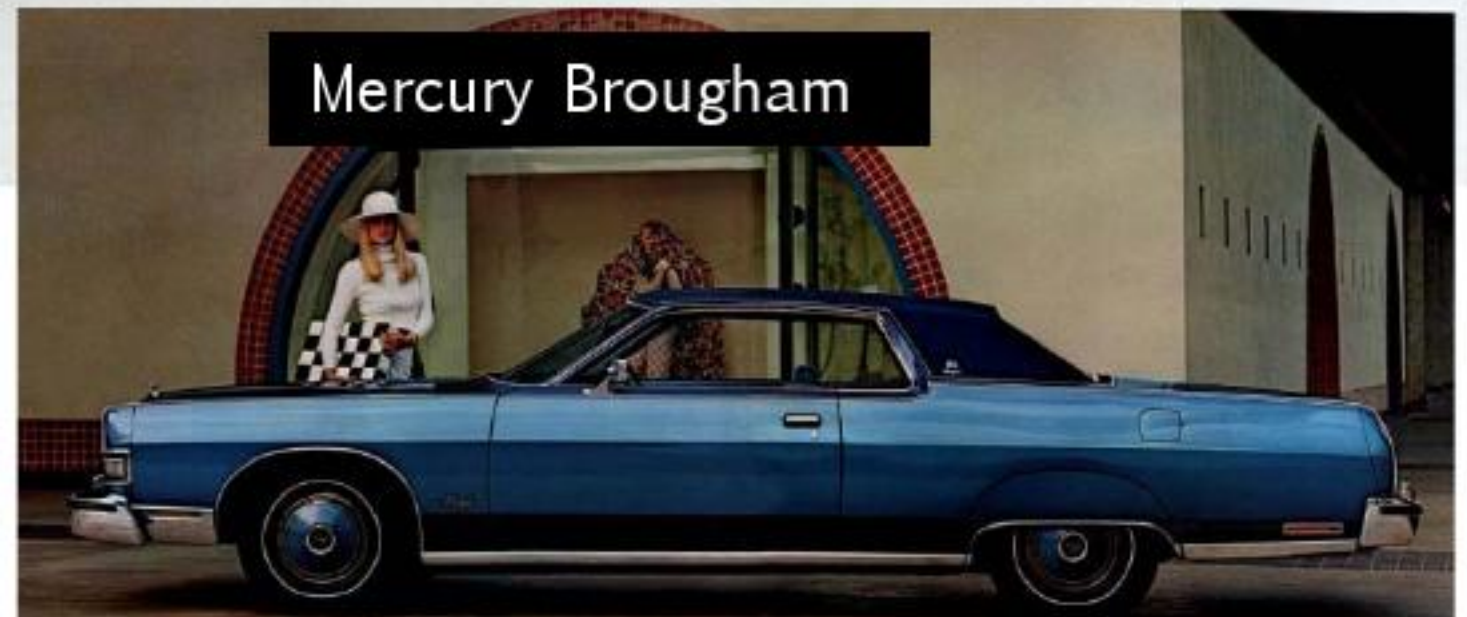


Ford Torino Brougham

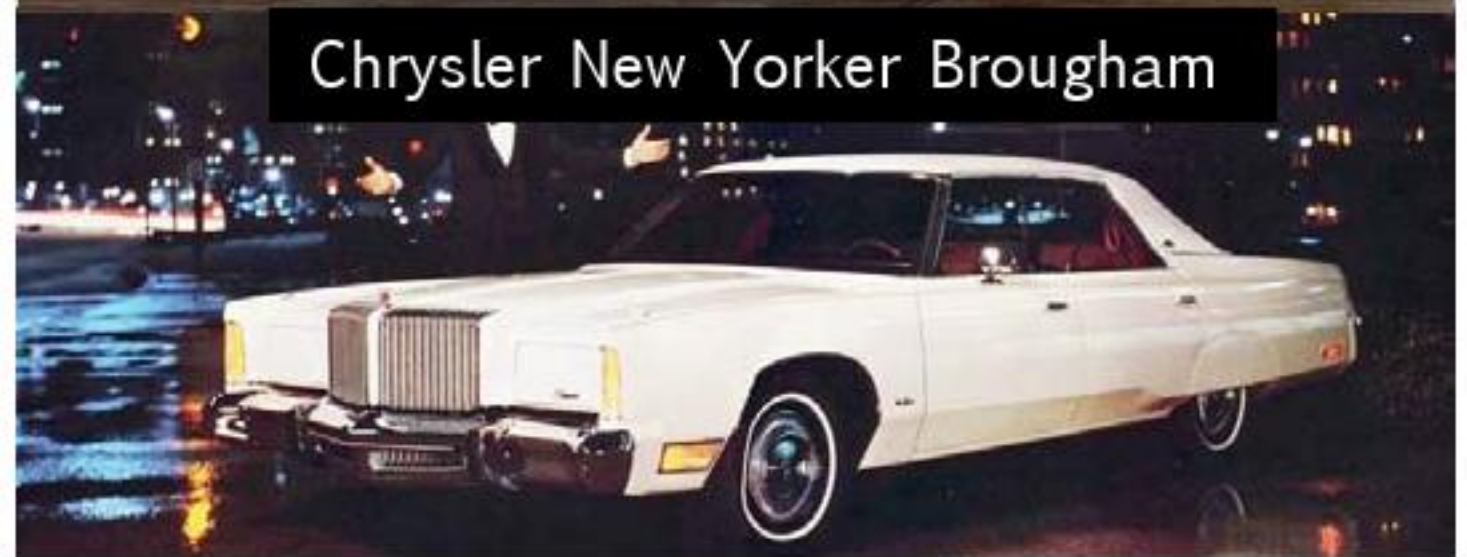
However, the winner in the Landau name game just has to be Ford in Brazil. They took the 1966 Galaxie, called it a Landau, re-skinned it just about every year, and sold it until 1983.

Brougham

The term "Brougham" was once a two door, two wheel, horse drawn carriage. By 1916 Cadillac was using it to describe its most luxurious cars, and continued to do so until 1992. In fact, almost all American car makers have used Brougham as a luxury model label.



Mercury Brougham



Chrysler New Yorker Brougham



Dodge Monaco Brougham



1968 HK Holden Brougham

The Brougham Philosophy: A true luxury car should be seen and not heard.

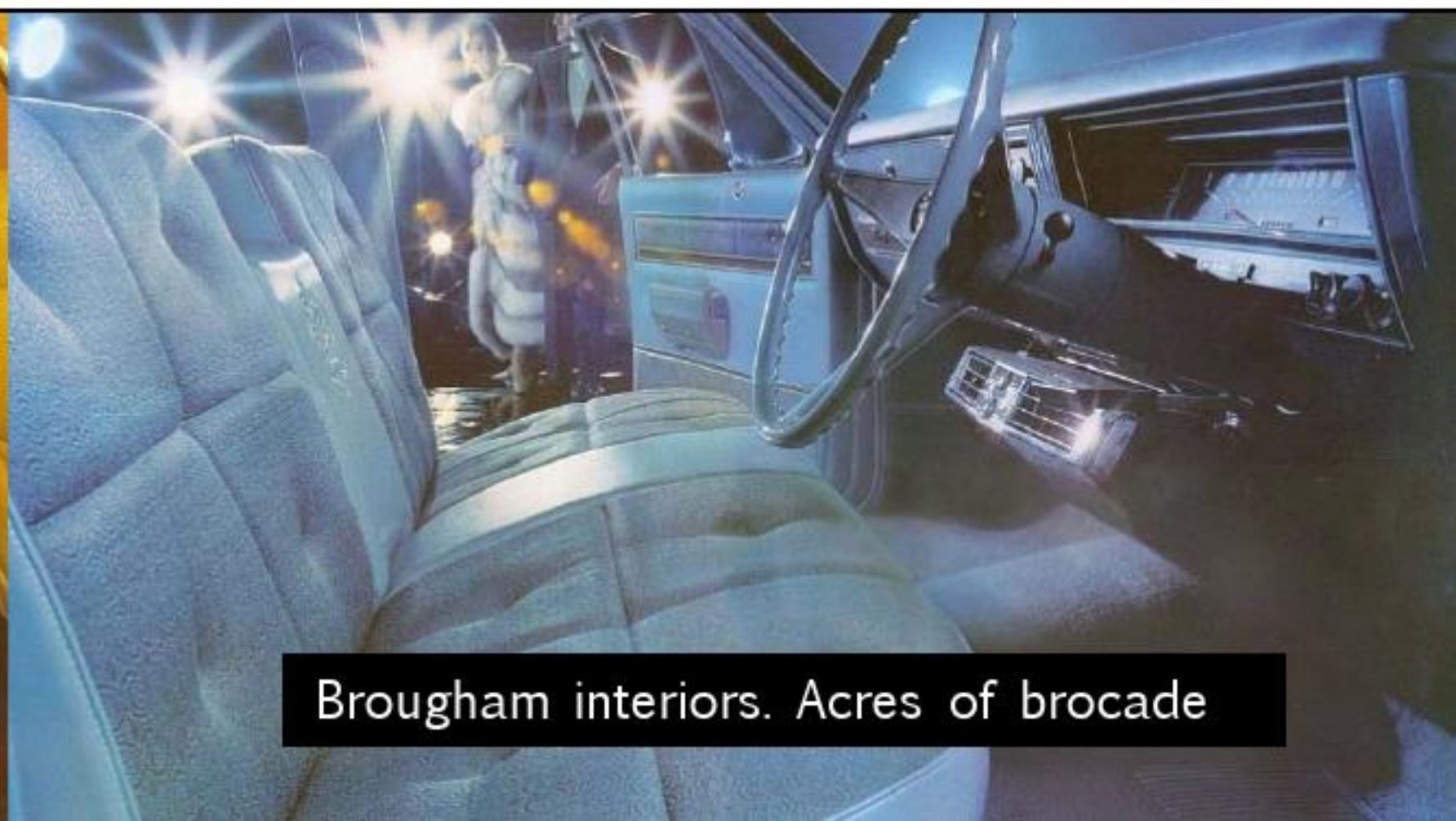
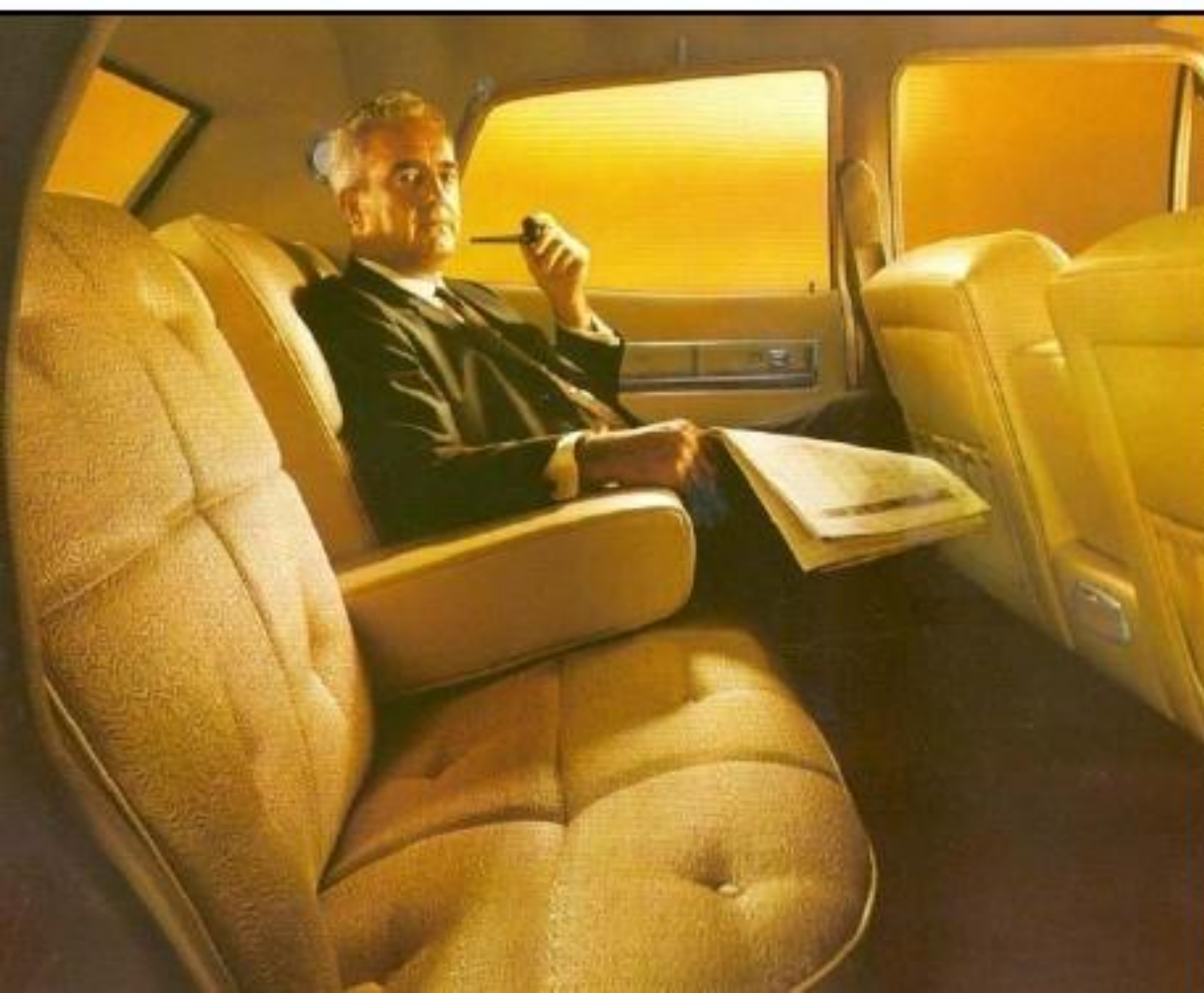
And then there's Holden's Brougham.

In 1968 Holden gave 'Brougham' whole new meaning. The folks at GMH were caught out by the long wheelbase Ford Fairlane and could not stretch the HK to match. Instead they lengthened the boot of a Premier, filled the car with acres of brocade upholstery, threw in all available options, stuffed every nook and cranny with thick sound deadening insulation and promoted it hard as a Fairlane alternative. No one was fooled.

One of the advertising lines was that a Brougham should be "seen and not heard". Some unkind folk at the time suggested the wording was the wrong way around.

The Brougham name was dropped when the HQ Holden was released.

As always happens in the classic car world, rehabilitation of the Brougham has occurred. These days a well kept example can command upwards \$A35,000.



Brougham interiors. Acres of brocade

How the Toronado Got its Name. First, it was a Chevrolet!



TORONADO—A CHEVROLET EXPERIMENTAL CAR ON EXHIBIT AT

GENERAL MOTORS *Futurama*

NEW YORK WORLD'S FAIR



The Toronado name was a made up combination of "Toro" (for bull) and "nado" (for tornado).

The name was first used on a 1964 Chevrolet show car that debuted at the 1964 World's Fair. Painted a deep purple colour it was comprehensively overshadowed by the release at the Fair by the Mustang. Very few images of the Chevrolet Toronado exist. Thanks to John Kyros for searching GM's files for these. ⁶⁴

The Chevrolet Toronado might have attracted more attention had it not been shown at the 1964 World's Fair, at the same time as Ford took the covers of their new Mustang.

Check out the exhaust pipes exiting ahead of the rear wheel, and the eight air inlets carved into the bonnet.



MADLER
4-1-64

55376



Retro



Racing



It's 1963 and the fledgling Japanese stock car racing scene gets underway. Photo from Nissan Media



Above: It is Daytona, July 1969 and Dave Marcis gives the Milt Lunda owned winged Dodge Charger/Daytona a work out. He started 10th and finished 6th. Lunda, who ran a big construction business in Wisconsin, owned a NASCAR team in the late 60s and early 70s. This car was a 1968 Charger to which Marcis attached the Chrysler-devised front and rear aerodynamic package. The car is still around and has been used as a show car in Richard Petty's distinctive livery. Below: Class winner in the Japanese sedan racing series is Y. Suda in his Skyline 2000 GT-R. This photo was taken at the opening race at the new Hakkaido circuit in 1970 (Nissan Media)





Above: Hot Rods were once a very popular form of dirt track racing. Old bodies and chassis could be acquired for almost nothing. Drivers then inserted a Chevrolet V8s under the bonnet, beefed up the drive line and suspension and went racing. Here's Graeme Gillespie in 1972.

Below: Its August 8th, 1939, less than one month before the start of the Second World War. The Mercedes team is at the Grossglockner mountain "hillclimb" track testing dual rear wheels for added traction.

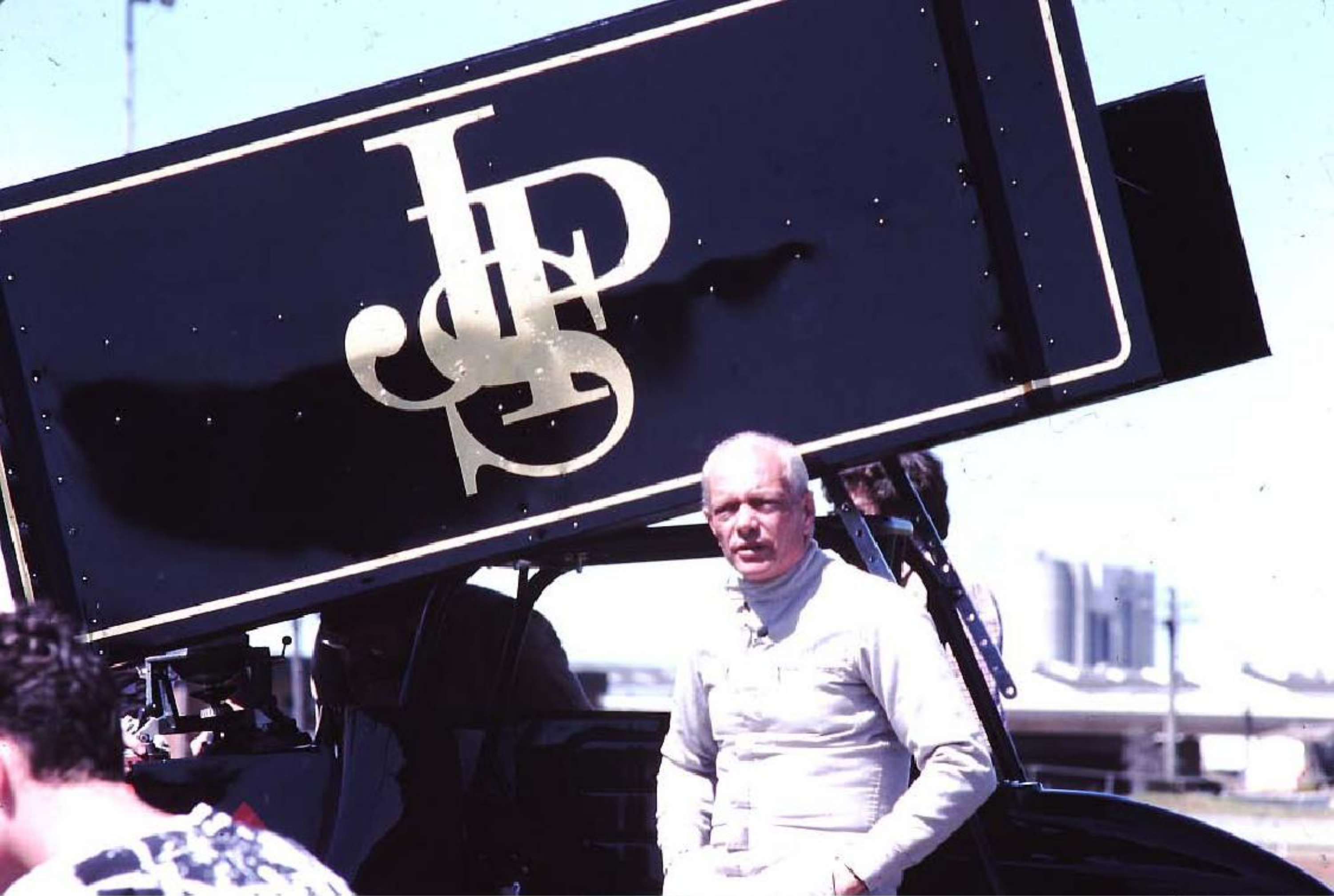




Above: Back in the 1970s Mustangs were the glamour race car in speedway. This is Tralee in Canberra in 1972. Peter Taunton is in the #6, Ken Barlow #7 and Bruce Maxwell in the #21. Legend has it that Maxwell's car was an ex-Bud Moore Trans Am racer, and was also driven by Frank Gardner in the UK in 1970. Some folk say it is true, others think it is a tall tale.

Below: Bernie Whalen at Heddon Greta speedway in mid-1972. This was a dark metallic green road going Mustang, with a black vinyl roof, until Bernie gutted it for speedway. He even left the vinyl roof on the car! Despite a high horsepower engine, Bernie's Mustang never seemed to have the speed and nimbleness of the GTR Torana he raced previously. After the Mustang Bernie moved to a Mini Clubman.





The late Peter Wherrett tested a sprintcar at Parramatta Raceway, back in November 1984. We were lucky enough to be there. Despite it being his first time in a sprinter, Peter lapped within half a second of the usual lap time.

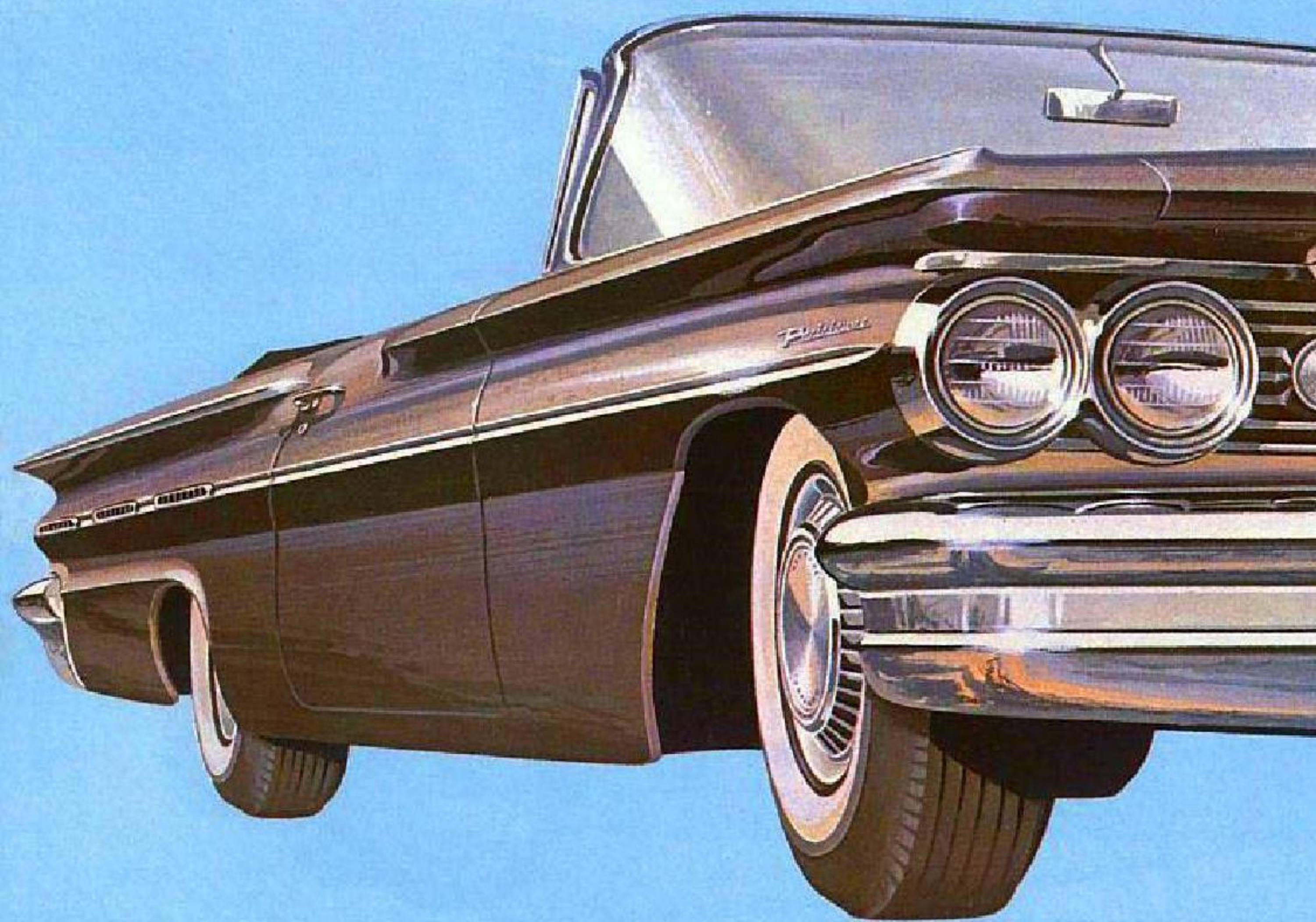
The car Wherrett drove was one of two Nance chassied sprintcars built for touring Americans Jac Haudenschild and David Blaney.

Haudenschild still races in the USA as does Blaney, who also owns a speedway in Ohio. Blaney's son Ryan races in NASCAR.

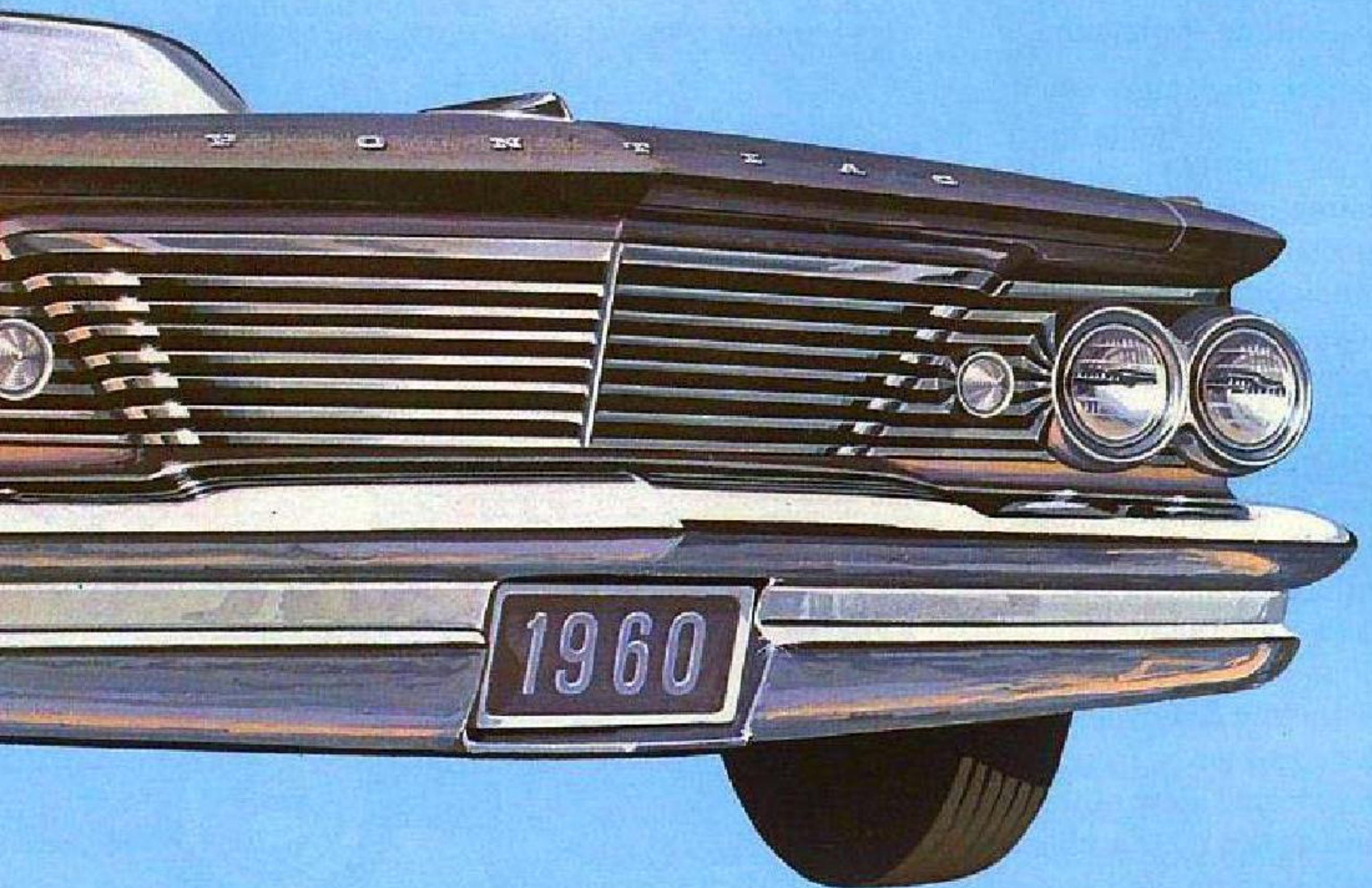
Haundenschild's son Sheldon pilots sprintcars and won the Lou Blaney memorial this year, which is held in honour of David Blaney's late father.



Retro Ads



Celebrating the Art of Automotive Advertising



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FOR
POLICE CAR
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A NATURAL FOR SPEED, SAFETY AND COMFORT

FORD'S OUT FRONT

FOR
TAXICAB SERVICE



FARE BETTER WITH A SMART NEW FORD

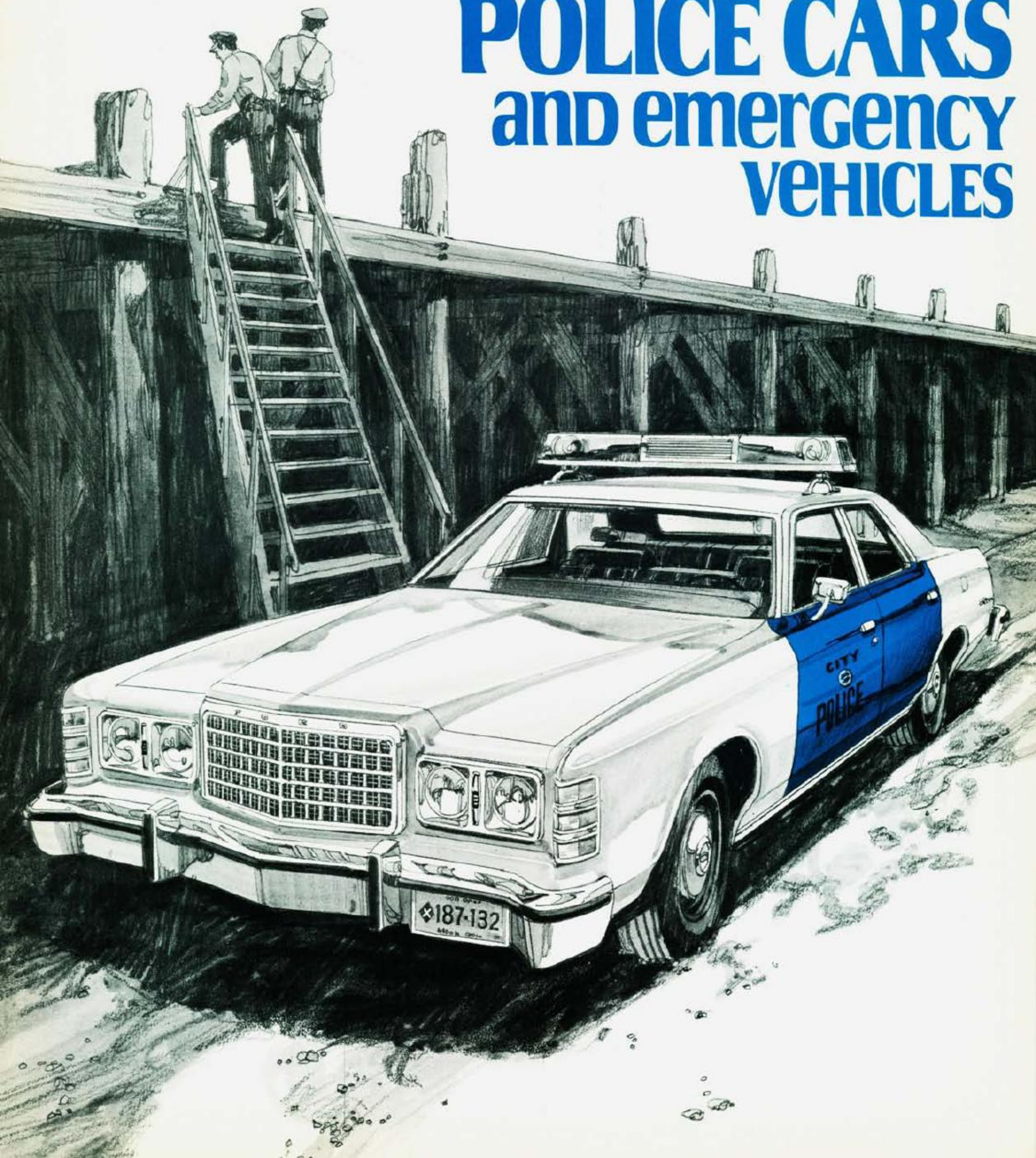


'75 FORD AND TORINO TAXICABS

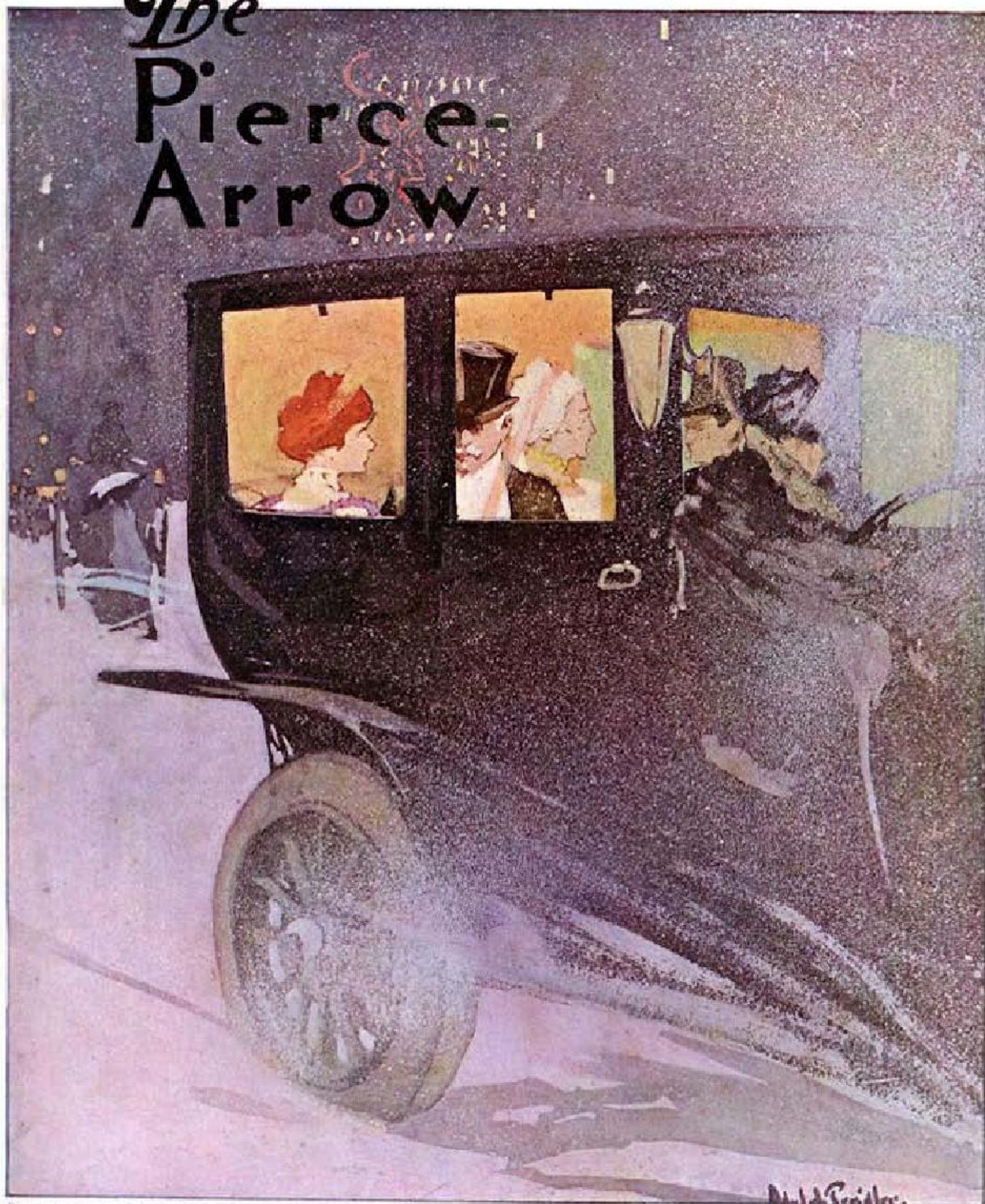


1975 FORD

POLICE CARS and emergency VEHICLES



The Pierce- Arrow



Returning in comfort in the Pierce-Arrow.

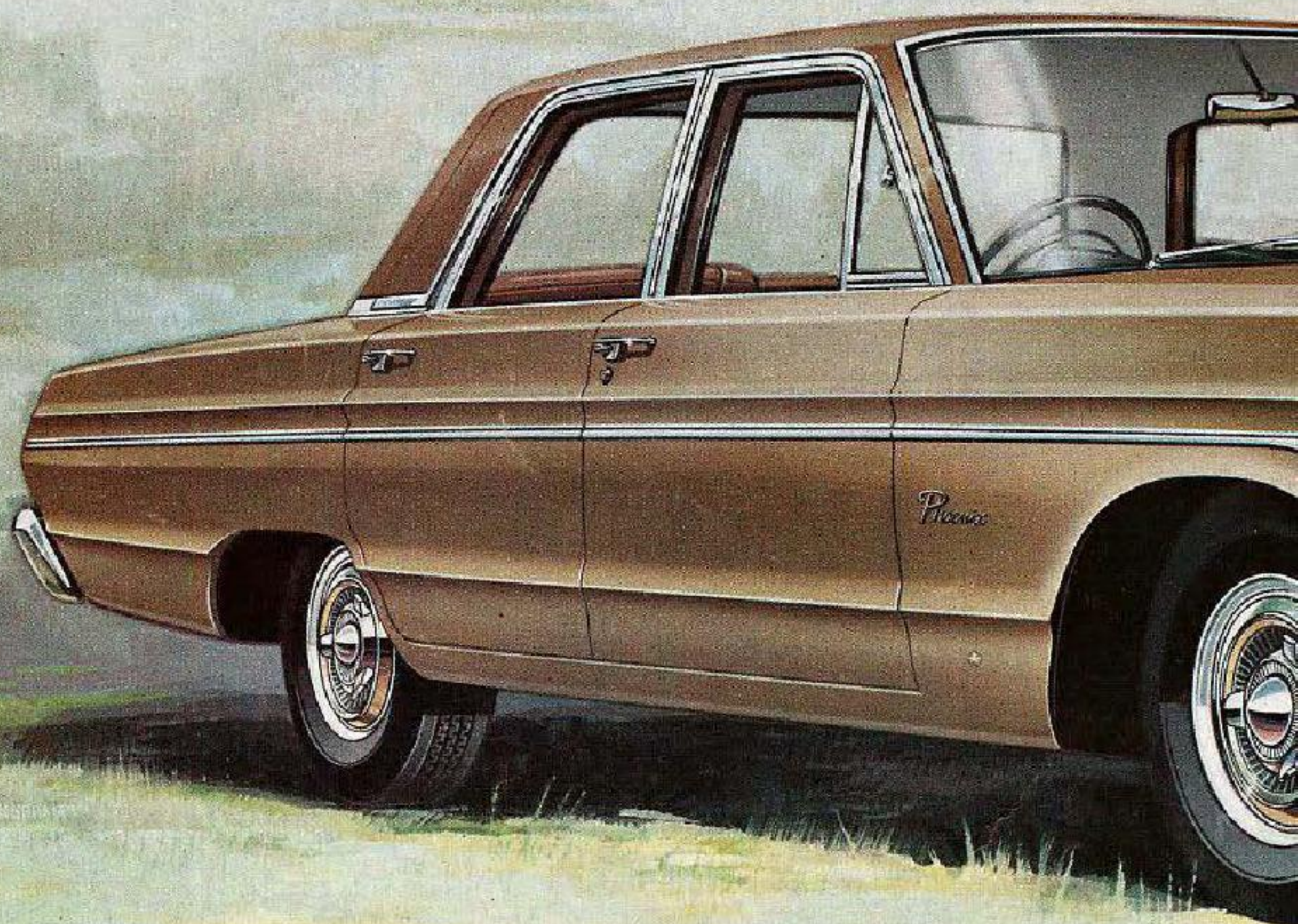
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Renault

THE CAR THAT SPEAKS

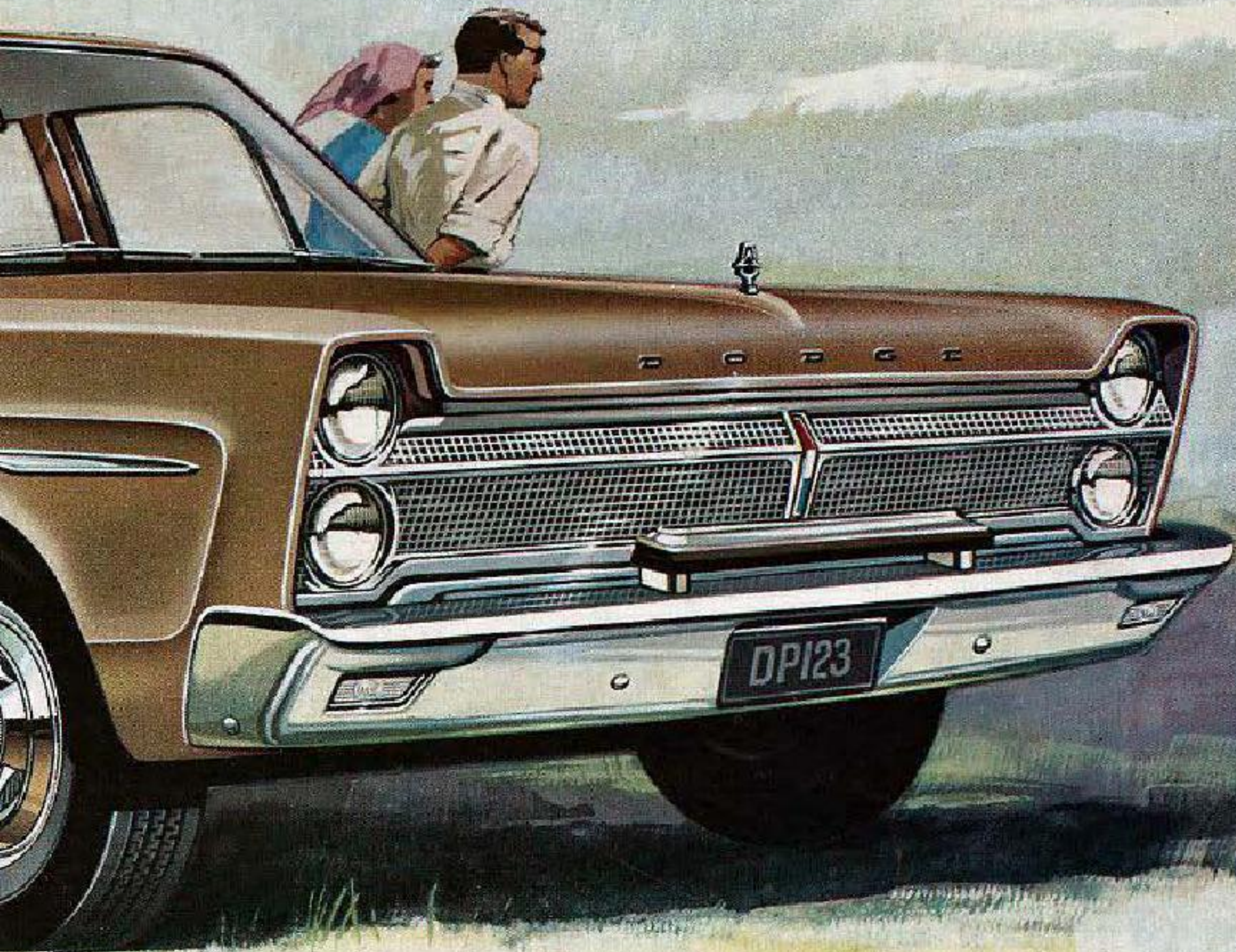


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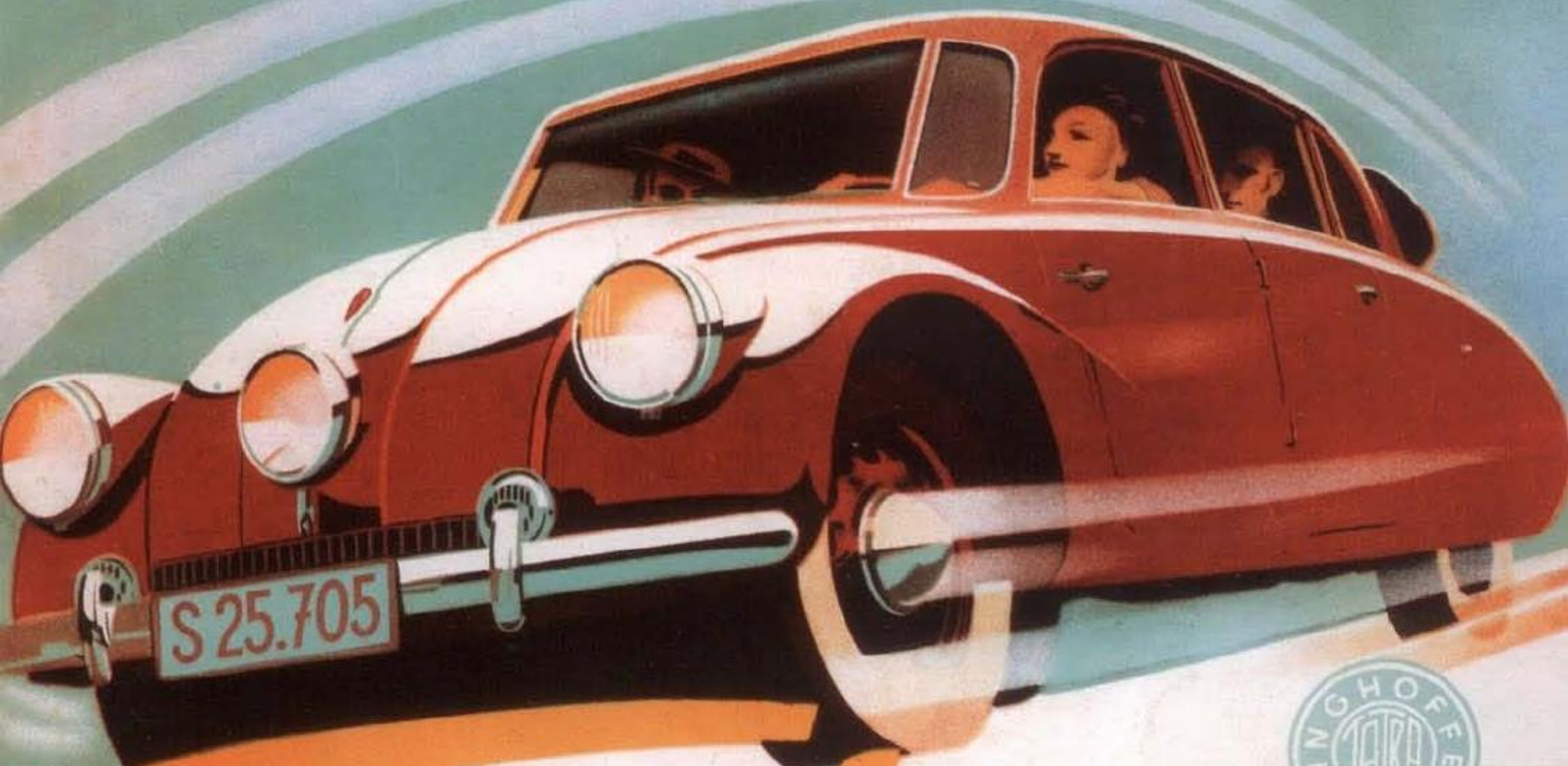




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*Streamlined Eight-cylinder Passengers Car Tatra 87
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Tatra

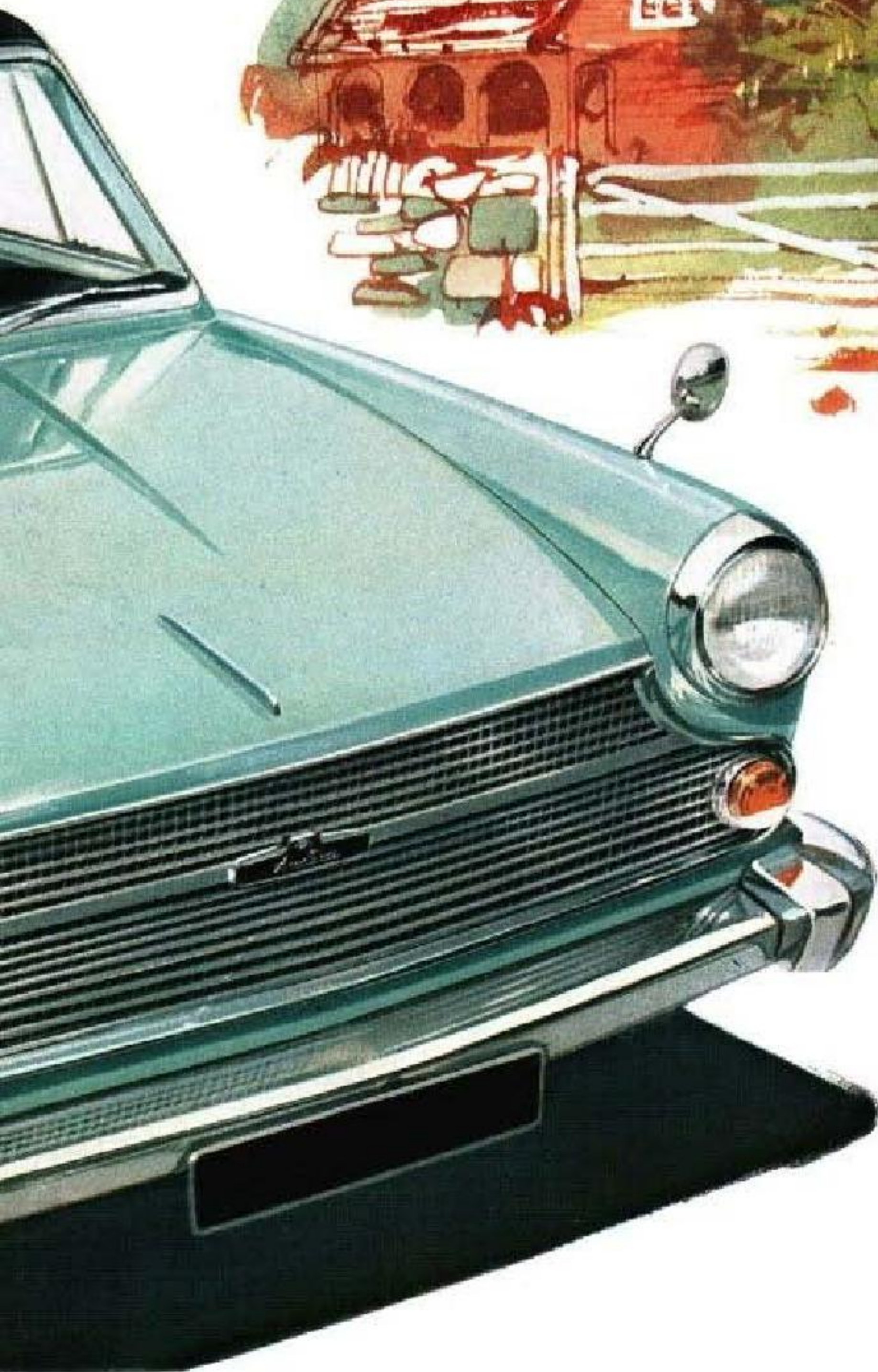
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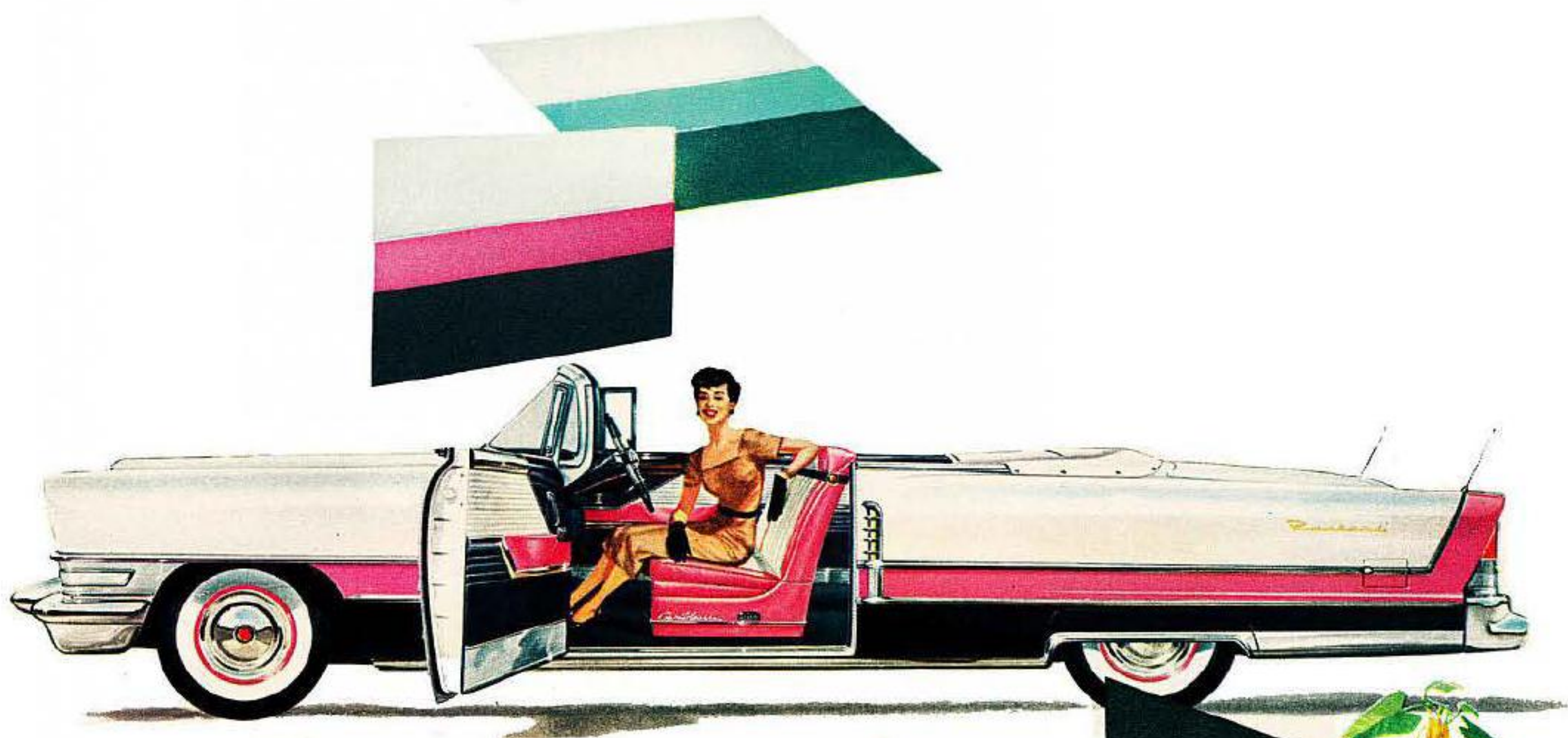
Countryman



1964 FORD TRUCKS

ECONOLINE PICKUP





THE NEW PACKARD

Caribbean

As smart and inviting as the famed resorts for which it is named, the Packard Caribbean is a motorcar designed for excitement, thrills and pure pleasure. The tri-color coat of satin-sheen lacquer accents and enhances the long-low look that is an

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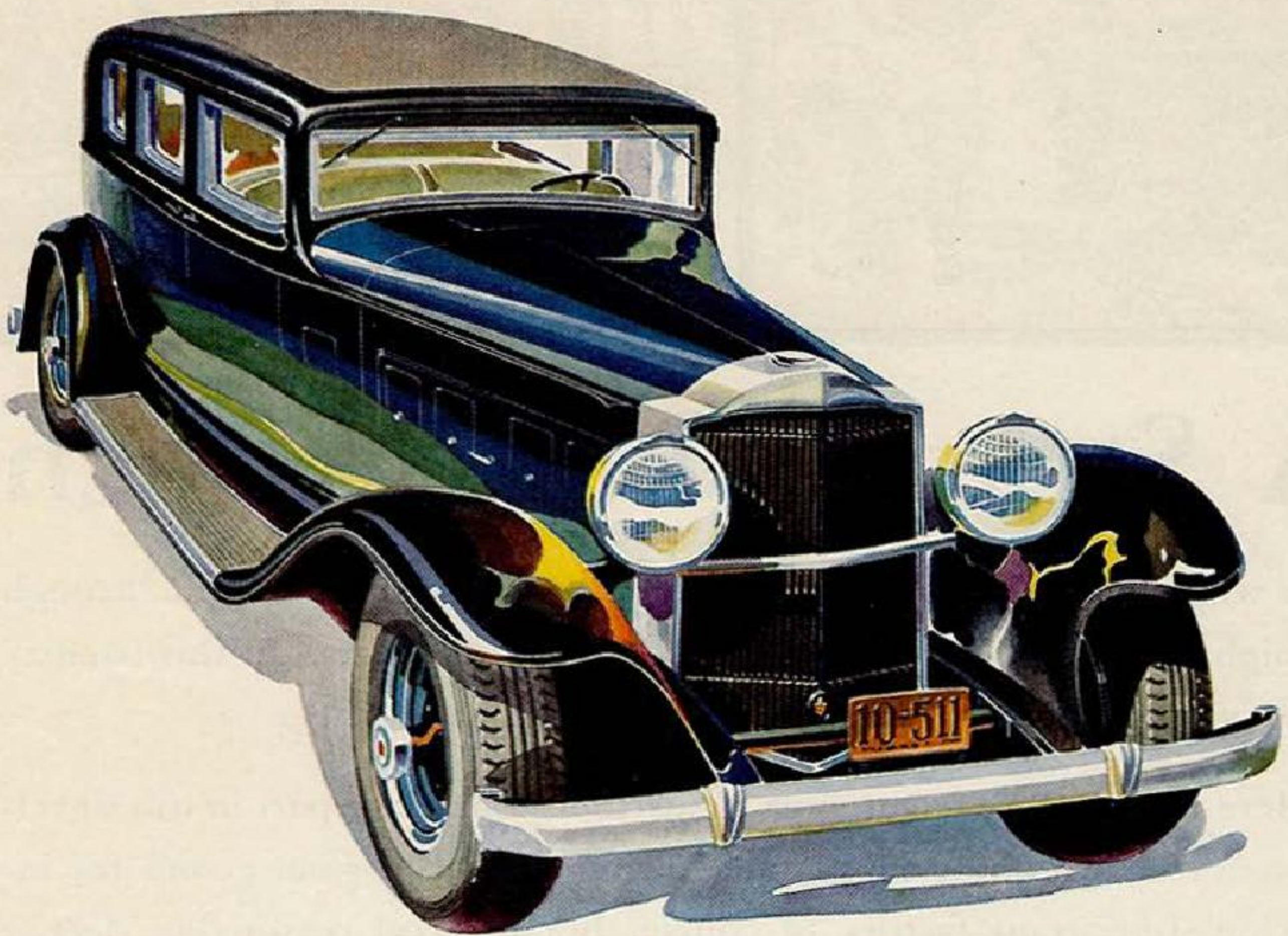
Terrific trio! . . . Three tones of lustrous, luxurious leather coordinate with the Packard Caribbean's three beautiful exterior jewel tones for a dramatic, decorator-touch effect! News, too, the accent by medallions, the new Posture-Perfect Seat with fashion-important "belt" treatment for cradling comfort, convenient stationary "grip assist" in back! Posture-Perfect Seat also available in the Packard 400 Model.

NSU-SP



DEFER



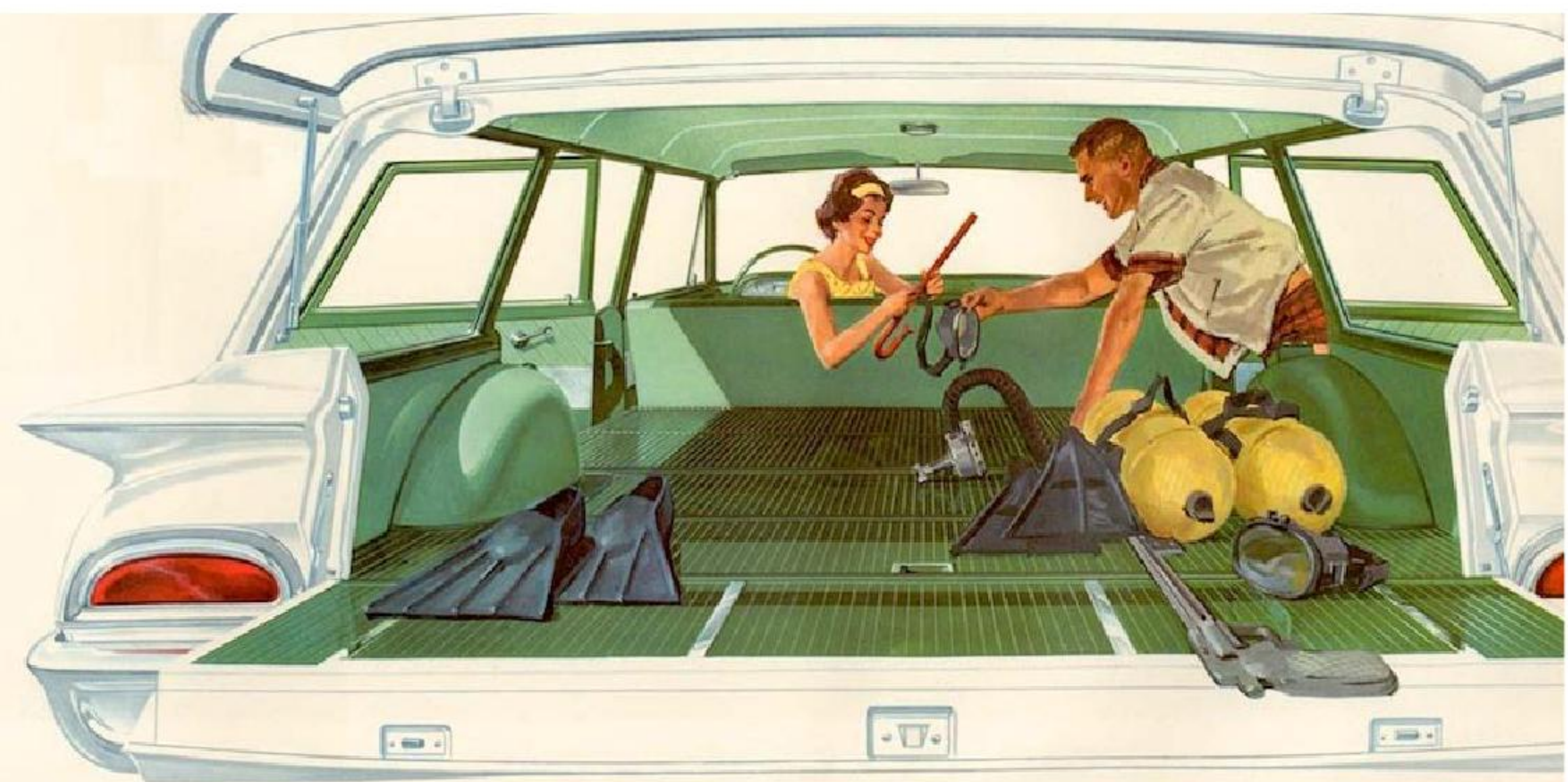


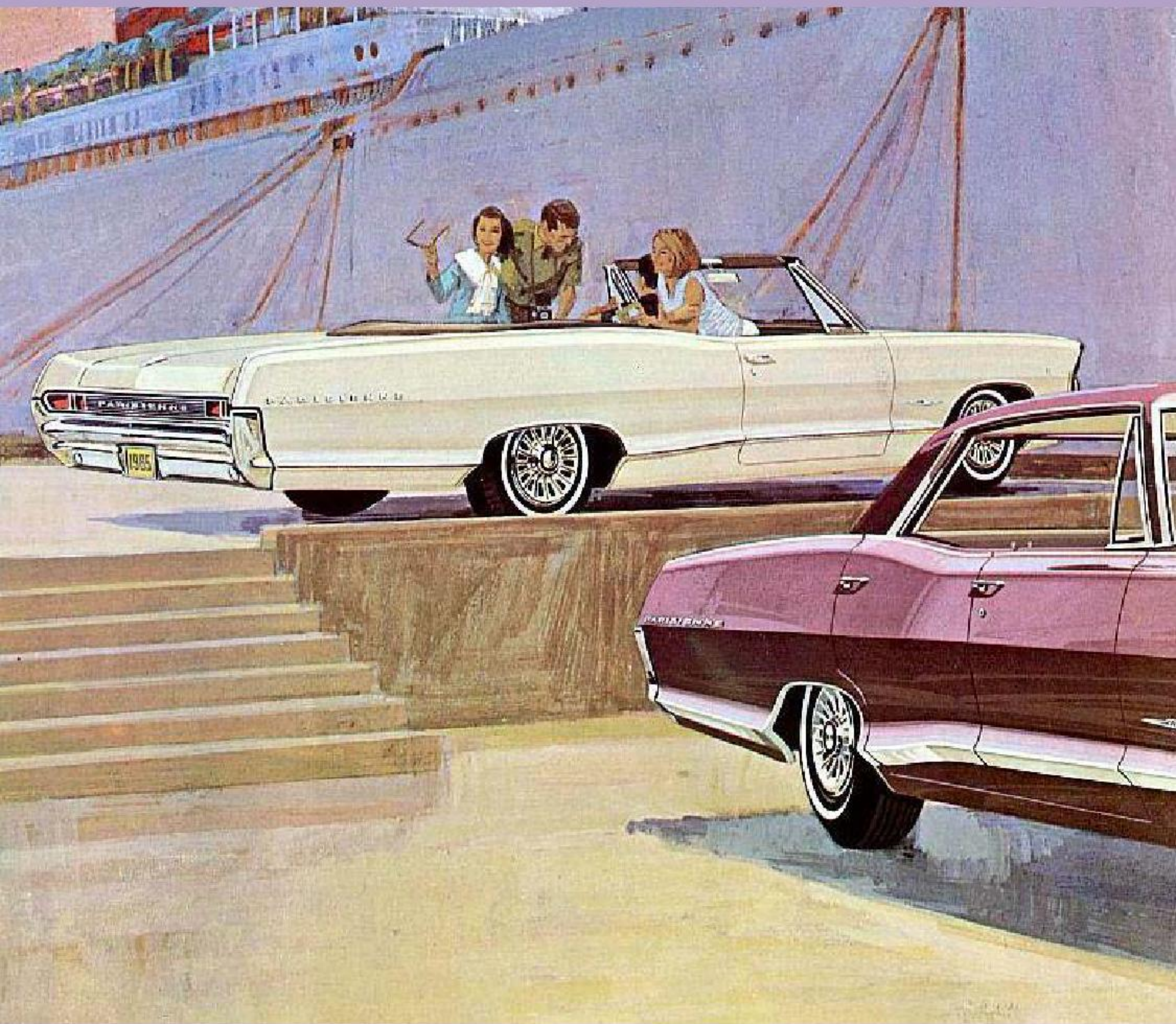
IN THE new Packard Eight Sedan—priced at the factory at \$2485—you are offered motor car luxury that has never before existed. If you have not yet *driven* this distinguished closed car for five, if you have not *ridden* in it as a passenger, you cannot appreciate its remarkable performance, its new roadability, its *supreme* comfort. Arrange now for a demonstration trip in the Packard Eight Sedan. You will gain an entirely new conception of how truly luxurious motor car transportation can be. ¶ The wheelbase, you will find,

is longer—the tread wider. The body is lower, roomier, more richly appointed—thoroughly ventilated, yet completely insulated against sound and weather. The new Straight-Eight engine, “floated” on rubber, is smoother, quieter, more powerful. The four-speed transmission is the easy, silent, synchro-mesh. And in addition the exclusive Packard *Ride Control* permits the instant adjustment of shock absorbers *from the dash* to compensate for varying conditions of road, load and temperature. Only in a Packard is such luxury yours.

P A C K A R D

*Ask the man
who owns one*







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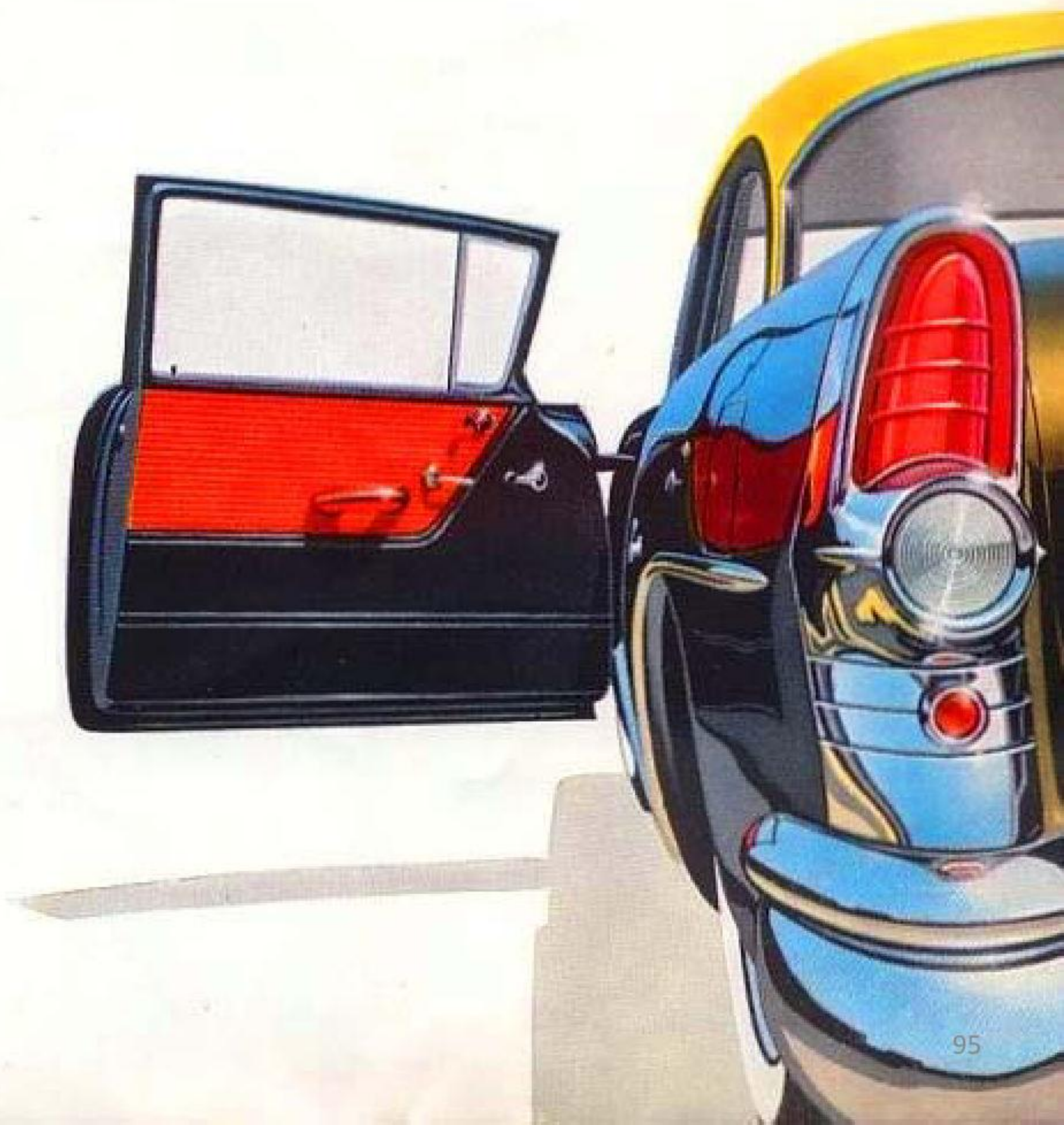


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Old Car Social Club Inc.

EST. 1996

12th Annual Show & Shine

Sunday 13th March 2016

(Wet Weather Date: 10th April 2016)

At Flower Power, Moorebank

In conjunction with

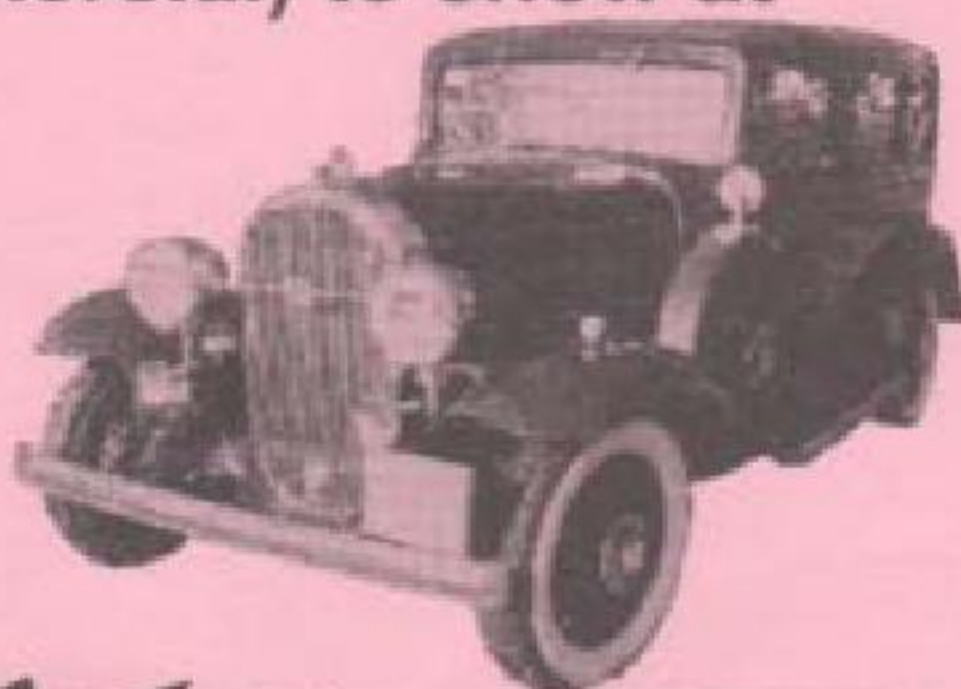
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in aid of Diabetic awareness

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Trophies will be presented at 2.00pm

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(Car, Hot Rod and Commercial) to show at

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Newbridge Road,
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EVERY MONTH
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8am - 10am

Sydney Machina Social Club is a brand new, modern motoring social club, dedicated to the motoring enthusiast community. It is where proud owners will be able to unite while having a chat, meet new and old friends, share a coffee & a nice brekki in a wonderful location. We are for all types of vehicles, from Vintage, Classics, Customs, Reds, Modern Exotics, Motorcycles & more. If it's got wheels & a motor bring it along. We are for all types of people too, men, women, families, kids, young & old.

Please turn over for more details.

We follow 3 very simple rules

- No politics
- Common respect for all in the community
- Common respect for all motoring enthusiasts, regardless of make or model

Our 2 main goals are:

- To create fun, safe & memorable motoring events
- To fundraise for people or organisations in the Australian community in need

In 2015 we will be fundraising for the following charities:

- Beyond Blue • Mens Shed NSW • Cure For Brain Cancer Foundation

So come join us

On the **3rd Sunday of every month** down at Clontarf Reserve, from 8am - 10am, see opposite for location & parking details.

Given we fundraise for 3 charities, we do ask if you have any spare change to bring it along. Look out for our volunteers with the yellow shirts or drop into the club tent at the meet. See aerial map for tent location.

Top 5 Stand off

To add a little spice to our monthly meets, we will have a **top 5 Stand off**. This is where we invite 5 unique, top quality machines to display at our meet. The machines can be cars, bikes, classic, vintage, exotics, the list is endless.

Each participant in the **top 5** will receive a **free gift pack**, full of goodies from our sponsors. With a fantastic **major prize** awarded at the end of the meet to the winner.

If you would like to enter into the Top 5 Stand Off, please send us an email at sydneymachinasc@gmail.com.

Lucky Door Prize

Each month we will give away **5 goodies bags** to random participants. The goodies bags are packed full of cool stuff for your machine from our sponsors.

Extra Info

Come along & enjoy the relaxed, friendly & enthusiastic company.

Clontarf reserve is a fantastic location for all the family. There is an excellent little kiosk that does nice coffee & casual food. The grassed area is large & has plenty of shade.

There are BBQ facilities if you want to stay on & have a BBQ lunch. With this lovely summer weather we are having, don't forget to bring your swimmers.

PARKING:

The local council charge the following rates for \$8 per hour or all day for \$16.

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

QUESTIONS:

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

Sam Princi - President - Sydney Machina Social Club
M: 0438 060 821 E: sydneymachinasc@gmail.com



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





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1957 Cadillac

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