



OUR AUTOMOTIVE HERITAGE

*Second annual conference of
Automotive Historians Australia*

HOSTED BY
University of Adelaide
+
National Motor Museum

22– 24 September 2017
Adelaide, South Australia

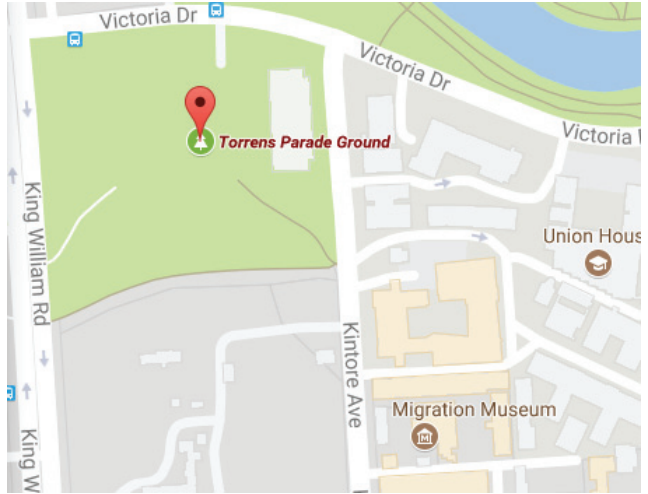
Torrens Parade Ground

HOLDEN TOUR

Parking is available on Torrens Parade Ground from 0730 (only for those on the tour)

Departure at 0745

Clothing requirements:
Closed toe shoes (no higher than 4cm), long pants, long sleeves, no loose clothing, long hair tied back
No compliance, no entry



University of Adelaide North Terrace Campus

Napier Building, Lower Ground, LG 29



Disabled access
A lift to the Lower Ground Napier Building is accessible through Napier Building

NORTH TERRACE

Parking

There is very limited parking on campus (off Victoria Drive)
Parking stations can be found on Frome Street and Rundle Street

On behalf of the School of Humanities and the National Motor Museum, we would like to welcome you to the North Terrace Campus of the University of Adelaide. The campus sits on the traditional land of the Kaurna people and we acknowledge their elders, past and present. We are delighted to be joint hosts of the Second Annual Conference of Automotive Historians Australia. The theme of the conference is 'Our Automotive Heritage' to recognise that this year sees the closure of the Holden plant at Elizabeth in the north of the city. We are conscious that this marks the end of an era, but at the same time you will have the opportunity to see how automotive heritage is preserved by visiting the National Motor Museum and particularly, to be some of the first visitors to see the new [Re]Assembled exhibition - a history of Australian automotive manufacturing opening on the 24th September.

We hope you enjoy the conference, including the special activities at one of the world's great historic motoring events finishing at the Museum, the 2017 Bay to Birdwood Classic and we hope to meet up with you all again in 2018.

Harriet Edquist

Welcome to the second international conference of Automotive Historians Australia Inc. (AHA), a group founded in Melbourne in 2015 to promote research, education and the dissemination of knowledge about the Australian automotive industry. We are delighted that this year's conference is being held in Adelaide where convenors Jennifer Clark and Paul Rees from the University of Adelaide and National Motor Museum respectively have joined forces to present a conference on the theme of 'Our Automotive Heritage'. This is a particularly appropriate theme in the year that will see the closure of the GMH manufacturing plant at Elizabeth. Indeed, conference delegates have the rare opportunity to visit the plant only weeks before its closure in October. A highlight of the AHA annual conference is the Ron Tauranac lecture, named for our patron, and this year it will be delivered by the Right Honourable Lord Mayor of Adelaide, Mr Martin Haese. Mr Haese has had a long association with the Bay to Birdwood event and his participation in the conference is an indication of the growing profile of AHA and support for the work it is doing to preserve our automotive culture into the future.

0730 Assemble at Torrens Parade Ground (see map and instructions inside front cover)
(for those going on Holden tour)

0745 Leave University of Adelaide to travel to Holden Plant

0830 **Tour Holden Plant**

1200 Leave Holden to travel to University of Adelaide

1300 Lunch and registrations – University of Adelaide, Napier Building, Lower Ground Floor Foyer

Papers

1400- **Manufacturing**

- 1530
- Matthew Lombard, Bodies, Bombs, Boxes and Boats: How the South Australian Automotive Manufacturers prepared for and coped with the Second World War
 - Don Loffler, New Insights into Laurence Hartnett, the ‘father’ of the Holden car
 - Norm Darwin, ‘Holden – A History U-turn

1530 Afternoon Tea

1545- **History**

- 1715
- Justin Chadwick, ‘Sorry, but we cannot supply’: Empire Trade Preference and its Impact on Australian Motor Body Builders
 - Louis F. Fourie, The Evolution of Manufacturing Engineering in the Automotive Industry
 - Allison Russell and Pauline Cockrill, Motoring Memories

1830 **Conference Dinner** – Sporting Car Club of Adelaide
for 1900 51 King William Road, Unley

Guest Speaker: Phillip Guilfoyle, 3D Printed Moulds – Keeping Australia’s Automotive Heritage On The Road

All conference papers will be presented in Napier Building, LG29

University external doors lock during weekends. If locked outside call Security on 8313 5990

0900 Doors open Napier LG29

0930 Ron Tauranac Address
Lord Mayor of the City of Adelaide, Mr Martin Haese
Welcome by Professor Jennie Shaw, Executive Dean, Faculty of Arts

1030 Morning Tea

Papers

1045 **Museums**

- Andrew Grant, When the Rubber Shouldn't hit the Road
- Mark Thomson, The Interactive Conundrum
- Michelle Toft, 'If Cars could Talk what would they Say?'

1200 Lunch (includes AGM AHA)

1330 **Vehicles**

- Matthew Lambert, When the Hunter became the Hunted – How the Victorian Registration Archive was used to Determine Australia's Hillman Hunter production History
- Michelangelo Bolognese, 'Washed Up: Adelaide's Ill-fated Lightburn Zeta Microcar'
- Daryl Meek, Oiling the Wheels: helping RACV members research historic vehicles 2

1500 Afternoon Tea

1515 **Design**

- Harriet Edquist, Research and Innovation in the Australian Automotive Industry: a Forgotten Legacy
- Simon Lockrey, A Missing Link – Changes to Design at the Closure of Australian Automotive Manufacturing

1615 Closing comments

DAY 3 Sunday 24 September

Bay to Birdwood Classic

Ticket includes: all day parking at TPG, bus to and from Birdwood, entry to NMM

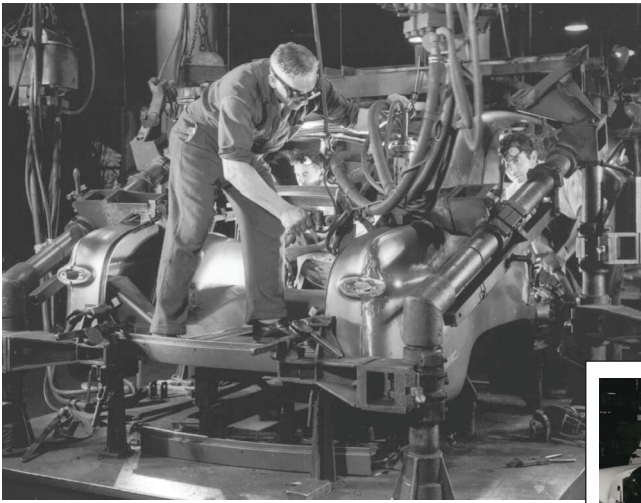
0830 Arrive Torrens Parade Ground (TPG), Victoria Drive, Adelaide

0900 Bus departs

1000 Arrive National Motor Museum (NMM), Birdwood

1600 Depart NMM

1700 Arrive TPG



Ford Assembly Line, Geelong, 1952, NLA 8569249.



Chrysler Assembly Line, Adelaide, 1958,
NLA 4195010.



Ford Assembly Line, Geelong, 1966, NLA 8766800.



Austin Assembly Line, Melbourne, 1956,
SLV H92.20/5803.

Bodies, Bombs, Boxes and Boats

How the South Australian automotive manufacturers prepared for and coped with the Second World War

With war clouds brewing over Europe from the late 1930's onwards, how did South Australia's major and minor automotive manufacturers prepare for this coming period of uncertainty? Was their response appropriate given Australia's strategic position for what was initially perceived as a European war? How did they cope with the later developments in the Asia Pacific region?

This paper will retrospectively analyse the manufacturers' response given the known limitations in terms of manufacturing capacity and a distant theatre of war. It will appraise their contribution to the Australian war effort by the end of the war, which spanned Europe, the Middle East and Asia . A further focus will be on the contribution to the overall war effort of the Allies in terms of manufacturing and research and development. The paper will mainly concentrate on the activities of GM Holden but will also look at how both T.J. Richards Ltd. (later Chrysler Australia) and the Ford Motor Company Australia, as well as a number of smaller manufacturers of vehicle components, turned their production lines to the production of munitions.

Matthew Lombard is a Curator at the National Motor Museum, where he works with the curatorial staff and volunteers to preserve and share Australia's rich motoring history. Matthew works in collection management which includes the George Brooks Library and Learning Centre.

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New Insights into Laurence Hartnett, the 'father' of the Holden car

Laurence Hartnett was managing director of General Motors-Holden's Limited (GMH) from 1934 to 1947. His resignation from GMH in 1947 was the result of a fall-out with the General Motors Corporation (GM) over the styling of the original 1948 Holden model, after years of showing up GM as being one step behind him.

I am well aware that Hartnett's autobiography, *Big Wheels and Little Wheels*, has been criticised as a self-congratulatory piece, written with rose-tinted spectacles. I have serious reservations about such criticism, and can find credible evidence for it only in his account of his falling-out with GM. It is what he omits to say that I find most unsatisfactory.

I will argue that Hartnett is generally too modest in relating his achievements during his years with GMH. He doesn't even mention two aspects of his leadership that are highly praiseworthy, and these aspects are over and above his phenomenal efforts in saving GMH from bankruptcy, in establishing the Fishermans Bend factory within a year, and in his leadership as director of ordnance production for Australia during World War II, which are very much understated in his autobiography.

The sheer energy and output of the man tend to be underestimated and undervalued, and these qualities need to be highlighted, as indeed do his vision and the depth of his research skills.

It is scarcely known how strong Hartnett's interpersonal skills were with his employees, and it is almost unknown that already in the late 1930s, only a few years after he was appointed managing director of GMH, he was seriously researching the possibility of having GMH assemble, and later, manufacture, German Opel cars, with their industry-leading engineering foreshadowing the way of the future. Hartnett's 1943 construction of a design exercise car, the 2008, showed how far ahead of his GM counterparts he was regarding the future styling of cars.

I ask myself how different our Holden cars would have been if GM had given Hartnett his head and allowed him, not only to market up-to-date cars right from the outset, but also to lead a progressive, forward-looking company. By installing conservative managements at GMH, who were continually behind the times, and chased short-term gain for long-term pain, did GM prevent GMH from achieving its full potential?

When Don retired at the end of 1996, his life took a surprising turn. He changed from thirty-four years of teaching German, Latin and Chemistry to writing books on his lifelong interest – the first ten Holden car models.

So far he has written six books – three histories and three coffee-table-style books – of old photographs, and his seventh book on rare Holdens is currently at the publisher's.

Don is now writing three more photo books, the first of which will feature old photos of all makes of car on Australian roads in the 1940s, 50s and 60s

Holden – A history U-turn

The published history of the Holden car has been accepted and adopted in both company and private publications. This paper will examine the published story in light of new research that reveals the true origins of Holden Motor Body Builders, the forerunner of GM-H, is flawed.

A second accepted history is that the first Holden was totally an American design, produced by American designers and presented to GM-H as a fait accompli. New research reveals the 48-215 Holden included a good deal of Australian design effort, an effort led by a team of Australians in both Australia and America, who had 15-20 years body design experience and were more than capable of designing a motor body equal to that produced in America.

GM-H has perpetuated both misconceptions, perhaps unintentionally however once recorded in company publications the history has become accepted. It has also been reinforced by the Holden family biography by Nancy Buttfield (1979) who leads the reader to conclude her father, H J Holden, played a more important role in the events of 1917 when the body embargo was enacted, stating Holden had produced motor bodies since 1914 and that he was instrumental in the embargo.

It will be revealed Frederick Hack played an important role in Holden's move to motor body building, a role he has not been credited with and one that ensured Holden's future success.

The second U-turn in Holden's history arose following the three Holden prototypes arrival in Australia in December 1946 and GM-H's announcement that they came with an American design led by Russell Begg. No mention is made of the five Australians with Begg or the other eight who had worked on the design in Detroit.

This paper will reveal the Australian design content, the designers and their contribution.

Norm Darwin has written for specialist car magazines since 1968. In 1969 he began working at GM-Holden Engineering, progressing to become the company's Sourcing Co-ordinator by 1980. His first book, *The History of Holden Since 1917*, was published in 1983, followed by *One Hundred Years of GM in Australia*, *Monaro Magic* and *Torana Tough* both considered to be the best history books on the Holden Monaro and Torana vehicles.

In 2014 Norm was accepted into the RMIT University doctoral research program and commenced writing a doctoral thesis on early Australian car design and will be published in December 2017. Norm is the Vice President of Automotive Historians Australia Inc and a member of the Society of Automobile Historians.

'Sorry, but we cannot supply'

Empire trade preference and its impact on Australian motor body builders

This paper explores the impact of the British Preferential Tariff and Trade Diversion policies of the Australian Federal Government on the motor car body building industry during the interwar period. It argues that the preferential system of trade within the British Empire, while benefiting Australian primary producers, was not always necessarily ideal for secondary industries, particularly mass-production motor body builders, such as General Motors-Holden's and T.J. Richards & Sons. This is demonstrated as these body builders introduced the use of wide, long draw mild steel for the manufacture of the all-steel, Fisher body design in 1937. Although the local companies attempted to abide by the requests of the Government to use British-made steel, those manufacturers were unable, due to limitations of facilities and preparations by Britain for the impending war, to supply export markets. As sheet steel supplies dwindled the body builders were forced to layoff workers until the Government finally capitulated and allowed material from US steel makers.

Justin Chadwick is currently a PhD candidate at the University of Adelaide. His thesis investigates trade unionism at General Motors-Holden's in South Australia between 1931 and 1981. He has worked in the automotive and design industries, owned and managed bookshops, and his first book, *Sword and Baton: Senior Australian Army Officers from Federation to 2001 - Volume 1 Federation-1939*, was published earlier this year.

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The Evolution of Manufacturing Engineering in the Automotive Industry

Tracing the history of automobile manufacturing may be a broad subject to cover but from an engineering point of view the field narrows considerably. We all understand how a designer creates the shape and the vehicle engineer defines what makes the car work. But there is a third discipline, designing how the car is to be built and this is where manufacturing engineering comes into prominence. For the purpose of this article, the author focuses on General Motors practices based on his background with GM.

Louis F. Fourie, CPA, CGA, MBA, MA has authored the three volume book titled *On a Global Mission: The Automobiles of General Motors International*, acknowledged by GM Heritage staff as the most detailed coverage ever written on GM from a global perspective. This vast project is out of gratitude for funding his university education and the career opportunities provided within GM Overseas Operations.

Louis has been actively involved in the Society of Automotive Historians and has been selected as its new president commencing October 2017. His fascination for the history of automobiles and their industry will last a lifetime.

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Motoring Memories

Motoring Memories was a three-way collaboration between the Morris Register, the History Trust of SA (National Motor Museum) and Resthaven. It saw members of the Morris Register bring vehicles to an aged care residence, for people to look at and to ride in. Club members had made such visits previously, and were mindful of the way in which rides in old cars trigger memories – everyone has their motoring memories, and being able to touch, smell, see and hear these vehicles from the past unlocks memories, even from those living with dementia. So prior to the visit, the History Trust provided oral history training to the Morris Register members, and during the visit some members of the Resthaven community were identified as potential subjects, and oral histories were subsequently recorded.

This paper will provide an overview of the research relating to memory and multi-sensory experiences; an overview of the planning and delivery of the Motoring Memories project, and a discussion about what we learned.

Allison Russell is the Director, History Festival & Community Programs at the History Trust of South Australia. She studied History at university before completing a Graduate Diploma in Museum Studies at Flinders University. She worked as collections manager at the Flinders University Art Museum before joining History SA as part of the curatorial team at the National Motor Museum and later the Migration Museum.

Pauline Cockrill is a Community History Officer within the History Trust of South Australia. Pauline works with South Australia's community history network to develop new programs and activities and to build the skills and professional practice of the community museums sector in South Australia.

Pauline has many years' curatorial experience and has worked with a variety of collections, in both small community museums and large institutions in the UK and Australia.

Conference Dinner

Sporting Car Club of Adelaide
51 King William Road, Unley
6.30pm for 7pm

Guest Speaker:
Phillip Guilfoyle
3D Printed Moulds – Keeping Australia's Automotive Heritage On
The Road





Panel assembly line, Holden Motor Body Builders, 1925, SLSA BRG 213/1/4/12.



Men working in a design room, Holden Motor Body Builders, 1923-1926, SLSA BRG 213/1/3/113.



Welders work on motor bodies at Richards Industries, Adelaide, 1945, NAA A1200/L1471.



GMH Assembly line, Dandenong, 1963, NLA 8690192.

When the rubber shouldn't hit the road

This paper considers some of the practical and philosophical issues that often confront curators and collectors of complex technological artefacts – in this case, motor vehicles.

The issues presented include proactive and reactive collecting, originality, managing loans, the role of models and the risks and benefits of operation. These issues are illustrated through particular vehicles from the transport section of the Powerhouse Museum in Sydney.* The paper seeks to provoke thought and discussion as it describes what steps were taken to acquire, preserve, research, present and interpret these vehicles to the public.

Andrew Grant has been deeply involved in preserving, documenting and promoting Australia's transport heritage since the mid 1970s, initially as an industrial arts educator, then a project manager and later senior curator at the Powerhouse Museum, Sydney.

After graduating with a B.Sc. (Hons) from the University of NSW in 1976, he completed an M.Sc. in 1985 with a thesis about the coachbuilding industry in Australia.

Since his retirement in 2012, Andrew has been a volunteer at the Powerhouse and is also a transport heritage consultant, which mainly involves providing formal advice about the cultural significance of transport artefacts and collections in order to achieve better collection management outcomes.

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The Interactive Conundrum

How predictability, safety and time risks reducing hands-on automotive museum experiences to the purely abstract

In considering the design and creation of interactives for the National Motor Museum's Bush Mechanics Exhibition, some interesting dilemmas arose which highlighted some of the issues that face designers and curators wishing to provide authentic, meaningful visitor experiences.

The Bush Mechanics television series highlighted an automotive culture that was exuberant, Australian and indigenous. Amongst other things, it revealed a uniquely resourceful approach to problem solving that was well outside the experiences of most automotive museum visitors.

The problem of replicating or providing insights into that experience faced a number of hurdles.

Firstly, much of the problem-solving culture was enmeshed in a hands-on culture willing to take drastic steps with technology, driven as it is by the imperatives of isolation and survival. It entails a view that could see fundamental properties of objects in multiple ways: ie spinifex grass as a substitute for air in tyres or using a windscreen wiper water pump as a replacement for a broken fuel pump.

The hands-on element is deeply important to this kind of cognitive flexibility – and the solutions entailed using tools and materials not easily adapted to the parameters of routine exhibition display: possibly dangerous or difficult to source.

Time is another factor: many of the solutions in the television series entailed lengthy, thoughtful and patient adaptation. This is not a problem for people comfortable and knowledgeable in their land but it is for museum visitors for whom short, sharp messages have become an expectation.

The irony is that for many automotive museum visitors, the repair mindset deeply imbedded within automotive culture is close to its most precious values. By creating the Bush Driver video game driving experience, we did evolve an interesting solution which hopefully gave glimpses of the joy of the Bush Mechanic world.

Mark Thomson is the Research Director at the Institute of Backyard Studies.

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If cars could talk what would they say? Visitor engagement with objects in motor museums

The National Motor Museum is marketed as much more than a collection of vehicles, according to its website 'it is a social history of the way we were, the way we are now and the way of the future'. In recent decades the purpose of a museum has shifted away from being object focused and instead focuses more on how humans relate to the object. Thus, it is not surprising that part of a motor museum's mission statement is centred on social history. However, there is still confusion about how motoring history should be presented. There is an ongoing tension about what interpretation should be at the forefront: technology or social history? Through qualitative research this paper will explore visitor perspectives on what a museum on motoring history should display. This paper will compare two of the National Motor Museum's displays: the motorcycle exhibit and its most recent display 'Travelling Emporiums: Hawker vans and the mobile salesmen of rural Australia'. Museum visitors will be approached upon exit with a simple questionnaire, which includes questions about the museum's written interpretation and what they enjoyed about the two exhibits.

Drawing from the results of the visitor evaluation this paper will argue that motor museums should move towards social history interpretation whilst continuing to pursue creative presentation of the object's technology. This paper will contribute to the growing literature that discusses motor museum interpretation. Its findings will assist other museums in their future curatorial practices and will help the National Motor Museum better understand its current audience and advise how the museum could target other audience groups

As part of the curatorial team at the National Motor Museum, Michelle is involved in developing exhibitions and public programs. Her interest in museums began during her final year of undergraduate study at the University of Adelaide when she volunteered at the Migration Museum. Michelle decided to pursue a career in museums and studied a Master of Cultural Heritage through Deakin University, completing a research paper that focused on how visitors experience exhibitions. In working with the Motor Museum's collection she is particularly interested in how vehicles can illustrate stories of human achievements and changes to society.

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When the Hunter became the Hunted

How the Victorian Registration archive was used to determine Australia's Hillman Hunter production history

This paper is an example of how the Victorian Engine Number Records were used to determine the Australian production history for an extinct vehicle manufacturer. Though focused on one manufacturer, the author believes the methodology could be used for other locally-built vehicles.

Rootes Australia assembled Hillman cars in Australia from the 1940s until the late 1960s, when it was taken over by Chrysler. Chrysler continued to produce the Hillman Hunter, until production ceased in 1972. Because of lack of interest in previous models, there is no record of exactly how many Rootes vehicles were produced in Australia. With the 50th anniversary of the Hillman Hunter in Australia this year, and growing interest in the car, questions such as "how many of this type were built?" and "is this the original engine?" could not be answered.

The Rootes Group Car Club (Vic) with assistance from the Association Of Motoring Clubs (AOMC) & the Federation of Veteran, Vintage & Classic Vehicle Clubs (the Federation), purchased the rights to the 'Hillman' section of the AOMC's Engine Number records. These included both cards and microfiche for approximately 70,000 vehicles.

Using the Victorian engine number records the author was able to:

- (1) Determine the 'rules' behind the numbering of engines and bodies
- (2) Determine the 'rules' between what engine went into which body and
- (3) Accurately estimate how many of each model were produced.

The author also gained unexpected insight into the relationship between Chrysler Australia, and Rootes / Chrysler UK

Matthew Lambert is a hobby motorist that has been interested in Hillman Hunters since he received one as his first car in the early 1990s. He has been secretary of the Rootes Group Car Club since 2008, and has slowly grown his collection of Rootes vehicles to include Minxes, Imps and Rapiers. He is a committee member of the AOMC, with a particular interest in the preservation and utilisation of the Engine Number Records.

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Washed up

Adelaide's ill-fated Lightburn Zeta microcar

South Australia has been a hub of automotive manufacturing in Australia from the very start of the twentieth century. In the 1950s and 1960s, the 'golden age' of car manufacturing in the nation, Holden and Chrysler were producing large numbers of automobiles in the state for local and international markets. Another automotive marque was born in Adelaide in that period that has been largely forgotten: Lightburn. This paper will be one of the first to explore the brief history of Lightburn car manufacturing. Few Australians have seen a Lightburn Zeta on the road. This microcar, offered in Sedan, Sports and Utility versions, was the only model ever released by the company. It was an attempt at giving Australian families an economical second vehicle by the successful South Australian whitegoods manufacturer. Released at almost the same time as the Morris Mini, it was a commercial flop, selling less than 300 vehicles in around two years of production.

Drawing from an extensive archive now held in the National Motor Museum and other contemporary sources, this paper will trace the history of the Lightburn Zeta from the project's inception to its ultimate abandonment. It will analyse the reasons behind the Zeta's poor sales in a period that was otherwise largely successful for local automotive manufacturing, and gauge the survival of the relatively few vehicles produced in private and public collections today.

Michelangelo Bolognese is the senior curator of the National Motor Museum in Birdwood (South Australia), where he leads a team that works to preserve, research and present the world's most important collection of Australian motoring heritage.

After moving to Adelaide from Italy at fourteen, Bolognese completed degrees in mechanical engineering and history, before moving to London to complete a master's degree in museum studies and combine his interests in history and technology. He then worked at the London Fire Brigade Museum, where he gained experience in caring for a collection of heritage vehicles, and the British Museum, one of the largest and most visited museums in the world. In 2014, he returned to Australia to commence his role at the National Motor Museum.

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Oiling the Wheels

Helping RACV members research historic vehicles 2

Since the dawn of motoring, young boys have taken pride in the schoolboy pastime of being able to identify and describe the motor vehicles that increasingly plied the urban and rural motorways. As each generation passed the expertise in being able to do so has diminished and became more the realm of dedicated experts and restorers.

The advent of a connected world, along with the formalisation of the historic motoring world, has meant that much of that diminishing knowledge base has been able to be readily shared with the next generation of enthusiasts.

Oiling the Wheels 2 follows on from the presentation made at the 2016 AHA conference and will provide insight into some of the current resources and methods available to the researcher in helping research historic vehicles.

Daryl Meek has been involved in the historic vehicle fraternity for 40 years, rebuilding his first motorcycle at the age of 15.

He remains an enthusiastic restorer who maintains his own fleet of more than 20 vehicles. Daryl is a founding member of Automotive Historians Australia, a founding and life member of a number of motoring clubs and is the archivist for the Veteran Car Club in Victoria.

He is also a delegate for the Australasian Motor Museums Association and the Australian Historic Motoring Federation.

In 2011, Daryl established the Shepparton Motor Museum, in 2012 drove a single cylinder 1906 Cadillac from Perth to Sydney and, since 2013, has been the Motoring Interests Manager for the Royal Automobile Club of Victoria.

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Research and innovation in the Australian automotive industry: a forgotten legacy

This paper will discuss the legacy of the Australian automotive industry in terms of research and innovation. This is an under-researched area of our design history and the paper will argue that, contrary to the perceptions of the 1995 productivity commission, there are instances of Australian private enterprise investing significantly in research and innovative and the automotive industry is a good example. Hence it is possible to put forward a case, following Norm Darwin's recent research, that GM-H led the way from the 1920s by investing in local staff and technological expertise and by creating a design studio that by mid-century was capable of producing innovative design alongside its American masters.

Rather than focus on an automobile manufacturer however I will use a component retailer and manufacturer as my case study, namely, Repco. The study is concentrated on the three decades from the 1940s to the 1970s during which time Repco transformed its operations to become the largest integrated manufacturer and distributor of car components in Australia.

Using Cantwell and Fai's idea of the firm as a source of innovation and growth the paper will track some of Repco's contributions to the country's intellectual capital in the design sphere. It will focus both on the company's commitment to research in the obvious sense of advancing new products and patents but also on the less obvious area of design research, particularly as it concerned engines designed for racing.

Harriet Edquist is Professor of Architectural History in the School of Architecture and Design at RMIT University; and the Director of the RMIT Design Archives.

She has published extensively on Australian architecture, art and design with a particular focus on the 20th century and has pioneered studies on émigré architects in Melbourne and the Australian Arts and Crafts movement. She is also a curator and has presented major innovative exhibitions on diverse subjects, ranging from the cultural landscape of the Western District to Australian automotive design. Her current research includes the ARC funded project: *Bauhaus Australia: Transforming Education in Art, Architecture and Design*.

Her books and exhibitions include: *Pioneers of Modernism: The Arts and Crafts Movement in Australia* (2008); *George Baldessin: Paradox and Persuasion* (2009); *Michael O'Connell. The Lost Modernist* (2012); *Building a new world: a history of the state library of Victoria 1853-1913* (2013); *Shifting Gear: Design, Innovation and the Australian Car* (with David Hurlston) (2015).

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A missing link – Changes to design at the closure of Australian automotive manufacturing

The automotive sector continues to shift globally due to economic outlooks, politics, technology and industrial realignments, 2017 marks the year that cars will cease to be made in Australia. Theories as to the national effect have included industries transitioning; local manufacturing ceasing; a rising service economy; social upheaval; to broader loss of economic activity and jobs. Yet little attention has been garnered for the potential impact on industrial design. Indeed how the manufacturing closures may affect related organisations, industries, capacities and skills generally, have not been explored.

This paper develops insights about what the lack of car manufacturing may now have on the industrial design discipline. A number of leading actors in contemporary Australian design practice based both locally and internationally, were interviewed. At some time, participants held design or engineering roles for cars developed in Australia. The current design roles of participants are wide and varied, spanning a range of products and services.

Firstly, this paper contributes a qualitative analysis through participant reflection, as to what the manufacturing changes may mean for their roles. Participant attention is then focussed on future industries, and where the roles and sectors may head with a lack of local automotive manufacturing. By connecting current industries and personnel to future propositions, this paper extends previous discourse as to the value that the Australian automotive industry had contributed to design. Moreover, my research illuminates what the lack of core elements of that industry will likely mean for people and their practice.

Simon Lockrey is a Research Fellow in the Sustainable Products and Packaging team at the Centre for Design and Society, and convener of engineering courses in the Industrial Design Program at RMIT.

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AUTOMOTIVE HISTORIANS AUSTRALIA

Following the highly successful *Shifting Gear* exhibition at the National Gallery of Victoria, Automotive Historians Australia was founded in Melbourne in 2015, to promote the understanding and enjoyment of automotive history through scholarly research, discussion and events. As such, the Automotive Historians Australia vision is:

To promote research, education, archival collection and dissemination of knowledge about the history of the Australian automotive industry, and to involve members, industry and others in this history through publications, events, meetings and conferences.

Therefore, Automotive Historians Australia aims to:

- Create communication and facilitate discussion, criticism and debate between people active in automotive history and archiving in Australia
- Promote research in the subject of automotive history
- Hold a regular conference and other related events
- Produce a scholarly journal
- Encourage student participation activities
- Support the teaching of automotive history

OFFICE BEARERS

Patron: Ron Tauranac AO

President: Harriet Edquist

Vice President: Norm Darwin

Secretary: Tony Lupton

Assistant Secretary: Helen Stitt

Treasurer: Daryl Meek

Committee Members: Mark Richardson + Simon Lockrey

CONTACT

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Holden's Motor Body Builders advertisement, 1940, SLSA BRG 213/1/3/158.



'King of the Road' bodies, TJ Richards and Sons, Adelaide, 1922, SLSA B28400/15.

Back cover: Ford Broadmeadows assembly line, 1966, SLV H98.30/52.



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