



**An Open Letter to Bolwell Enthusiasts
From the Publishers of
*Bolwell – An Australian Icon.***

Greetings everyone.

We are forwarding this letter to all our known sources to update interested parties on the progress of the proposed Bolwell book. We ask those parties to on-forward to their contacts, including printing out a hard-copy and supplying to those who may not have computer facilities.

From the outset we would stress the following ...

- This is the first and only book or major publication produced on Bolwell in 50 years.
- It is likely to be the last – at least for a long time.
- It is a unique opportunity to have your vehicle featured in a prestige publication.
- Do not delay in forwarding your material – a lost opportunity here will likely be forever.

Revised Production Schedule.

The original schedule proposed publication by Xmas 2011.

In November 2011 we advised interested parties this was not possible due to two major reasons...

1. Bolwell owners had requested more time to submit profiles.
2. Bolwell Corp, which is supporting the book, wanted to move publishing to 2012 to coincide with their 50th Anniversary Celebrations.

There are some other considerations, but these remain the prime concerns.

As at November 2011, we had received information and pictures for fewer than 20 cars.

After some further requests kindly circulated by clubs, that grew to nearly 30 at the end of January 2012.

That is substantially short of projections – ‘experts’ we consulted before production commenced suggested somewhere between 150 and 300 cars ought to be ‘eligible.’

Our extensive consultation process has revealed a number of issues, which we will try to address here...

First, a ‘technology’ issue.

We set-up a sophisticated website and mirror phone site, with a quite advanced Owner Profile response facility. This is expensive to build and manage and provides a sophisticated yet simple method of submitting information. Further data, articles, scans, high-resolution photos etc can also be sent direct by email (to info@gmmgroup.com.au).

However, we appreciate that some people who wish to submit may not be computer savvy or have the facilities or computer records of their cars. We fully understand this and can accept ‘hard copies’ of Owner Profiles, photos, artwork, articles, scans etc. by mail if required.

If Owners wish to send any 'hard copy' material they consider valuable they should ...

- Forward by secure and traceable means – e.g. Registered Post, Courier Service, Traceable (Premium) Express Post etc.
- Mark items with name, A/D and preferably a phone number on the back of each.
- Mark if return of item is required.
- Send a suitable Premium Express Post envelope if return is required.

Alternatively, Owners could collaborate with another owner who is computer savvy to complete the Owner Profile form on-line, scan-in non-digital prints, art, articles etc.

We will also supply basic Owner Profile templates that can be printed out and filled-in manually. As a last resort, owners can simply write a description based on the headings on the form.

For those who do complete and forward an Owner Profile form on-line (on the website), please note...

- You should receive a 'receipt' confirmation from us within 24 hours. If not received, email us immediately.
- You can also send photos or large submissions separately by email to the same address (info@gmmgroup.com.au).
- You can split these up if they are large (recommended). Put your name and car on each file to identify. We maintain a separate Folder for each Owner/Vehicle. This can be continually updated until final production deadline.

Content & Confidentiality

This is not an ASIO or CIA operation. We are not working with the ATO. We have no affiliations with the ex-wives 'club' ... this is not a 'covert operation'.... ☺

The information in Owner Profiles is confidential and is only to be used as part of the information to be published regarding Profiles of Cars. It is not for circulation, distribution etc. to any other party.

The information you include is entirely up to YOU. You can supply as much or as little as you wish. If for example you supply a car – say Bolwell B8-1001 – you can enter Owner: Bill Smith (Confidential or Not For Publication). Similarly if you put the address as Darwin (you can put Not For Publication) if you do not wish the location to be advised.

Most of the Profiles we have received contain information fields generally filled-in without reservations. But it may be that others wish to contribute, but without being identified. We fully understand this.

We should also note, that it will not be possible to feature all of the information supplied. We are trying to do our best to build a proper profile of each machine and make sure we are not overlapping. But we do aim to include EVERY ONE of the original vehicles supplied. That means YOURS !

Originality

We appreciate this is an issue with some vehicle owners and collectors. It can be an issue for every make and marque on the planet.

However, the Publishers and Bolwell Corp have agreed not to take an elitist stance on this. We do not have the space here to rationalize this, but suffice it to say that Campbell Bolwell himself commented to us as follows... 'As a general rule, it could be fair to say that no two identical cars, even of the same type, ever left our factory.'

There are some issues with originality worth considering however..

- Vehicles may be damaged in accidents (either road or other sources) requiring substantial replacements (e.g. a completely rebuilt chassis or a new body).
- Bolwell produced prototypes, un-numbered cars, original and non-original factory vehicles.
- Bolwell licensed others to produce chassis, bodies, cars etc.
- Some Car Clubs to this day own Bolwell molds from which components are produced – sufficient to produce complete cars.
- Some cars which do not have an original manufacturing plate are nevertheless legally road registered
- Some vehicles have been separated from their original identity in an unusual way – e.g. the ‘plate’ may have gone with the body instead of the chassis, or the two sold separately.

Indeed some of the most famous examples of Bolwell cars may have been modified so many times for various reasons that, although original, and carrying an original ID plate, they may be no more original than a complete replica. This is ‘*grandfather’s axe*’ syndrome. Dozens of cars may fit this situation.

What we are asking is that Owners who submit profiles, do so with honesty and transparency. If they have a vehicle they know to be a replica, then state that on the profile. It won’t stop the publication of the vehicle.

We should also say that the Publishers do enjoy the assistance of some well-recognised experts who are helping with the general authentication of vehicles. But we do not intend to become ‘precious’ about this.

Special, Race, Modified and Incomplete Vehicles

Again, the Publishers and Bolwell Corp have taken the view that the many examples of specialist vehicles are a vital part of the enduring panoply of the Bolwell marque.

Many come to mind – Mk7s with Mk8 components, styling or modifications; speedway, motor racing and drag-racing specials, customized vehicles, show vehicles etc.

Some of you may be well advanced with a modification or reconstruction project that will not complete before the book is published. Some of you may even have been sitting on a proposed project for some time with little or no progress. No problems - send us your report and pics to date.

Editions

We note there still remains a little confusion over the Editions – specifically in relation to the ‘Nagari’ issue. Some people have wrongly assumed this edition is only about the Nagari.

In fact it has the same general content as the other editions.

The only difference is in the presentation – cover, badge and insert pages.

All three editions have essentially the same content with variations to the cover material and design, whether or not a slip-cover is included and some presentation pages in the front or back of the book.

Publishing Plan

At present, our plan is to publish *Bolwell – An Australian Icon* – this year.

Hopefully it will be earlier rather than later.

The date will depend very much on the level of contributions from Bolwell Owners.

And some general issues with Bolwell Corp.

Most of the other material for the book is already in place.

So far, it is truly an outstanding and revealing compendium on the history of Bolwell and some of the outstanding vehicles that remain in existence.

We would like to note that, from the date of the receipt of the final publishing material, it will be at least 5 months until printed copies are available – that is the lead time for final editorial, layout, proofing, printing, shipping and delivery..

It is entirely in-line with the schedule for most Book publications of this nature.

Pre-Payments

Many enthusiasts have already placed orders and payments for the books.

(Some have requested particular number issues with their orders).

The funds from these sources are all placed in a secure account.

Should anyone wish to withdraw their order and payment they can do so and will receive a full refund less a small handling charge (around 5%).

In relation to particular number requests, we are attempting to fulfill all requests except where number duplication occurs – and then the first applicant will receive preference and any other applicant notified and provided with options.

Thanks

Finally, we would like to pass on our thanks to all the people who have contributed support, information, guidelines, suggestions, and above all material.

We have received an outstanding level of support from the Bolwell Clubs, their members and supporters and affiliated experts and specialists – particularly of the individual models.

We have a superb line-up of quality cars already – one that will impress even the hardened Bolwell aficionado – and we look forward to completing this.

We acknowledge the tremendous effort by Tony Shaw in compiling an accurate and informative historical record.

Best Wishes

**Rob Luck on behalf of
The Publishers**



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