

# SAAH Journal

*Chrysler*



ISSUE 291  
MARCH / APRIL 2018

\$5.00 US

# Contents

- 3 PRESIDENT'S PERSPECTIVE
- 4 CENTURY OF AUSTRALIAN AUTOMOBILE MANUFACTURE ENDS  
*A HISTORICAL REVIEW AND PERSPECTIVE*
- 8 SAH IN PARIS XXIII
- 9 RÉTROMOBILE 43
- 11 BOOK REVIEWS

## Billboard

### SAH Board Nominations:

The SAH Nominating Committee is seeking nominations for positions on the board through 2021. Please address all nominations to the chair, *Andrew Beckman* at [abeckman@studebakermuseum.org](mailto:abeckman@studebakermuseum.org).

**Wanted:** Contributors! The *SAH Journal* invites contributors for articles and book reviews. (A book reviewer that can read Japanese is currently needed.) Please contact the editor directly. *Thank you!*

**Correction:** The masthead of issues 289 and 290 featured the new board members, and there was a typo in the surname of new board member *Robert Merlis*. With apologies to Mr. Merlis—accuracy is a primary goal of this publication, and correcting errors is an ardent part of that process.

**Free Digitizing Service:** The editor is seeking documents and photos

related to Rolls-Royce of America, Inc. This includes promotional images of Rolls-Royce automobiles photographed by John Adams Davis. Other automotive history subjects are sought too. Only digital images are needed. Accordingly, if you would like your antique automotive documents and photos digitized for free, just contact the editor at [sahjournal@live.com](mailto:sahjournal@live.com) to confirm the assignment. Then mail your material, and it will be mailed back to you with the digital media.

**Your Billboard:** What are you working on?... or looking for? Do you need help? Don't suffer in silence; put the word out to your fellow members. To place a Billboard announcement, simply contact the editor: [sahjournal@live.com](mailto:sahjournal@live.com)



**Front cover:** This is the tailfin of a 1962 Chrysler Royal. The cover selection was inspired by and used in our feature article on Australian automotive manufacturing. This photo and the others in the article came from the SAH's image archive, which is accessible to members on the SAH website (via secure password login). Here's a direct link to that page:

<http://autohistory.org/members-information-library-index/photos-and-images>  
If you don't have a password, go to the home page and click on the box that says "SAH Members Log In" and then click on the text that says: "Forgot your user name or password?"

**Back cover:** This Chrysler Royal ad appeared in the December 1957 edition of *The Reader's Digest*. Note that while this car was not sold in the United States, as a Chrysler it had some features related to its American kin, e.g., the "Forward Look" and "pushbutton control." (From the editor's collection.)

### Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

**Note:** the SAH Journal is a bimonthly publication (printed 6 times a year) and there is a two-month horizon for submitted material before it is mailed (e.g., material submitted by February 1st appears in the Mar/Apr issue and is mailed on or before 3/31.) All letters, manuscripts, and advertisement submissions and inquiries go to the editor.

# SAH Journal

ISSUE 291 • MARCH/APRIL 2018

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.  
An Affiliate of the American Historical Association



### Officers

Louis F. Fourie	President
Edward Garten	Vice President
Robert Casey	Secretary
Rubén L. Verdés	Treasurer

### Board of Directors

Andrew Beckman (ex-officio) Δ  
Robert G. Barr Δ  
H. Donald Capps #  
Donald J. Keefe Δ  
Kevin Kirbitz #  
Carla R. Lesh †  
John A. Marino #  
Robert Merlis †  
Matthew Short Δ  
Vince Wright †

Terms through October (†) 2018, (Δ) 2019, and (#) 2020

### Editor

Rubén L. Verdés  
7491 N. Federal Hwy., Ste C5337  
Boca Raton, FL 33487-1625 USA  
[journal@autohistory.org](mailto:journal@autohistory.org)  
[sahjournal@live.com](mailto:sahjournal@live.com)  
tel: +1.561.866.5010

### Publications Committee

Thomas S. Jakups, Chair  
Patricia E. Chappell  
Louis F. Fourie  
Christopher G. Foster  
Donald J. Keefe  
Rubén L. Verdés  
Steve Wilson

*SAH Journal* (ISSN 1057-1973)  
is published six times a year by The Society of Automotive Historians, Inc.  
*Subscription is by membership in the Society.*

Membership dues are \$50 per year (\$60 per year outside North America & Mexico); digital membership dues are \$20.

*Dues and changes of address go to:*

Society of Automotive Historians, Inc.  
c/o Cornerstone Registration Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311-6715 USA

©2018

The Society of Automotive Historians, Inc.

[www.autohistory.org](http://www.autohistory.org)

*Join, renew and more right on-line!*



## President's Perspective

It has finally dawned on me that I had better start getting through my bucket list before my compression expires, the lights fade, the suspension groans, rust tries to take hold, the electronics module short circuits itself or the catalytic converter decides to plug the system up. Accordingly, I have been invading the frequent flyer points and spreading my wings in search of car museums and events to visit. And you know what, the battery is now fully charged and the “check engine” dare not show itself!

Last year members of Automotive Historians Australia gathered in Adelaide on the occasion of the closure of Holden production at the nearby Elizabeth plant and the end of all Australian automobile manufacture. It was the ideal opportunity to take in one of the last plant tours and participate in a conference at Adelaide University. Also included was a gathering of over 1,500 collector cars on the Bay to Birchwood Classic Run.

A most appealing Holden Commodore SV6 Black Edition treated me to 4,800 kilometers (3,000 miles) of rewarding driving and wonderful scenery together with carefully planned museum visits. The Aussie independence was very obvious in GM, Ford, Chrysler and BMC/Leyland variations



and unique models. An unexpected treat was finding a collection of many Eastern Block cars.

Australians love their cars and it would appear that a larger proportion of younger people seem to be enjoying the hobby than we have in North America. Is it a case that many youngsters have developed an appreciation of machinery on farming holidays with relatives or been under the guidance of someone who has had such rural roots?

I finally visited *Rétromobile* in Paris this past February, as well as using the opportunity to see the Schlumpf Collection and the nearby Peugeot Museum owned by the manufacturer along with new SAH Director *Bob Merlis*. All these venues were most impressive. Included was the Paris Dinner where I asked *Kit Foster* to continue his eminent role of presenting the Nicolas-Joseph Cugnot Awards to *Anders Clausager* for *Wolseley: A Very British Car* and Manuel Lage for *Los proyectos desconocidos de CETA y PEGASO*. A hearty thank you is extended to Kit, *Laurent Friry*, *Peter Moss* and *Thomas Ulrich* for organizing this dinner.

On my return trip I stopped off in the UK and drove out to Oxford to meet my counterpart, *Barry Blight*, Chairman of the newly independent Society of Automotive Historians in Britain. Barry was the consummate host and we benefited from open dialog and sharing thoughts about the future of our two Societies.

Looking ahead, a second European Conference is planned for March 29 – 31, 2019 at the Louman Museum, Den Haag, The Netherlands. Just across the border in Essen Germany is the Techno-Classica scheduled for April 10 – 14, 2019. This is the German equivalent of *Rétromobile*.

Hopefully by the time you read this the “members only” section of the SAH website will have close to 5,000 images that reflect the many museums recently visited.

—*Louis F. Fourie*

## NEW MEMBERS

**Roger White (4423)**

Severna Park, MD  
roger605@verizon.net

**John Nikas (4424)**

Huntington Beach, CA  
capecoventryracing@gmail.com

**Dave Peterson (4425)**

Dublin, CA  
dave.peterson@haciendadata.com

**Wim Van Roy (4426)**

Mechelen, Belgium  
wim@cccaw.be

**Edward Tilley (4427)**

Cary, NC  
edandsusan@aol.com

**George K Newberry (4428)**

Wall Twp, NJ  
newson@optonline.net

**Jeff Mahl (4429)**

St. James City, FL  
jeffmahl@aol.com

**Ken & Marsha Freese (4430)**

Diamond Springs, CA  
goldengt@cal.net

**Chris Montgomery (4468)**

Bethesda, MD

**Princeton University Library (4471)**

Princeton, NJ

**Gregory A. Cagle (4472)**

Cary, NC  
gcagle2@nc.rr.com

**Larry Printz (4473)**

Boynton Beach, FL  
ljprintz@gmail.com

**Darryl Holter (4474)**

Los Angeles, CA  
dholter@felixchevy.com

**Carly Starr (4475)**

Sacramento, CA  
cstarr@calautomuseum.org

**Jeffrey S. McVey (4476)**

Boise, ID jmcvey123@msn.com

**Peter & Debbie Stephens (4478)**

Dublin, OH  
woodboat7@columbus.rr.com

**Kathleen Bergeron (4481)**

Salisbury, NC  
kathleenabergeron@gmail.com

**Len Holland (4482)**

La Jolla, CA  
skywalker1257@gmail.com

**Tim Ludbrook (4483)**

London, United Kingdom  
tvudbrook@gmail.com

**Keith & Dana Bisson (4485)**

Palo, IA  
keithbisson@yahoo.com

**John Koller (4487)**

Dousman, WI  
Jonnycola@yahoo.com

**Jean-Pierre Record (4488)**

Tarbes, France  
jeanpierre.record@sfr.fr



1962 Chrysler Royal

## CENTURY OF AUSTRALIAN AUTOMOBILE MANUFACTURE ENDS *A HISTORICAL REVIEW AND PERSPECTIVE*

October 20, 2017, marked the end of automobile manufacture in Australia when the last Holden Commodore left the Elizabeth factory. Toyota production had ended earlier in the same month. The Australian government decided not to offer any tariff protection or any other form of assistance to the local industry, hence the closure of the industry.

In August 1917 the War Protection Act attempted to ban imports of fully-built cars because of the desire by the Hughes Federal Government to reduce shipping cargo subject to sinking by the German navy. Facing strong protests from the automobile trade, the government allowed one fully-built car for every two chassis as a means to limit cargo. This immediately created a need for body manufacturers.

With a century of automotive manufacture, Australia effectively became the first country to create a local content component for vehicle imports. Prior to World War II this local content was restricted to body manufacture. During the war the role of Director of Ordinance, the top government post to coordinate military production, was given to Holden Managing Director, Laurence Hartnett. The success of meeting the military requirements convinced all the relevant parties that Australia had reached manufacturing maturity and this extended into a concerted effort to build a complete

automobile shortly after the war.

Besides Holden's, the leading body manufacturers prior to 1930 were T.J. Richards and Sons in South Australia, Allied Motor Industries Ltd. in Melbourne and in Sydney Garratts Ltd. (Fiat, Willys and Overland) and Smith and Waddington Ltd. Smith and Waddington catered to luxury makes such as Rolls-Royce but also built closed bodies for Studebaker, Chrysler, Dodge, Hudson and Essex, and open bodies for Studebaker and Essex. They were liquidated in March 1931 with the assets taken over by Amalgamated Motor Bodies Ltd.

### Holden

Holden traces its origins to 1856 when 21 year old James Alexander Holden entered the saddlery business in Adelaide, South Australia under the name J. A. Holden and Co., using the Holdfast slogan for its products. By the end of the century the business had expanded to the extent that the Imperial Forces fighting in South Africa's Boer War sourced many of their requirements from Holden.

With the introduction of the 1917 tariff restrictions, Bert Cheney of Adelaide, who held the franchise for Dodge Brothers in his region, approached Ted Holden, grandson of the founder. Although Holden had only produced a handful of car bodies, Ted recog-

nized the opportunity. Being progressive and to keep unit costs down, he also sought the business of other Dodge Brothers franchise holders in other states. To cater to these needs he agreed to establish plants in other states, starting in 1919 with a Melbourne plant in the state of Victoria and expanding to Sydney, New South Wales, in 1920 and in Brisbane, Queensland, in 1923. This progressive approach to diversified regional plants convinced franchise holders of other makes to become clients of Holden.

On November 1, 1926, General Motors acquired distribution rights from the previous franchise holders and established assembly plants in or close to Melbourne, Sydney, Brisbane, Adelaide and Perth. Previously in 1924 GM had contracted for all their bodies from a newly built Holden plant at Woodville near Adelaide.

After reaching a production high of 46,820 Holden bodies in 1927, the Depression wiped out production, reaching a low of 1,651 units in 1931. Fearing that a competitor might swoop in and acquire an almost destitute Holden, GM bought the company in April 1931. However, the government soon stepped in with the requirement that the new General Motors-Holden's Ltd. continue making bodies for competitive clients.

The sedan based pickup called the Coupe Utility, shortened to ute, is the body style Australians claim credit for. Ford was first in 1933, with Holden following the next



1934 Ford V8 ute

year. The popularity of this body design soon spread to most manufacturers because it was an ideal fit for the rural needs of the country.





**1956 Ford Mainline ute**

During the Depression years banks were reluctant to finance car purchases but utes qualified because of their utility capabilities. It took until 1957 for Ford to duplicate this idea in North America with the Ranchero, with Chevrolet introducing the El Camino two years later.

Another semi-practical body style from 1935 was the Sloper, a coupe style with folding rear seat and large trunk opening built on the chassis of Buicks, Oldsmobiles, Pontiacs, Chevrolets and large Vauxhalls.



**1937 Pontiac Sloper**

Because the back window was not part of the opening, it was not a true hatch, but it came close. Some open bodies on the Vauxhall Caleche and Vagabond were not offered in the UK. Further discussion of the post-War II Holden is outside the scope of this article.

## Ford

Ford Australia, a subsidiary of Ford Motor Company of Canada, was founded on March 31, 1925 using a temporary wool storage warehouse in Geelong, Victoria, from June 1925. Previously Tarrant Motor Company (see below under "British Motor Corporation and British Leyland") had assembled many Model Ts. Unlike most other large manufacturers, Ford did not buy out a local body builder as a means to establishing itself in Australia. A new factory was started nearby at Norlane, in Corio Bay which began assembly of the Model T and from 1928 the Model A. In 1926 assembly plants were built

in Adelaide, Brisbane and Sydney, followed in 1930 with a Fremantle plant.

Until the arrival of the Holden car, the Ford Prefect from the UK was Australia's best seller. Other UK-sourced cars were the Consul, Zephyr, and Zodiac, which along with North American models gave Ford a comprehensive range. The fact that the 1957 and 1958 Canadian Ford model years were skipped while the 1956 model continued through 1957 and 1958, indicates considerable body pressings took place in Australia. The large American-designed Ford was replaced by the locally built 1972 LTD, and UK-sourced cars were the Escort, Capri and Cortina, the last of which received a straight-six unlike in Britain.

The arrival of the Falcon in 1960 gave Ford its most effective competitor to the best-selling Holden. Early teething troubles with the Falcon allowed Australian engineers to justify the need for local engineering which soon produced a Falcon that had no relationship to its American counterpart. Covering these later locally-engineered Falcons, Fairmonts and LTDs is beyond the scope of this article.

After announcing its intentions on May 23, 2013 Ford Australia ceased manufacture on October 20, 2016.

## Chrysler, Simca, Rootes, Mitsubishi

The origins of Chrysler and Mitsubishi Australia began in 1880 with Tobias Richards who started building horse-drawn carriages. The first motor bodies arrived in 1913. T.J. Richards and Sons Ltd. was incorporated in 1916 and became a public company in 1924. Dixi and Studebaker were early clients and later Standard cars from the UK plus European cars such as Citroën and Fiat were added.

Although Dodge bodies were first built by Holden and Frost, in 1922 T.J. Richards and Sons secured the body needs of the Dodge distributors in South Australia. While Holden ceased supplying Dodge bodies during 1928, they continued to furnish Chrysler and Plymouth bodies through 1935.

Richards remained solvent during the Depression and acquired the defunct Duncan and Fraser Ltd. in 1930 that was also in body manufacture. Chrysler Dodge Distributors (Australia) Pty. Ltd., fully owned by Australians, was formed in 1936 when 18 distributors of Chrysler, Dodge, Plymouth and DeSoto formed an alliance. A year later

they gained a controlling interest in Richards which was renamed Richards Industries in 1941. Full control occurred in 1946 and the name changed to Chrysler Dodge DeSoto Distributors Ltd. In June 1951 Chrysler Corporation of Detroit acquired 85% of the Australian operation, which was renamed Chrysler Australia Ltd.

An early Chrysler unique to Australia was the Royal built from 1957 to 1963. Australia did not receive the completely new



**Above: 1959 Chrysler Royal  
Below: 1962 Chrysler Royal**



bodies in either 1955 or the tall finned 1957 range for Plymouth, Dodge and DeSoto. Instead the 1954 designs continued through 1955 and 1956 with minor trim changes and in 1957 the bodies sprouted fins and a wraparound window at the rear, with a revised nose. The wagon version was called the Plainsman and the Wayfarer was the ute equivalent. Like the Ford Falcon, the



**1961 Chrysler Wayfarer ute**



Australian Valiant designs continued to stray from their American equivalents.

Rootes Australia produced cars under the Humber, Hillman and Sunbeam brands from 1946 to 1965, whereupon the company merged into Chrysler Australia following the purchase of Rootes by Chrysler. Until then Chrysler Australia's small car offering was the Simca Aronde for which they created



**1962 Simca Aronde P60**

a unique station wagon not found in France. Rootes was the first British manufacturer to invest in an Australian assembly plant in 1946 at Port Melbourne, in Victoria. This plant would also build the Dodge Phoenix from 1968 and the Mitsubishi Galant from 1971, but production ended in November 1972, which saw the demise of the Hillman Hunter, with other Rootes nameplates having departed earlier.

Chrysler Australia Ltd sold its Tonsley Park plant to Mitsubishi Motor Corporation of Japan in 1980, renaming the company Mitsubishi Motors Australia Ltd. (MMAL) in 1981. The Japanese Galant model became first the Sigma and later the Magna which



**1983 Mitsubishi Magna GLX prototype**

was wider by 2.6 inches than its donor design from Japan. MMAL manufacture ended in March 2008.

## **British Motor Corporation and British Leyland**

Tarrant was an early pioneer in Australian automobiles and would evolve into Melbourne Motor Works, a subsidiary of Allied Motor Industries Ltd., a company that was building as many as 500 bodies a month in 1918. In February 1930 this operation

changed its name to Ruskin Motor Bodies Pty. Ltd. which expanded to become one of the largest body builders by 1939. This plant at Dudley Street in West Melbourne continued through April 1958.

The Morris agent for Adelaide from 1913 to 1919 was Motors Ltd who mainly used Ruskin Motor Bodies in Melbourne but Morris used multiple sources for their bodies. Motors Ltd. was taken over by Murray Aunger Motors, which changed to Franklin Motors. Franklin was taken over by SA Cheney. Morris used Holden from 1926 through 1934 except in 1931.

Austin appears to have used Holden sporadically from 1920 but regularly from 1925 through WWII, except for 1931. SA Cheney also secured the Austin agency in 1926 for Victoria. Other body builders for Austin in the late 1930s were Austin Distributors, Pressed Metal Corp. in Sydney, UK & Dominion Motors in Brisbane and Winterbottom in Perth.

Pressed Metal Corporation (PMC) was a joint venture between the Austin agents, Larke Hoskins, and Chrysler distributors, Larke, Neave and Carter, both in the state of New South Wales. Body manufacture began in the late 1930s in the Sydney suburb of Enfield. Following the creation of BMC Australia, Austin car assembly moved to

Melbourne, but PMC continued to produce utility versions of the Austin A40/A50/A55 plus the assembly of Austin-Healey, MGA and MGB along with other BMC commercial vehicles. In September 1968 Larke Consolidated industries sold PMC to Leyland Australia and PMC focused on bus bodies.

In 1947 Austin of Britain purchased a controlling interest in the former Ruskin Motor Body using the facility for local ute and roadster bodies based on the Austin A40 chassis. In 1947 Lord Nuffield purchased the Victoria Park Racecourse in Zetland, New South Wales. This 57-acre facility called Waterloo began assembly of the Morris Minor and Oxford in March 1950.

British Motor Corporation (Australia) Pty. Ltd was formed in 1954 and was composed of the Austin Motor Company (Australia) Pty. Ltd., Nuffield (Australia) Pty. Ltd. and Fisher & Ludlow (Australia) Pty. Ltd. The merger of BMC Australia and Leyland created the British Leyland Motor Corporation of Australia Pty. Ltd. in May 1968, whose name changed in December 1971 to Leyland Motor Corporation of Australia Ltd.

By moving the radiators ahead of the front cross members on the Farina-bodied Austin Cambridge and Wolseley, room was found for a 2,433 cc six-cylinder engine (using the B-series 1,622 cc four) creating the Freeway and Wolseley 24/80. Additionally



**1963 Austin Freeway 2433cc**

the Wolseley 1500/Riley One-Point-Five body with a revised front created the Austin Lancer and Morris Major, with fins later added at the rear. The Australians used the Austin/Morris 1800 (ADO17) to create the Tasman and Kimberley X6 with a transverse six cylinder 2,227 cc OHC engine based off the Maxi four-cylinder.

The most ambitious Leyland design was the large P76 built in 1973 and 1974 at the Zetland plant with either a 2,623 cc six or ex-Buick 4,416 cc V8 engine. To practical Australians its one redeeming feature was a





**Above: 1962-64 Morris Major Elite  
Below: 1970 Austin 1800 ute**



trunk that could carry a 44-gallon drum. After the P76 ceased, Leyland production was limited to the Mini and commercial vehicles at the Enfield plant but operations ended in March 1983.

### **Volkswagen, Datsun Nissan and Motor Producers Limited**

In 1957 Volkswagen Australia Ltd. was formed with assembly using the newly acquired Martin & King facilities at Clayton, near Melbourne, which had been assembling Beetles since 1954. Pressing of sheet metal panels began in 1960 followed by engine manufacture in 1967. Facing declining market share in 1968, Volkswagen Australia rearranged its operations. The assembly plant at Clayton became Motor Producers Limited (MPL) as a subsidiary of Volkswagen A.G. Domestically-owned LNC Industries Limited formed a full subsidiary, Volkswagen Australia Pty. Ltd. to handle all sales and distribution in Australia.

The Datsun Bluebird was assembled from 1966 for about a year and a half at the

Pressed Metal Corporation. In 1968 Datsun resumed assembly at the Motor Producers Limited (MPL) Clayton plant in Melbourne then owned by Volkswagen Germany. Nissan bought this plant in 1976 and Volkswagen manufacture ended shortly thereafter. Volvo cars began assembly along with Datsun. Nissan left Australian manufacture in 1992.

### **Toyota and Australian Motor Industries**

Toyota Australia began assembly with their Tiara model using Australian Motor Industries (AMI) in April 1963. Thereafter the Crown, Corona and Corolla were added to the Port Melbourne assembly line. AMI also assembled Standard, Triumph, Rambler and Mercedes-Benz.

The origins of AMI largely involved the Standard Motor Company when in 1929 J.F. Crosby secured the agency for Victoria. What began as Eclipse Motors Pty. Ltd. became Talbot and Standard Motors, changing to Standard Motor Products Ltd. in 1952. In this year local ownership of this operation amounted to 88% of the shareholding. At this stage a new plant had been created at Port Melbourne with the Standard Vanguard as its most popular model with engine assembly occurring in 1955.

The commencement of Mercedes-Benz assembly in 1958 resulted in the name change to Australian Motor Industries, a name that would last through 1987. In October 1960 AMI secured the franchise for the Rambler brand from American Motors Corporation (AMC). AMC cars were produced by AMI through 1978, becoming the last North American cars assembled in Australia.

The recession of 1960-61 resulted in heavy losses for AMI resulting in the loss of the Mercedes-Benz franchise and a loan of \$584,000 from Leyland Motors and AMC. Leyland had taken over the Standard and Triumph interests. This loan was converted into shares in 1967 giving Leyland 29%, AMC 10% and Toyota 10% of the ordinary shares. Australians owned the remaining 51% plus any preference shares. Toyota gained majority ownership resulting in a name change to AMI Toyota Ltd. in 1985. Two year later Toyota gained full ownership.

In 1994 Toyota manufacturing moved from the old Port Melbourne facility to a newly constructed \$420 million plant at Altona, Victoria. After an announcement on February 10, 2014 the Altona plant was closed on October 3, 2017.

### **Other Assembly Operations**

The Peugeot 203, after winning the rugged Redex Trial outright, was assembled by Canada Cycle and Motor Co. in 1953 and 1954 in a former Melbourne aircraft hangar in the suburb of Tottenham. From 1960 to October 1964 this location assembled the Studebaker Lark and Gran Turismo. A Peugeot 203 Styleside ute was built by cutting down a the French panel van model.

Continental and General Distributors Pty. Ltd. located at West Heidelberg, Melbourne, an affiliate of Canada Cycle and Motor Co., took over Peugeot assembly and later Studebaker from late 1964 to August 1966. Renault and Citroën were added to the assembly line. Renault (Australia) Pty. Ltd. bought this plant in August 1966 but operations ceased in July 1981.

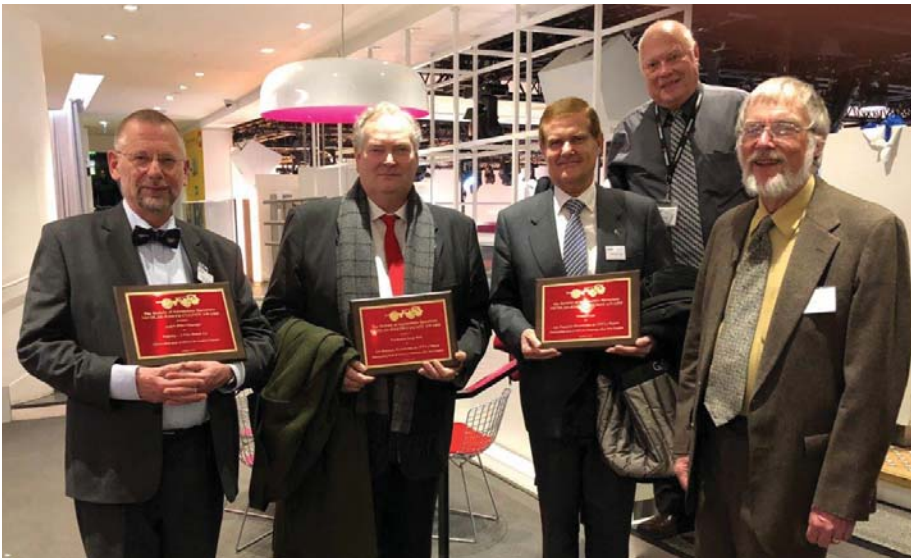
Willys-Motors (Australia) Pty. Ltd. began assembling Jeeps from their Salisbury plant in Brisbane in March 1958. This plant was 74% owned by Kaiser Jeep Corporation of Toledo, Ohio.

There were a few attempts at a fully built Australian car, such as the Lincoln, Summit, Hartnett and Zeta but their respective lifespans were pretty short.

### **Regrets**

The impact of the failure of the Australian government to provide any protection to their domestic automotive industry has become painfully obvious now. The Australian dollar has dropped and the huge export revenue, particularly from Toyota is gone. Many of the supporting industries have cut back drastically as they search for new business or have simply gone under. Australians who think back to the significant role played by the auto industry in World War II now realize the strategic loss of all these shuttered operations should conflict impact the country. Any politician who might think that a revival could be possible fails to recognize that this industry grew incrementally from a time when cars were simple. Their complexity today makes any revival hopes a hill too steep to climb. All other major countries provide subtle trade barriers in the form of local content, local manufacture, ownership restrictions, emission standards and unique safety requirements, with the latter two evident in North America. But not Australia, where imports face no hurdles at all.

—Louis F. Fourie



Left to right: Anders Ditlev Clausager, author of *Wolseley, a Very British Car*, Angel Jove, Jr., of publisher Fundacion Jorge Jove, Manuel Lage-Marco, author of *Los proyectos desconocidos de CETA y PEGASO*, SAH president Louis Fourie, organizer Kit Foster. Photo: Peter Moss.

## SAH IN PARIS XXIII GLORY AND HONOR, AND SOME CHALLENGES

It was the best of times, it was the worst of times. Dickens' classic on 18th-century France has few parallels into 21st century SAH, of course, but sometimes things repeat themselves, though in very different ways.

With a single exception, until 2018 the Society's annual European meeting has taken place at the Automobile Club de France in Paris, particularly appropriate as the ACF is the world's oldest motoring organization and Paris is the birthplace of the world's motor industry. Alas, all things end sometime, and this year scheduling conflicts and menu changes at the Automobile Club drove us out "into the economy." Desiring to maintain an automotive theme, we discovered l'Atelier Renault Café on the historic Champs-Élysées. A surviving remnant of the grand auto showrooms that once dotted the majestic boulevard, l'Atelier Renault (literally "Renault workshop") hosts not only a modest showroom but also a trendy upscale restaurant. Fifty-one members and guests from 12 countries turned out for the event, held, also in contrast to tradition, on the second evening of Rétromobile, the massive indoor show.

In addition to the accustomed camaraderie, there were honors to be shared: two Cugnot Awards from the 2017 season, which had not been presented in the fall at Hershey. Anders Ditlev Clausager received the English-language Nicolas-Joseph Cugnot Award for *Wolseley, a Very British Car*, published in the United Kingdom by Herridge and Sons.

Readers commended the book as "automotive history at its best" which will be "accepted as the final authority" on the subject. The author has succeeded in offering cogent insights into the British automotive industry through the prism of a single company.

Receiving the Cugnot for a language other than English was Manuel Lage-Marco from Madrid, for *Los proyectos desconocidos de CETA y PEGASO. Toda la historia contada desde dentro* (The Unknown Projects of CETA and Pegaso: The Complete Inside History). The book draws on original plans of all the projects from 1946 to the 1970s, plus the minutes of the Board of Directors of ENASA and the National Institute of Industry, as well as much personal correspondence. (Note: "CETA" is an acronym for Centro de Estudios Técnicos de Automoción. —Ed.) The judges were particularly impressed with the personal story of technical director Wifredo Ricart, both with Alfa Romeo and,

later, Enzo Ferrari's jealousy of him and his misbegotten attempts to enter the popular car market. The publisher, Fundacion Jorge Jove, was represented by two generations of Joves, Angel Sr. and Angel Jr. and their spouses.

Anders Clausager has twice received the James J. Bradley Distinguished Service Award for excellence in the preservation of historic materials, once while at the British Motor Industry Heritage Trust, and again at Jaguar Daimler Heritage Trust. This is his first Cugnot. Sr. Lage is also a repeat honoree, having received the Other-than-English Cugnot for his book on Iveco buses in 2009.

SAH president Louis Fourie welcomed all the members and guests, while award presentations were made by Kit Foster, co-organizer, with Peter Moss of the Society of Automotive Historians in Britain and Paris host Laurent Friry, of the European meetings.

Those were the best of times. The worst of times? The weather, for one. Significant snowfall on alternate days made it difficult to venture outside (Paris relies largely on the "rhythm method" of snow removal: waiting for it to melt). Hopeless traffic congestion drove commuters onto the underground Metro, which was so overloaded that one had to wait for two or three trains to pass before there was room to get on.

More importantly, the venue was not ideal. L'Atelier Renault is more than a showroom; it's also an activity space organized to attract young people. The dining area is narrow and long, and cantilevered over the "cars and games" area below. The lack of intimacy hindered our valued networking opportunities, and distractions from below combined with awkward seating to effectively exclude late-comers from the heart of the prize-giving. Other venues and opportunities will be explored for SAH in Paris XXIV in 2019.

—Kit Foster



Source: atelierrenault.com





Jean-Pierre Wimille's fourth and final prototype automobile was completed posthumously in 1950. With a body designed by Phillippe Charboneau, it was powered by a V8-60 engine from Ford of France.

## RÉTROMOBILE 43 PLUS D'ESPACE, PLUS DE VOITURES

A car corral at Rétromobile? Perish the thought—but that's just what we saw at the prestigious Paris show last month. Of course, being French it had a more upscale title: "Expo-vente Voiture," and was restricted to cars selling for €25,000 (about \$31,250) or less. Located at the farthest reach of the third hall in Rétromobile's continually-expanding floor space, it may have been a filler for un-subscribed stand rentals, but like Hershey and Carlisle's car corrals it provided a rich browsing experience for show-goers and perhaps some low(ish)-budget purchases. Most cars on offer hovered at or slightly below the price limit; notable exceptions were an unrestored Dyna Panhard at €9,500 and a €9,400 restored Renault Dauphine. Quite out of the mainstream was an ostensible 1931 Citroën that, underneath, was a clearly archetypal street rod, small block Chevy engine, independent rear suspension and all.

Another result of the new-found space was much larger displays for the high-end classic car dealers, so much so that their display tactics have evolved. One spectator noted that there were so many shiny Ferraris, Maseratis and Lamborghinis that none stood out. Some dealers displayed "barn find" examples, most of which seemed to have been recently coated with "pixie dust" that was much too evenly applied. The more innovative had at least one genuine semi-rusty 1930s classic out front to attract the eye.

The French "Big Three," Renault, Peugeot and Citroën, had their usual presence in the main hall, and hosted several related marque clubs. The other major corporate entry was from Honda, celebrating 70 years of vehicle manufacture.

Independent clubs, however, were a considerable distance away in Hall 2, but those who ventured there were rewarded with one of the more interesting focal exhibits. An homage to French racing driver-turned automaker Jean-Pierre Wimille (1908-1949), it showed cars from his com-

petition career as well as three examples of his post-World War II attempt at innovative car manufacture. This venture was cut short in 1949, when he crashed a Simca-Gordini while practicing for the Buenos Aires Grand Prix and succumbed to his injuries.

This year the Rétromobile management opened up access to the pre-opening VIP soirée on Tuesday evening, selling tickets to the general public. Ostensibly it would be a chance for a less-crowded visit and a better choice at the wares of literature dealers. However, the halls were not fully lit, hindering photography, and stands were unevenly staffed. The food concessions were not open and exhibitors with refreshments were limiting them to selected clients. As it happened, overnight snow resulted in light attendance on Wednesday, opening day, because travel was much restricted by the unusual conditions. By Thursday, the regular crowds had returned.

The usual auctions commenced on Wednesday evening. RM Sotheby's led off at Place Vauban, Bonhams on Thursday at the Grand Palais and the official auction by the French firm Artcurial wrapped up the series on Saturday. The headliner for RM Sotheby's was a 2017 Bugatti Chiron hammered down at €3.3 million (\$4.1 million US). Bonhams had no single sales of that magnitude, but managed to sell two cars, a 1904 Fiat Type 24/32 and a 1935 Bugatti Type 57, at the same high price: €713,000 (\$885,000 US). Artcurial's top sale was another Type 57 Bugatti, a 1938 Atalante coupe, knocked down at €2.9 million (\$3.6 million US). All prices include buyer's premium.

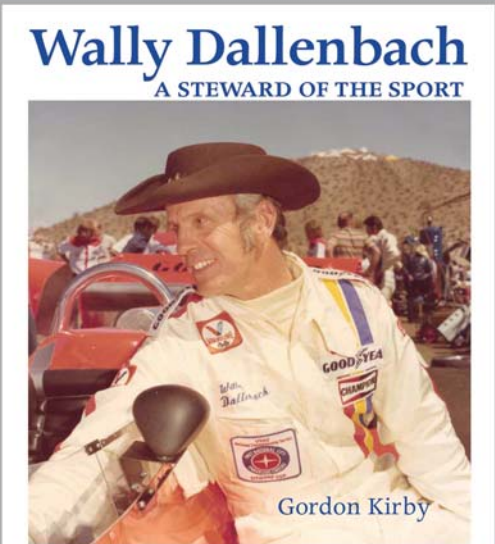
—Kit Foster



Citroën had several French presidential limousines on show. This was Georges Pompidou's stretched SM.



Above: rare Berliet sedan was one of several “barn find” classics attracting showgoers at Rétromobile. Right: street rods at Rétromobile? *Mais oui.* This “1931 Citroën” harbored a small block Chevy V8 engine and independent rear suspension.



## Coming Soon

A new biography of racing driver and CART Chief **Steward Wally Dallenbach**.

Celebrated author **Gordon Kirby** traces the long and significant life of Wally D. whose contributions to the sport of automobile racing have been enormous over the 49 years of his remarkable career.

**Racemaker Press**  
39 Church Street  
Boston, MA 02116

**www.racemaker.com**  
(617) 723-2661



# Book Reviews

## Shelby Mustang GT350: My Years Designing, Testing and Racing Carroll's Legendary Mustangs

by Chuck Cantwell with Greg Kolasa

David Bull Publishing (2017)

bullpublishing.com/home/shelby-

mustang-gt350

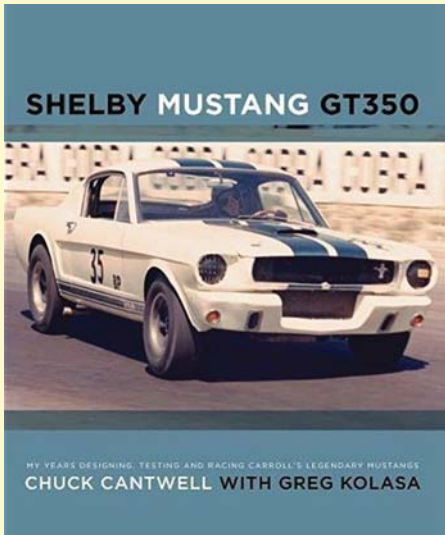
224 pages 9¼" x 11¼"

116 b/w & 66 color photos

Price: \$49.95

ISBN-10: 1935007297

ISBN-13: 978-1935007296



From Bill Carroll's *Ford Cobra Guide* in 1964 through *John Nikas'* and *Michael Furman's* book *Rule Britannia* in 2017, there have been at least 18 books telling the story of Carroll Shelby and his cars. The Cobras have been covered in detail and every step along the way of Shelby American has been detailed in the car magazines.

However, up until now, other than the available company PR, the road tests and some interviews, the entire inside story of the creation of the Shelby Mustang GT350 from the inside has never been detailed.

With the publication of this book, the inside story has been told. With the help of Greg Kolasa, Chuck Cantwell has put together one of the most complete and readable books on the subject, which reads

like you were just sitting down talking with Chuck over an adult beverage.

Chuck grew up in Indiana near the Indianapolis Brickyard and has been a certifiable "car guy" since his early years. Like many of us who write about automobiles, he started with SCCA, racing sports cars in the 1960s. An engineer by profession, he went to work for General Motors in 1951 working on an updated version of the Allison aircraft engine. He was then tapped by GM Styling in Detroit and, somewhere along the line, he got to know Carroll Shelby. In early 1964 Chuck went to work for Ford Special Vehicles as the liaison to Shelby American on their "Shelby Mustang" project. On October 16, 1964 he went all in and became a full-time employee of Shelby American essentially with the assignment of turning the new Mustang into an honest-to-God sports car.

From this point on in Chuck's almost conversational style, he tells what it was like taking raw Mustangs and re-engineering them into sports racers, working both with Shelby American and the Ford people. He traces the journey through the 289, 427 and disastrous Boss 302 engine days and, after he was also put in charge of the racing program, the championships in both SCCA and Trans-Am with drivers like Ken Miles, Jerry Titus, Hal Keck and my own personal racing mentor, Dr. Dick Thompson, "The Flying Dentist."

Over those racing years, among Chuck's main opponents were the Chevrolet Camaros being run with factory assistance by Roger Penske. At the end of the unhappy 1968 Trans-Am season, Penske, who had recognized Chuck's managerial talent, offered him the same position with his Camaro program and Chuck departed what was by then the Shelby Racing Company.

Chuck became general manager of Penske's race shop and led the team to 1969 wins in the Daytona 24 Hour, Trans-Am championships in 1969 and 1971 and later their NASCAR Matador program. But all that's a story he has yet to tell.

A personal aside: in the early 2000 years my daughter Tracy managed a physical therapy clinic for Health South in Phoenixville, Pennsylvania. One day she called me and asked if I knew a Charles Cantwell who had apparently had something to do with Shelby racing. He was her patient being rehabbed from a knee replacement. I replied with an emphatic "yes" and asked when his next appointment was and unashamedly ambushed

him at that next visit! It has since become a friendship which is renewed each year in June when he comes to "The Elegance at Hershey" hillclimb and when he judges the race cars every October at the AACA Hershey Fall Meet.

In short, *Shelby Mustang GT350* is a great read and a "must have" for any Shelby enthusiast.

—William S. Jackson

## An AUTObiography

by Charles Howard

Piston Power Press Ltd. (2014)

card.howard@btconnect.com

434 pages, 12¼" x 9¼" hardcover

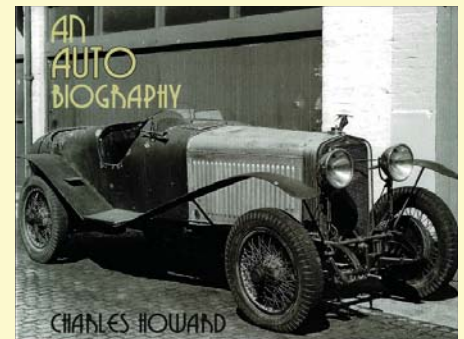
494 color, 140 b/w photos, and 9

illustrations, index

Price: £75 (includes shipping)

ISBN-10: 099300850X

ISBN-13: 978-0993008504



We are entering an interesting period in automotive history—not only characterized by a fast-approaching horizon in realizing practical new technologies in electric cars, autonomous driving, etc. but also, there are fewer of those around us that have a direct or even secondhand connection to the 20th century's automotive evolutionary periods ranging from invention and production, to the birth and maturity of *appreciating* automobiles as objects offering perspectives on our art, engineering, and culture. Some of those are in the form of silent relics in attics and basements that may or may not evade landfills when silent witnesses pass. Others illuminate the past when they choose to review their records and memories, and offer them to us in a formal accounting—that's what happened here in the form of a book.

I believe the holders of valued memories and relics of media and artifacts have a sense of these things—as one of those "holders," British author Charles Howard decided to do something about it. His life

in dealing in motorcars is not characterized in the number of cars he owned, sold, and brokered—though there were a hefty 360 touched upon in this book—what’s special here is the number of special cars that have passed through his hands and influence. It helped that there was a time when most of these cars were just old cars... Howard has a sense of this too when he said, “I was fortunate to enter the business of dealing in old motor cars at a time when it was still possible to buy, what are now considered, great cars at prices, which today would hardly buy a new Korean family saloon.”

In that “hefty” number covered (listed in the book’s “Motor Index”), there was a broad range—details about 70 marques and models concentrated in: 27 Hispano-Suiza, 40 pre-war Bentleys, 17 Cadillac, 46 supercharged Mercedes-Benz, 96 prewar Rolls-Royce, 17 Bugatti... and there were some “small counts” too—like only four Talbot Lagos... and 26 other marques with only one example, among those: Buccioli, Horch, Locomobile, Riley, and Triumph Dolomite.

Among cars one would recognize: the 1935 SJ Duesenberg bodied by Gurney Nutting for the Maharajah of Holkar (a purchase for collector Tom Perkins in 1980 earning a commission of \$25,000), the Embiricos Bentley (which appears in grand form in the new Dalton Watson book *The Kellner Affair* by Peter Larsen and Ben Erickson), the Blitzen Benz (one of the two that survive—a long-time chase assignment that ended in success, and it still resides in the Wingard collection), and the 1912 Silver Ghost with the highly original Barker Pullman Limousine body (made into a very popular Corgi toy)—he noted: “This car was sold by Bonhams in 2012 for £4.7m. I think I got £250,000 for it in the eighties.” Most readers would likely note many more such cars.

I noted two unique cars I wrote and produced history/restoration books for: a Rolls-Royce Phantom I by Barker & Co. made for The Maharaja Sir Umed Singh II, and a Rolls-Royce Phantom II with “Special Newmarket” coachwork by Brewster & Co. Reprising the aforementioned “Triumph Dolomite” and “Tom Perkins”—Mr. Perkins is mentioned in the new book *8C Triumph Dolomite* by Jonathan Wood as an owner, but here we learned of Howard’s role in selling the car for Mr. Perkins, adding color to the history of an exceedingly rare car. I could go on, but I should leave something for the reader—such as the story of the Hispano-Suiza on the cover.

As the title suggests, this is a “biography” of the cars that the author was involved with in the context of a dealer in collector cars, but the first three of the 20 chapters are biographical in tracing his path from childhood to his life as a dealer. The book itself was produced to a high print standard. The landscape format evokes an *Automobile Quarterly* look, but the page format—save two pages with only photography and no text—is uniformly in two columns of text with ample margins where the pictures usually fall within either of the two columns. Generally, the text style shows the cars and people in boldface, and publications and organizations are italicized.

The reader will find in the weave of the accounts that there are great points of clarity—and there are many assertions that fit within the range of opinion. Errors are unfortunate, and part of every author’s courage is in realizing that they’re inevitable. One such instance was this regarding the aforementioned “Special Newmarket” Phantom II, from page 206 (reproduced with faithful bolding, spacing, and a deviation in style for the mention of a book): “**John de Campi** made a rare error in his invaluable work ‘Rolls-Royce in America’ in that he gives this **Phantom II** the Chassis No 290 AJS rather than the correct **Chassis No 289 AJS** — delivered in 1933 it is, in my view, one of Brewster’s masterpieces.” I too believe it was a masterpiece of design, right down to some of the body lines it shared with the Henley Roadster, but page 134 of the Dalton Watson book *Rolls-Royce in America* shows a picture of the car and the caption reads: “... a factory photo of an attractive sedan, probably 259AJS or 289AJS.” Of great value, with few exceptions: all the cars are identified to include their chassis numbers—making this book very usable for the historian.

I made the mistake of overlooking this book when it was self-published just a few years back (via the author’s firm, Piston Power Press Ltd.), as its detail is engaging and useful. The author still has copies that are available for direct sale—to obtain a copy of the book, just email the author at [card.howard@btconnect.com](mailto:card.howard@btconnect.com) to arrange your order. As I read through it and delighted in learning a thing-or-two about cars I recognized and many I’m intrigued with, I realized that I will keep coming back to this book.

—R. Verdés

## Monzanapolis: The Monza 500 Miles — The endless America-Europe challenge

by Aldo Zana

Società Editrice Il Cammello (2017)

[ilcammello.it/Libri/various/Monzanapolis/Monzanapolis\\_i.html](http://ilcammello.it/Libri/various/Monzanapolis/Monzanapolis_i.html)

278 pages, 9¼" x 11¼" hardcover

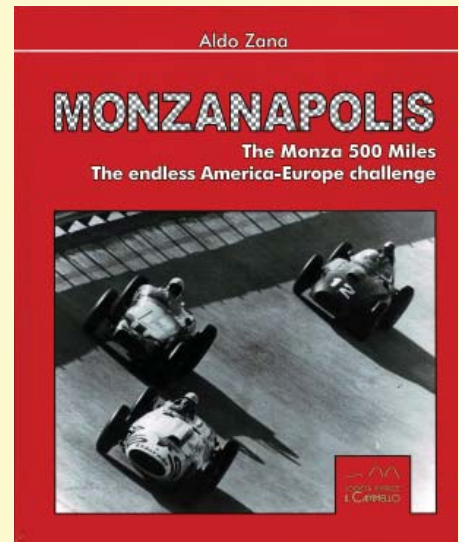
273 b/w, 2 color photos, and 30

illustrations, index

Price: €49.90

ISBN (English): 978-8896796528

ISBN (Italian): 978-8896796511



This book tells the story of the 1957 and 1958 races stretching 500 miles on the 2.6 mile high speed track at the Monza Autodromo. The aim was to have American and European drivers face off on an oval track—much like the Indianapolis 500, which explains the book’s title term, combining “Monza” and “Indianapolis” into “Monzanapolis.” That term is not new to the book, but was probably thought to be obvious since (aside from the title) it is not mentioned or explained anywhere in the book. What is also not apparent from the cover is the vast scope of material covered.

Author *Aldo Zana* understood that there was value in telling this story in context of preceding racing history. Of the 16 chapters, the first ten cover races ranging from the 1905 Vanderbilt Cup to the 1952 Indianapolis 500. He explains it like this: “Out of the long chronicles of the America-Europe challenge, the following pages select the most significant events from 1905 to 1937. Some chapters focus on the Indianapolis 500 races, when the presence of European drivers in European cars was significant.” Then he sets the scope for the remaining six chapters

*continued on page 14*



**Kar-Kraft: Race Cars, Prototypes and Muscle Cars of Ford's Specialty Vehicle Activity Program**

by Charlie Henry

CarTech, Inc. (2017)

cartechbooks.com/ 800-551-4754

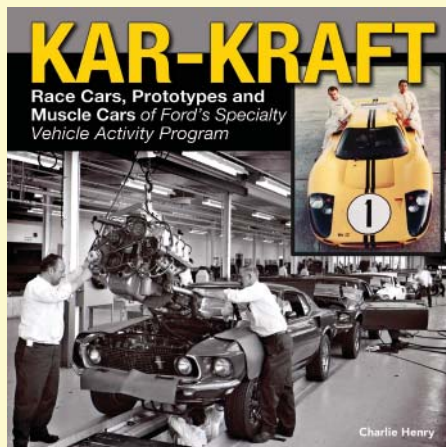
192 pages, 10" x 10" hardcover

123 color, 195 b/w images, index

Price: \$39.95

ISBN-10: 1613252862

ISBN-13: 978-1613252864



*Kar-Kraft*: Its name describes what it did, crafted automobiles. However, unlike Creative Industries (commentary on the book about that company appeared in November/December 2017, issue 289, *SAH Journal*) which conceived and built a myriad of vehicles for a myriad of clients, Kar-Kraft was dedicated to conceiving and creating very specific types of cars for one single client. The sub-title of this book specifies those types of vehicles and the client; *Race Cars, Prototypes and Muscle Cars of Ford's Specialty Vehicle Activity Program*.

Author *Charlie Henry* was employed at Kar-Kraft during his college years. While his active time with Kar-Kraft measured months rather than years, as he wrote, "it left a serious imprint on a car-crazy kid," not to mention many contacts with whom he kept in touch over the years. Four of those were engineers at Kar-Kraft and each—Mitch Marchi, Jim Mason, Lee Dykstra, and Don Eichstaedt—had retained boxes of files, pictures and memorabilia. Plus there were all those memories and stories stored in their respective craniums. Gifts for certain, as any researcher/writer will confirm with alacrity.

In his two-volume *Ford: The Dust and the Glory* author *Leo Levine* provides only a few words regarding the origins of the Kar-Kraft/Ford relationship: "Kar-Kraft,

*SAH Journal* No. 291 • March / April 2018

the small shop in Dearborn that had been taken over by the (Ford) special vehicles department...". Charlie Henry helps us understand that events in the mid-1960s behind those simple words were more convoluted and international in scope.

Later in his book, Henry provides an entire chapter, with supporting documentary evidence, on the dissolution of the Kar-Kraft/Ford relationship which occurred half a decade later and which Levine alluded to with these words in *The Dust and the Glory*: "Also contributing to the decision was the discovery of certain abuses of company policy, perhaps inevitable any time a large corporation gets involved in something as fast-moving as racing, with field decisions needed practically every day and oversight something that came much later, if at all."

The story of that half decade fills the generously illustrated pages of the chapters in between. During that half decade when the words Kar-Kraft and Ford were synonyms, oh! the cars that were created. Henry relates the story of

each from the germination of the idea, to the development with its subsequent ups and downs, along with the who's who of the drivers of each. That list includes the Mk II and IV, X-1 and J—all of which took the checkered at Le Mans: the G7A Can-Am cars, the Mach II, the Boss 302 and 429 Mustangs, as well as the Trans-Am Mustangs, the King Cobra, Mickey Thompson's LSR car, and more. Perhaps best of all, in the concluding chapters he has traced and found those vehicles that are extant today.

As this book commentary is about to be printed, we learn that AACA has awarded Charlie Henry's *Kar-Kraft* book its Thomas McKean Memorial Cup at that organization's 2018 annual meeting. The cup honors a worthwhile effort in automotive historical research on the basis of accuracy, interest to club members, and the use to which the research is put. Additionally the book's popularity (read sales) has resulted in its publisher CarTech stepping up to a second print run.

—*Helen V Hutchings*

**The Automobile and American Life**  
SECOND EDITION  
John Heitmann

In its updated second edition, this book tells the story of how the automobile transformed American life and how automotive design and technology have changed over time. It explores such subjects as cars' inception and popularization; Henry Ford and the advent of mass production; the development of roads and highway culture; the effects of the Great Depression and World War II; the exuberant 1950s; oil crises and the turbulent 1970s; the decline and resurgence of the Big Three; and how American car culture has been represented in film, music and literature.

\$39.95 softcover (7 x 10) SUMMER 2018  
Ca. 50 photos, notes, bibliography, index  
ISBN 978-1-4766-6935-9  
Ebook 978-1-4766-3002-1

**McFarland**

To order, go to [McFarlandPub.com](http://McFarlandPub.com), or call toll-free 800-253-2187.

**Donald Healey's 8C Triumph Dolomite**  
by Jonathan Wood

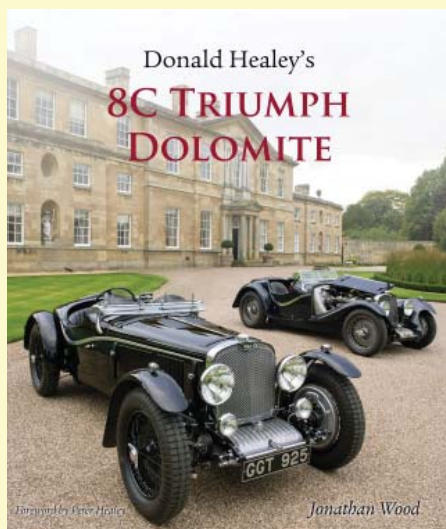
"First published in 2017 by Jonathan Turner and Tim Whitworth, Bowcliffe Hall, Bramham, Wetherby, Yorkshire LS23 6LP" [donaldhealeys8cdolomitebook.co.uk](http://donaldhealeys8cdolomitebook.co.uk) (No ISBN)

315 pages, 10" x 12" hardcover

148 b/w, 90 color photos, 81 illustrations, bibliography, index, appendix

Clothbound price: £75

Leather-bound price: £150



It's déjà vécu. Readers of this journal will recall the author's last book, *Squire: the Man, the Cars, the Heritage*, published in 2015 (see the review in *SAHJ* No. 278). With only seven chassis built, the Squire story must have represented some unique challenges to complete a fully-fleshed story. The author succeeded and the SAH recognized the book with its Nicolas-Joseph Cugnot Award for a book in the English Language (see *SAHJ* No. 283). At the time, the author wrote: "If my retirement had gone to plan, this book would never have been written!" With just three chassis and parts for six engines, it's almost like author Jonathan Wood was one-upping himself with Donald Healey's *8C Triumph Dolomite*. He succeeded here too.

The 8C Dolomite was a straight-eight supercharged near-copy of the Alfa Romeo 8C 2300. The Squire was "an exact contemporary of the Dolomite" (a phrase used four times in the book) that was also inspired by the iconic Alfa Romeo 8C 2300. Like the Squire book, the Dolomite book presents in-depth research, follows an engaging, readable format, and each chapter ends with salmon colored sidebars featur-

ing related subjects (like a coachbuilder history) and related biographies (ten in all, including one Donald Mitchell Healey), along with chapter notes. The parallel continues where the Squire owners made that book possible, the owners of the two surviving Dolomites (Jonathan Turner and Tim Whitworth) made this book possible.

The subject is covered in eight chapters, starting with a foreword by Donald Healey's grandson, Peter Healey. The author weaves acknowledgments into the introduction, graciously recognizing the network of support he tapped into (of note, the archive of material and photographs at the Pre-1940 Triumph Motor Club). Like the Squire book, the introduction is followed by a "Landmark dates" section—a timeline that maps the arc of the story. A pre-chapter "Overture" sets the environment for the creation of the Dolomite—concentrating on the blow to British racing stature with an overview of racing powerhouse Bentley Motors and the effects of their resignation from racing in 1930 (later slipping into receivership and then acquired by Rolls-Royce just one year later). The parallel continues with a "Car-by-Car" section tracing the histories of the two surviving cars, followed by an appendix detailing the story of the two tribute cars that were made, and a bibliography and index. Both books were printed in China, this one via World Print Ltd.

It's hard to not draw many parallels between the Squire and Dolomite books—and since they're both excellent authoritative works, there's no desire to refrain from doing so. While the Dolomite enjoyed in-depth period press articles, and two interesting treatments in *Automobile Quarterly* (Vol. 11, No. 2, pp. 116-45 and Vol. 24 No. 4, pp. 364-75), both these books are—and will likely remain—the definitive works on these cars. However, there's at least a chance that more will come with the Dolomite book. The author recognized that there are ownership history gaps and more, so his introduction concluded with an appeal: "The outcome is an extraordinary story of a remarkable sports car and of the personalities who shaped its design, evolution, competition record and rebirth. If anyone would like to contribute anything to this account I would be delighted to hear from them and can be contacted on [jonathanwood35@tiscali.co.uk](mailto:jonathanwood35@tiscali.co.uk). Those pre-Second World War Triumph company records must be somewhere!" Well, those

were almost the last words... the last parallel and the only mention of retirement came after the appeal in this charming acknowledgement: "Finally, I would like to thank my wife, Rosemary, for her forbearance and support in my writing just one more 'last book.'" It can only be selfish to hope this is not the author's last book, so we'll conclude here with: this authoritative work is highly recommended.

—R. Verdés

---

**Monzanapolis continued from page 12**

covering the '57 and '58 races like this: "The book concentrates on the two Monza races, regarded as the historical peak of the America-Europe challenge. It doesn't deal with the Lotus revolution of the Sixties which reversed the American way of single-seater racing. After more than 50 years, Europeans recorded a victory over the Americans."

The author brings decades of experience to the subject. The last picture in the book is of him photographing the 1968 Monaco Grand Prix—during that time he wrote for *Autosprint* and then for *Rombo*, while completing his studies for a PhD in theoretical physics. His recent books included *The Monza 1000KM: 1965-2008* and *Drivers from Another World* for AISA (Associazione Italiana per la Storia dell'Automobile, see: [aisastoryauto.it](http://aisastoryauto.it)).

The flow of the material is detailed and scholarly. Each chapter ends with "Footnotes" or "Footnotes and Brief Biographies" when biographies are among the notes, which are easily spotted in boldface. There's a slight strain in readability from a single spaced format where the paragraphs are not indented. Fortunately the neat allocation of space around pictures, captions, and margins more than compensate for ease in readability.

Whether the reader craves the visceral aspects of racing with its stats and challenges, or where there is more interest in historical aspects with its elements of motivation, culture, and automotive design, this book delivers. So much more was added by providing a strong historical background to create the context. The race only ran in this form for two years; then it was cancelled by the organizers, explained via a quote in the book from *Speed Age*, January 1959. The author does not proceed to add conjecture or alternative motivations for the cancellation. As the saying goes, it's the journey that counts—and that is what this book covers—and it is highly recommended for racing enthusiasts.

—R. Verdés



# We've had 23 years to straighten out our bugs.

**1949**

Chassis numbers:  
91 922—138 554

1. Solex carburetor introduced as standard equipment.
2. Starting crank hole dropped.



**1950**

Chassis numbers:  
138 555—220 471

1. Hydraulic brakes introduced.
2. Ash trays introduced.
3. Fuel mixture heating device introduced.



**1951**

Chassis numbers:  
220 472—313 829

1. Chrome garnish molding added to windshield.
2. Vent flaps added to front-quarter body panels.



**1952**

Chassis numbers:  
313 830—428 156

1. Glove compartment gets door.
2. Window crank makes 3½ turns, formerly 10½.
3. 2nd, 3rd and 4th gears synchronized.



**1953**

Chassis numbers:  
428 157—575 414

1. Oval, one-piece rear window replaces split window.



**1954**

Chassis numbers:  
575 415—722 934

1. Break-in driving requirement dropped for engine.
2. Increased horsepower.



**1955**

Chassis numbers:  
722 935—929 745

1. Flashing directional indicators mounted low on front fenders replace the semaphore turn indicators.



**1956**

Chassis numbers:  
929 746—1 246 618

1. Chromed dual tail pipes added.
2. Adjustable front seat backs.
3. Larger luggage space.



**1957**

Chassis numbers:  
1 246 619—1 600 439

1. Tubeless tires.
2. Better heat distribution.



**1958**

Chassis numbers:  
1 600 440—2 007 615

1. Brake drums and shoes widened for faster, surer stops.
2. Rear window and windshield enlarged.



**1959**

Chassis numbers:  
2 007 616—2 528 667

1. Stronger clutch springs.
2. Improved fan belt.
3. Frame reinforced for greater strength.



**1960**

Chassis numbers:  
2 528 668—3 192 506

1. Seat back contoured for greater comfort.
2. Generator output increased.



**1961**

Chassis numbers:  
3 192 507—4 010 994

1. Increased horsepower.
2. Transmission synchronized in all forward speeds.



**1962**

Chassis numbers:  
4 010 995—4 846 835

1. Larger taillights.
2. Spring-loaded hood.



**1963**

Chassis numbers:  
4 846 836—5 677 118

1. Foam insulated floor.
2. Fresh air heating.
3. Leatherette headliner introduced.



**1964**

Chassis numbers:  
5 677 119—6 502 399

1. Crank-operated sliding steel sunroof replaces the fabric sunroof.



**1965**

Chassis numbers:  
115 000 001—115 979 200

1. Windows enlarged.
2. Heater improved.



**1966**

Chassis numbers:  
116 000 001—116 1 021 298

1. Increased horsepower.
2. Emergency blinker switch.



**1967**

Chassis numbers:  
117 000 001—117 844 892

1. Increased horsepower again.
2. Dual brake system.



**1968**

Chassis numbers:  
118 000 000—118 1 018 098

1. Optional automatic Stick Shift introduced.



**1969**

Chassis numbers:  
119 000 001—119 1 093 704

1. Ignition/steering lock.
2. Day/night rearview mirror.



**1970**

Chassis numbers:  
110 2 000 001—110 3 095 945

1. Increased horsepower.



**1971**

Chassis numbers:  
111 2 000 001—

1. Nearly twice the luggage space.
2. Shorter turning radius.
3. Wider front track.
4. More powerful engine.
5. More beautiful interior.



Our new little automobile is backed by exactly 2,250 improvements.

That's exactly 2,250 more improvements than you'll find on any of the new little automobiles.

*This ad is presented as homage to "The Case of Volkswagen in the ECSC and EEC"—an article in the new Automotive History Review (No. 58). This particular Volkswagen ad nicely recaps the various changes to the Beetle from 1949 to 1971, and by chassis number! An example stands out immediately... the switch in 1953 from a rear split window to a one-piece rear window. (From the editor's collection.)*



# Newest new Car in it's field!

costs you less, too!

Nationwide service and MoPar parts back Chrysler Royal.

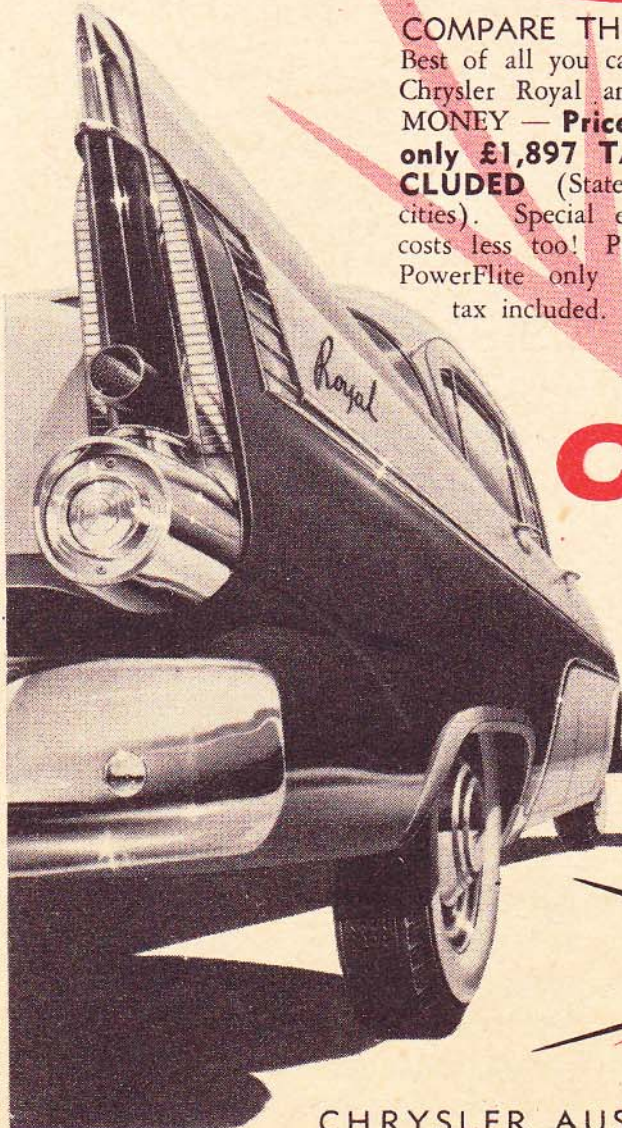
**COMPARE THE PRICE**  
Best of all you can own a Chrysler Royal and **SAVE MONEY** — **Priced from only £1,897 TAX INCLUDED** (State Capital cities). Special equipment costs less too! Pushbutton PowerFlite only £174-13-0 tax included.

## COMPARE THE STYLE

Buy Chrysler Royal and you can be confident that your car will be modern for years to come. The Forward Look has set a styling trend which most automobile manufacturers are now setting out to copy.

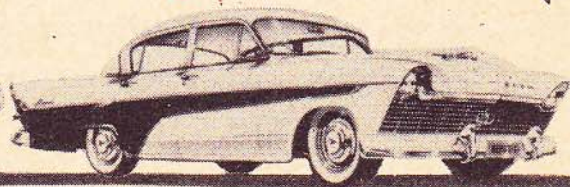
## COMPARE THE AUTOMATIC FEATURES

Only Chrysler Royal gives you Automatic Transmission with **PUSHBUTTON CONTROL** . . . Safe and as simple as pressing a light-switch. Power Steering, Power Brakes, Automatic Overdrive too . . . Only Royal offers you such a choice of transmissions, brakes and steering to suit your own driving preferences . . . and only Chrysler Royal offers such a wide range of equipment so you can furnish your car according to your taste.



# CHRYSLER

Royal



**THE  
FORWARD  
LOOK**

CHRYSLER AUSTRALIA LIMITED ADELAIDE