

Country Motor

Australia



Issue 12



free
Magazine produced
for Pre-1960
motor enthusiasts

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Birdwood Figure of 8 Motorcycle Rally

Back copies of Country Motor
are available upon request

Country Motor is a E-magazine
created for and by country motor
enthusiasts who have passion for
ancient motor vehicles,
engines, in fact any motor that is
curious and old

Please forward all editorial
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Editor's Entries

Welcome to the twelfth edition of Country Motor

Twelfth Issue

Country Motor has quite a following now and several car clubs distribute it to their members. It is all the more likely there will be a great variety of motoring stories. Some stories have been copied from club newsletters with permission from their editors. It would be a shame not to share good stories that would otherwise be only seen by the club members of the respective clubs. Also there are now a few car enthusiasts from New Zealand, UK and South Africa on the mailing list. Their stories will certainly add even more interest in the magazine.

In this issue is a report by Andrew McLintock on "Wheels" in Queanbeyan showing some of the beautiful cars that were on show. A few rallies for the motorcycle enthusiasts from SA, plus stories on a Riley, a MGY and a Felix engine.

In the first issue of Country Motor I reported on the Rheola Charity Carnival, 12 months later in issue 12 is a brief report on the 2019 event.

A few local events are coming up which I assist with. The Wedderburn engine club swap meet is on Saturday 18th May 2019.

On 19th May is the National Heritage Motoring Day. I always organise a tour for the local club on that day. This year we are driving to Kerang with intentions of meeting the Kerang car club. As it turned out the day has been sanctioned as a Federation of Veteran, Vintage and Classic Car Clubs Picnic Day held on the Kerang lake. Included will be a visit to the huge Kerang museum. Anyone out our way can join us, leaving Charlton at 9.00am and morning tea at Boort in Godfrey & Bear Bakery at 9.40am, by 11.30am we should be parked with the car display.

David

Wheels



Queanbeyan Show Grounds 2019

Reported & photos by Andrew McLintock

While there is a perception that Canberra is all about politics and public servants, just like the rest of Australia, there is also a classic car culture. Turns out public servants appreciate old cars just as much as anyone.

One of the biggest events on the classic car calendar of events is 'Wheels', hosted by the Council of ACT Motor Clubs (CACTMC) and sponsored by Shannons Insurance. The event has been running for over 30 years and is always well supported by local and interstate clubs.

For the second year 'Wheels' was held at the Queanbeyan Show Ground, just over the border in NSW. It appears that the ACT Government doesn't value Australia's motoring heritage as much as the rest of us. Fortunately, Queanbeyan does with the Mayor opening and attending the event.

I can remember going to 'Wheels' in the past, seeing lots of cars from the 1920's, 1930's and 1940's. More recently the mix

has changed and cars of these vintages have slowly declined.

What was encouraging was the strong turn out of cars and people at this year's event, equally impressive was the diverse range of cars from all sorts of marques. There were still some early cars from the 30's, all the way up to modern vehicles.

With such a range of great cars, there were just too many to mention them all, but there were few standouts for me.

A beautifully restored Bristol 400, a lovely Jaguar XK 140 and a rare Bentley T 2-door saloon. If I could have taken any car home, it would have been a unrestored Bentley Continental 2 door. Unfortunately, the *pick the one you want and take it home* option wasn't available this year.



can't image there are too many unrestored examples left in the world. An incredibly beautiful, unique and desirable car. The Continental is owned by Rob Swain. Rob did mention that the car (now brown) was originally blue but needed a quick change of colour at some point in the 70's as the owner at the time was having some issues. I gather that the car has been in Rob's family since then.

The Bentley version of my car (right) is also a Mulliner/Park Ward, the main difference is the radiator grill and the bonnet to match the different profile. The Bentley version (above) is much rarer, I think they only made about 115.

I took my old HG Holden ute to the 'Wheels' but didn't show it. **Andrew**



Wheels



1930 Improved Model A Ford Coupe, 1936 Ford V8 sedan, 1949 Ford Mercury V8 ute, 1938 Buick 8 Century sedan, Bristol 400, Rolls Royce Silver Wraith, Bentley drop-head, 1957 Plymouth Belvedere, 1962 Chrysler 300 two-door, Chrysler sedan and a 1961 EK Holden Special sedan

Birdwood Figure 8 Motor Cycle Rally

Sunday 17th March 2019



It's 9am and the rear gates of the National Motor museum opened and slowly in small groups members arrived. The temperature was in the low 30's which probably prevented some members from attending, but there are numerous other events on which would attract members away from the Veteran & Vintage Motor Cycle Club of South Australia's outing

The scary moment came when Ian and Bob filled their petrol tanks and simultaneously both were able to overflow the tanks having petrol overflowing over the bikes. The bikes were quickly cleaned and dried off before they could be started. We stood by with fire extinguishers as a matter of safety. Both bikes fired up on first attempts with no problems.

Veteran riders were Ian Hese on his 1914 Douglas, Bob Gill on his 1913 BSA and Terry Rowe on his 1914 Bullock were the only veterans to venture out.

Thirty five members and friends were briefed on the days rides, then we began the mornings epic and torturous first ride thru the hills. The ride was about 60kms long. We had to negotiate road works and loose gravel in the middle of the roads especially on corners and some very rough road surface along with a steady

stream of other motorcyclists and cars. We stopped at Mt Pleasant for refreshments before heading back to Birdwood for lunch.

While waiting at a corner with your motorcycle standing silently next to you all you have is the quietness of the surrounding area. This is quickly broken by the sounds of approaching veteran motor cycles. Not your modern road going Jap or European bikes, but the gentle rumbling sound of veterans bike with its steady popping sound of a 1913 BSA or 1914 Douglas or 1914 Bullock (bike that is) quickly followed by the loud screaming noise of a Bantam in top gear I suspect, to the roar of a Norton 850 Commando to steady thumping noise from the many single pot BSAs, Triumphs, Matchless and AJS. Somewhere in the middle were the two outfits with passengers quietly meandering along. When you see Bill Lorimer with the backup trailer approaching, you know your time there has finished, so you start your bike and join the ride.

Back at Birdwood we found it easy to collapse on the lawn for lunch and just as we were settled in the ride master Wayne Lawson demanded we rise for the



Maximus BS is my dog Maximus Brutus Spartacus (aka Max), gets people talking.

Brian Forth

afternoon ride. Slowly, I mean really slowly we got up.

About 1.30pm we left on the second 'shortish' ride of about 20km via Mt Torrens, Lobethal and Forreton and back to Birdwood. The only incident was Bob Gill running out of petrol about 10ks from Birdwood and he was conveyed back to Birdwood on the trailer.

Numbers were down but we had 35 members and friends that started the ride which is about the same as last year, but gone are the days of 80 plus bikes graced the lawn area and the family picnic atmosphere in the grounds has disappeared into memories, is it time for a change?

It turned out to be a beautiful day for riding in the Adelaide Hills, temperature in the low 30° made riding a tad warm but we enjoyed the day.

Most desirable bike went to Bob Gill (BSA).

Maximus BS



Top: Alf Lear on his 1948 Ariel outfit

Above: Ian Hese with his 1914 Douglas and Bob Gill parking his 1913 BSA

Participants in the V&VMCSA Birdwood Figure 8

Bob Gill	1913 BSA
Ian Hese	1914 Douglas solo
Terry Rowe	1914 Bullock solo
Dave Holbrook	1925 New Imperial
Terry Rowe	1929 Raleigh solo
Rob Smyth	1929 AJS solo
Bob Mather	1932 Scott solo
Gary Nelson	1937 Norton solo
Brian Forth	1942 BSA solo
Alf Lear	1948 Ariel outfit
Geoff Anderson	1950 Triumph solo
Paul Carroll	1951 Matchless
Graeme Bartlett	1952 Norton solo
Ian Haywood	1952 Panther solo
Roger O'Loughlin	1953 Horex solo
John Byles	1954 Ariel solo
Peter Johnson	1955 Matchless
Bob Wilkin	1955 Vincent solo
Ted Williams	1955 Triumph solo
Brian Gray	1956 AJS solo
Richard Kretschmer	1956 Norton outfit
Pat Vartli	1956 BSA solo
Dave Holbrook	1958 Ariel solo
Denis Smyth	1958 Triumph solo
Jim Black	1959 Triumph solo
John Williams	1961 Triumph solo
Steve Bartlett	1967 BSA solo
Martin Blindell	1967 Triumph solo
Peter Arriola	1974 Honda solo
Greg Paterson	1975 Moto Guzzi



1950 Triumph of Geoff Anderson next to 1955 Triumph 100 of Ted Williams & Paul Carroll on his 1951 Matchless, Bob Gill & his 1913 BSA



Daryl Rosser	1975 Norton solo	Mark Todd	2015 Yamaha solo
Ian Tonkin	1986 Kawasaki solo	Wayne Lawson	2016 Triumph solo
Dave Thorsteinsen	2008 Honda solo	Bill Lorimer	Backup trailer

Moseley Square 24th March 2019



On Sunday the 24th of March, 23 members displayed their motorcycles and a bicycle on the upper forecourt at Moseley Square Glenelg.

The weather was a pleasant 29° with a sea breeze making the day perfect for a static display.

We had many visitors who stopped and spoke to members to discuss our display and took many photographs. Several people enquired about membership which is always encouraging.

This is why we go to Mosley Square because it is the best place in Adelaide to be for maximum exposure not only to the local public but to the many visiting people

from overseas. We were approached by three Germans tourist on their second day in Adelaide and were amazed to see our 'old motorcycles' on display.

Regards *Maximus*.

Terry Rowe	1914 Bullock
Ian Hese	1914 Douglas
Terry Rowe	1920 Bullock bicycle
Colin Behn	1920 Harley Davidson
Brian Forth	1927 Norton outfit
Terry Rowe	1929 Raleigh
Lyndon Rogers	1939 BSA Silver Star
Brian Norton	1942 Harley Davidson
Geoff Thompson	1949 Ogar
Simon Thompson	1949 Jawa.



Paul Wahlstedt	1951 Matchless G80s
John Deacon	1952 Norton
Graeme Bartlett	1952 Norton
Geoff Anderson	1956 Triumph
Steve Jenner	1955 BSA
Ted Williams	1959 Triumph T100
John Williams	Triumph TR6R
Pat Vartuli	1955 Triumph
Ian Hese	1960 Honda Benly
Steven Bartlett	1967 BSA.
Peter Arriola	Honda 4
Daryl Rosser	1975 Norton
Ian Rounsevell	1977 BMW 100s

Terry Rowe's 1914 Bullock & 1920 Bullock bicycle (made in Adelaide and was used by SA Police)



*Brian Forth and Terry Rowe with Brain's 1927 Norton outfit and Terry's 1929 Raleigh 500 and 1914 Bullock
Colin Behn, Ian Rounsevell and Paul Wahlstedt by a pair of BSAs
Brian Norton's 1942 Harley Davidson WLA
Peter Arollia 1974 Honda 400 sports
Ian Hese 1914 Douglas and 1960 Honda Benly.
Norton, Triumph Matchless etc.*

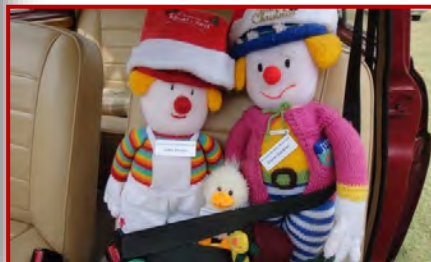
Bullock Cycle & Motorcycles Stores

From 'A-Z of Australian Made Motorcycles' by Robert Saward

John Bullock established his cycle business at home in 1896 and moved to 150 Hansen St, Adelaide SA shortly afterwards. By 1901 he had moved to 101 Pirie St. In 1902 he built a water cooled car and motor quadricycle. Bullock motorcycles were advertised from 1902 but these were simply Werners with the Bullock name on them. A second shop was added at 65 Rundle St in 1904, as the Bullock Cycle & Motor Cycle Stores became one of the largest motor and cycle businesses in the state, with agencies for a wide variety of English and American Makes. Healing made Precision motorcycles were sold with the Bullock name circa 1914, as were various models of Sun Precision and Sun VTS. Bullock JAP and Abington motorcycles were also sold.

STORY OF A BMC

1959 RILEY 4/68



76 year old Roslyn Walker enjoys her Riley on interstate rallies, accompanied by her knitted dolls in the passenger seat

My late husband John and I took an interest in the Riley Cars early around 2002, with both taking on Committee positions soon afterwards at the following AGM with the NSW branch. Over the following five years we ended up having three Rileys. A 1932 Riley 12 hp, a RMA 1½ litre and RMB 2½ litre.

The Riley 12hp, looking more like a Morris 12hp, eventually ended up down at Hamilton Museum, Vic. Whilst the other Rileys were sold in 2007 soon after John passed away. The Riley's were in a state of partly restoration which made it impossible for me to continue trying to get them on the road.

On returning home after an interstate Rally around 2011 there was an advertisement in the Victorian Riley Newsletter which showed a BMC 1959 Riley 4/68 for sale on the border of NSW and Vic. I liked the shape of the Farina body. Soon after I drove down to have a look with cash in my purse. There was not a lot of upholstery left intact, no electrics worked, apparently the car had been left in a paddock for the previous 10 years. However, on finding the paintwork okay I could visualize what the car would look like with new upholstery inside. I purchased it there and then with the owner having it on a car trailer within a fortnight and driving it up



with restoration and everything required to have it road worthy. Being delivered to them via a truck, "Bandit" as it is now known spent 12 months in their workshop. Dead mice were found in the front seats and the chassis was covered in red back spiders. Part of the front chassis was cracked. The jobs covered welding, all electrics replaced, rubber purchased from N.Z. to go around all doors and front windscreen. They also organised five new tyres. Whilst at the same time I had contacted Bruce Smith at MG Supplies Sportsparts in Normanhurst for most of the parts required.

In 2012 I was able to drive "Bandit" to Newcastle for new upholstery so that it could be registered for on the road again. *(see the before and after photos over page)*

Back to 2007 I joined the Newcastle Restored Vehicle Club a bit closer to where I was living and now on my own. With new friends being made I purchased a Datsun

to the Central Coast for me. I contacted British Auto Parts down in Gosford and they very kindly offered to help me

Stanza as a run-a-round. In 2012 it was sold in time for the Riley Rally that was being held in Ipswich, Qld. I drove the Stanza up to Ipswich, completed the Riley Rally and the new owner picked it up on the day of my return to NSW, whilst I had organized a lift back home.

Yes! I am female and now this year I will turn 76 years old. Since joining both the Riley and the N.R.V.C. car clubs I have made many friends and enjoyed my exceptional interstate and very interesting holidays for the past twelve years driving on my own.

Apart from the first trip to Mt. Barker S.A. I have managed to drive the Great Ocean Road, Vic. Had a couple of helicopter rides and a wonderful time with the N.R.V.C. I've also been to Beechworth Vic. with the Riley's and managed a game of Lawn Bowls at their Club House.

I've Riley holidayed to Albany WA via the Indian Pacific. I drove over to SA in 2013 and the Riley's ticked part of my bucket list with their Rally up to Darwin. This was the first big trip "Bandit" and I did after its restoration. At Katherine Gorge on the way for a river cruise the car suddenly stopped, I was having a heat attack. The electric fuel pump decided to stop working, so I had to call the local tow truck to have that fixed. Fortunately in the boot I had quite a number of spare parts, Once back at their workshop I was able to give them a new





pump. Quite funny really because they couldn't get it back in place next to the fuel tank. A few Riley guys helped and with much laughter the new electric fuel pump ended up being wrapped with electrical tape. As of today the electric fuel pump is still working having had no further problems with it and yes! It is still stuck in place with electrical tape.

The N.R.V.C. had planned a trip to Tasmania 2014-15. A group of us drove down to Vic and we boarded our classic cars onto the Spirit of Tasmania for an overnight water trip. On arrival we were given our itinerary and accommodation at Caravan Parks etc. Our route was to travel to the East Coast and West Coast and home. On the east coast there is a lovely town named Ledgerwood, where the park in the street is lined with trees. The branches on the trees have been cut by chain saw to mold the life-like look of fallen members of their town who did not return from war. This was fascinating. (see photo)

In 2004 I joined Gwandalan Bowling Club on the Central Coast NSW to play Lawn Bowls with some female friends. In 2015 I studied to become an Umpire, I was accredited in November that year. I also had

decided to keep up as a member of the Riley Motor Club of Aust. NSW and the Newcastle Restored Vehicle Club, in the Hunter area NSW. This was to have mixed friendships. For the past 3½ years I have been Editor of the 'Good Oil', which comes out monthly and have tried to go to most of their outings and events and at the same time have been busy umpiring the men's and ladies pennants at Beresfield,

I take the Riley shopping during the week and go on weekend drives etc. Where ever I go it attracts interest from passers by which gives me a happy smile on my face whilst exchanging waves. I'd just like to add that joining the Riley and NRVC car clubs has been the best thing I have done since being on my own these past 12 years. I've been able to get around a fair bit whilst seeing parts of Australia I would not have otherwise done. I don't mind travelling on my own with a couple of stuffed knitted dolls in the front seat and it's the only holidays I've been able to do.

Also thanks to the Wolseley Car Club in Briary Hill, Vic for helping me with wheel



rims as mine were cracked last year.

The last Riley Rally in 2018 was up to Caloundra, Qld. Lots of friends, lots to see and do, having a lot of fun. I am now looking forward to attending the Riley Rally in 2020 in NSW, as I'm unable to get to the SA Rally ending up in the Flinders Rangers.

Photo of my grand-daughter (above), me and Bandit (previous page), My passengers Damien Duck with John Painter and Devon Gardner on the right. He was purchased in Devonport, Tas. Damien Duck is from Strahan out of a coin machine.

Many Thanks for the opportunity to write my story.

Roslyn

From the 'Daily Express Review of the 1959 Motor Show' (Earls Court, London)



RILEY 4/68

FIRST of the Rileys to get the Farina line from Italy, some think this version best suits the new B.M.C. shapes. It retains the distinctive Riley front end, as a new sports saloon, has swift performance. The twin carburettor 1½-litre engine is specially tuned for quick getaway. Interior-wise, the car seats four comfortably, so it can be used for the family as well as for quick sporting runs.

CLOSE-UP

Four-cyl.; o.h.v.; 73.025×88.9 mm.; 1,489 c.c.; 66.5 b.h.p.; 8.3. to 1 comp.; coil ign.; twin S.U. carb.; 4-speed 15.64, 9.52, 5.91, 4.3 to 1; cen. lvr.; sus. f., ind. coil, r., half-elliptic; 4-door. 4/5-seat; hyd. brks.; max. 85 m.p.h.; cruise, 70; m.p.g. 28-30; whl. base, 8ft. 3½ in.; track f., 4ft. 0½ in.; r., 4ft. 1½ in.; lgth., 14ft. 10 in.; wdth, 5ft. 3½ in.; ht., 4ft. 11½ in.; g.c., 6½ in.; turng. cir., 37ft. 6 in.; kerb wt., 22½ cwt.; tank, 10 gals.; 12-volt.

£725 + £303.4.2 p.t. = £1,028.4.2

The Farina Riley 4/68 became the 4/72 for 1962 (shown in the 1961 'Review') with a 1622cc engine and optional Borg Warner automatic transmission. Front suspension had an anti-roll bar and a stabiliser bar is added in the rear. A wider track made more room in

the rear seat and a change in steering ratio produces lighter steering. It was no longer listed in the 1965 'Review' only the Riley Elf based on the Mini-Minor and the Riley Kestrel 1300 based on the Morris 1100. Rileys were no longer listed by the 1969 'Motor Show Review'

149th Rheola Charity Carnival



pumper engine. Note the unusual pump action. The first engines were built by Buzacott & Co Ltd until 1923 when the assets of the engine works were sold to Rosbery Engine Works Ltd, Sydney, NSW. Hence most engines to be found will have been built by Rosbery, even those plated as Buzacott.

A smart 1936 Plymouth sedan was for sale at \$20,000 ph: 0417 050 097 if you are interested.

Easter Monday the weather was perfect for Lyne and I to travel twenty kilometres to Rheola in the Alvis for the annual charity carnival. The fundraiser enabled the committee to distribute over \$30,000 last year to local hospitals and charities.

The event was once again exceedingly well supported. The dusty dry paddock normally looks very uninviting however due to many attractions this was no impediment to the show's success. Our main interest was the vehicles on display and catching up with club members. Up to 90 classic cars were shown, along with 50 tractors, a dozen engines and motorcycles. There was plenty of activities on the go with wood chopping competitions, pony gymkhana, novelty events, sheep dog trials, foot races and Miss Rheola Carnival Girls (various ages). A vintage tractor pull provided a noisy sound track when a group of Lanz Bulldogs belched oily exhausts from their two-stroke one-cylinder engines.

On the subject of one-cylinder engines, the only veteran on show was Kevin Cadzow's curved dash 1903 Oldsmobile R. He purchased the Olds in 1985 from Barry Johnson at Narre Warren North. The car had been restored to showroom condition by Reg Hunt Motors. It was previously displayed in Rhodes Motors, with original body converted to steering wheel, but not restored mechanically. The gudgeon pin had scored the bore and the hammer mill action of the motor had split the rear wooden hubs (staggered spoke style). A set of 28" x 2½" front wheels were acquired, like wise the bob weights that were missing from the motor and also it has a new crank shaft. Kevin has attended many Veteran Car Club (Vic) 1 and 2 cylinder rallies. As the car is eligible for the London-Brighton Rally it is still Kevin's aim to participate.

A further 1 cylinder engine was a Buzacott vertical farm

Peter & Ruth Heritage displayed their 1947 Austin 16hp saloon.

A few vintage cars turned up including a 1927 Chevrolet Coach driven by local collector Murray & Susan Keller. It was restored by his late father Vic Keller, who also had a few Chev tourers. The sedan was originally owned by his wife's (Joyce) parents, it was their first car. It was in a bad state having sat under a peppercorn tree for many years. Vic had taken the motor out to use as a saw bench many years ago, also the seats had been stored in Vic's shed. The chooks used them as a nesting box for years. Vic and Peter Norman brought the Chev home much to Joyce's disgust. Over the years the men found the parts to reconstruct the car. The Chev two-door coach is unusual having spoke wheels and not the disc wheels normally used on the model. Vic died in 2002, however Joyce is still a member of the local club and Murray is able to take the sedan and Chev tourer to shows.

Another Chevrolet owner is Lindsay Govett from Lockington. His 1929 International has a 6 cylinder ohv 194ci 26.3hp engine with a Holden body.

Above: The Keller's Chevrolet Coach, Dale Mason's Lanz Bulldog, 1903 Oldsmobile, Buzacott engine, 1936 Plymouth, 1929 Chev & Austin 16hp



1947 MG Y TOURER

Owners: Alan and Christine Stevens of Bendigo

The MG Y-type was produced by MG (Morris Garages) from 1947-1953 totalling 8,366, mostly 4 door saloons, plus a limited production from 1947 of 904 4-seater tourers. The prototype "Y" Type had originally been constructed in 1939 with an intended 1940 launch at the Earls Court Motor Show. However, the commencement of WW11 meant the public had to wait a further eight years before production was commenced.

The Y-Type boasted the 1250cc XPAG engine, independent front suspension, rack & pinion steering, plus a built in Jackall hydraulic jacking system. Unlike the sedan with a single S.U. the Tourer had twin carbies and same cam profile as the sports cars, giving 54bhp. The Y-Type finish was of excellent quality with wood grain dash, leather seats, door pockets, etc. Top speed was around 70mph and averages around 30mpg.

There are around 50 Y-Types on the Australian register but only 11 of these are Tourers, so this is a rare example of the 4 seater MGY Tourer. Original promotional material described the car as having - "virile acceleration, remarkable road manners, instant response to controls and superb braking. A 'lively' car with it's new one and a quarter litre engine providing a higher than standard performance" UK price was £525 plus purchase tax of £146.

How did I come to own our Y-Type? I'd restored an Austin A125 Princess and asked my wife what car she would like – the rest is history.

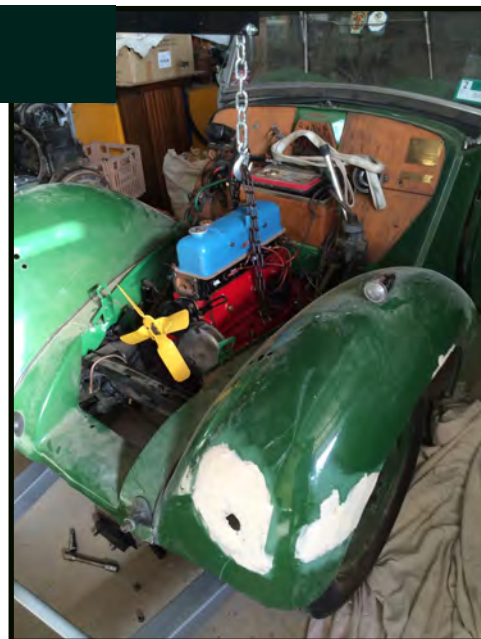
This Tourer was originally registered in Western Australia and beige in colour, it was then purchased by Leone Thurler, in South Australia and she owned it for nearly 30 years to 2013.

In November 2013 I flew to Adelaide to drive it home. I'd barely got to the Adelaide Hills and infrequent use had left me with locking and smoking front brakes. I got towed to an MG workshop at 5:00pm and the problem was hastily repaired and I drove through the Hills to Tailem Bend that evening.

Next morning I went to find reverse gear but no luck, so I had to push the car around (luckily a light tourer) and continued heading for Victoria. I arrived at Bordertown and on filling with petrol found a huge puddle of oil under the car, plus an oil soaked starter refusing to cooperate. My streetwise decision in belonging to RACV Total Care saw the car and I trucked back to Bendigo that evening.

The engine was stripped down and rebuilt as necessary. It seems a full gasket covering the pushrod vent had caused excess back pressure when on a long trip. The gear-box was overhauled and found to be filled with a honey like substance which made the gear changes difficult.

Existing damage to a guard was repaired, plus bumpers and windscreen re-chromed. A new windscreen glass was fitted and new hubcaps. The generator was replaced with 'Generator' meaning it is an



vacuum gauge, fixed the horn, fitted original fog lights, etc. I have also fitted an engine saver alarm which sounds off should the engine lose water due to boiling or even a hole in a hose or the radiator. Thus should never 'cook' the engine.

Currently in the process of adapting



alternator in the old generator body so it still looks original. A good friend completely rewired the car to avoid the 'Lucas bug' and converted the mechanical tacho to electronic and converted the regulator to house a new fuse box.

We also refurbished gauges, fitted

gearbox bell housing to take a 1968 synchromesh 4 speed Volvo P1800 gearbox with Laycock electric overdrive. Plus fitting MGB front disc brakes which surprisingly just bolt on. This will make both our Y's more user friendly and perfect cruisers.

Alan (ph: 0428303125)

Notes on the MG Y in 'British Motor Cars 1952' show 'For the sports car enthusiast who is also a family man, the 1½ litre MG saloon has much to commend it. Powered by a single carburettor edition of the TD type engine, the unit develops 46bhp at 4,800 rpm. A four-speed gearbox is fitted and recent modifications include the use of a hypoid bevel axle and two-leading shoe hydraulic braking system. A fog lamp is fitted as standard equipment and a heater and radio are optional extras.

1½-litre Saloon
(Series YB)



Kerang Classic Car Enthusiast - Colin Day

Many old car enthusiasts have been in the hobby, like myself, most of their life. Over the years we meet and make many friends and associates as we motor around the country in our classic cars. In the 1960's the Vintage Drivers Club frequently had weekend rallies in which I participated in my Austin 12/4. This gave us the opportunity to meet country members and encourage their interests in restoring and using their old cars. Often I came across Colin Day in his Chevrolet tourer and later his Erskine sedan, which he has only recently sold. (*Shown is his Chevrolet on the Myrtleford Rally in 1968*)

Colin lives in Kerang and initially joined the North Central Vintage Car Club based in St Arnaud. However in time there was enough enthusiasts in Kerang to form their own club of which Colin was President for 29 years.

As I was organising the local club run to Kerang for the National Motoring Day's Federation Picnic Lyne and I, as we always do, travelled the route to check out any sights of interest and book a café for morning tea. We also chase up a local guy to show us around and as Colin was available he helped us out. The car display will be in a lovely park by the lake and include a visit to the large museum that is next door.

Colin's interests have changed, like many older folk, to more modern classics. He has restored a few of the not so common Lanchesters.

In 'Cars of the Thirties & Forties'

Michael Sedgwick comments - "Lanchester, once the country's (UK) most individual luxury automobile, fell to Daimler and was transformed into an undistinguished middle-class sedan and badge engineered one at that" I guess we can see where he coming from as Lanchesters were very innovative to 1930, especially in the veteran period.

The older model is a 1948 Barker saloon. It has a 10hp 1287cc engine, it was known as the LD10. Unlike many 10hp cars of the day with side valve engines the Lanchester has an overhead valve 40bhp engine which gives the car better

performance. The Barker aluminium sports four light-light saloon bodywork of which 576 were made, compared to 2,500 six-light standard steel Briggs bodied saloons. Similar to the Daimler it has a pre-selector gearbox.

The 1953 Lanchester Leda saloon shares the all steel body of the Daimler Conquest, however it has a four cylinder, 1,968cc 60bhp 14hp engine of which 2111 were made. (*see before restoration and after*) The transmission is by means of a fluid flywheel and epicyclic pre-selector gearbox to a hypoid bevel rear axle via a Hardy Spicer propeller shaft.

For longer runs Colin rallies his 1970 Austin 1800, one of two he has. He has a strong interest in Austin 1800s, having owned several and covered thousands of miles in the so called 'Land Crabs' Despite many opinions that the 1800 was unreliable, rumours often sourced from Ford or Holden dealers of the day, Colin believes the opposite.

A 1963 Morris 850 also occupies the garage that has been restored a few times, owned by his son. It was later the 850 was called the 'Mini



Minor'. I look back to 1959 when my father and I saw one for the first time at the Earls Court Motor Show and we could not believe the tiny 10" wheels. Years later he bought one to tinker with which gave me the chance to drive one of these amazing little cars.

David



Bits & Pieces

Good morning David, It is with profound regret that I have to advise you of the death of our founder Bob Wyatt, who passed away on Thursday at the age of 88. It was in 1958 that with two other Austin enthusiasts that he started up the Vintage Austin

Register (UK). During his lifetime became the recognised authorised historian of the Austin Motor Company and the author of three definitive books on "The Austin 1905-1952", "The Austin Seven" and "Lord Austin" **Jim Stringer** (UK)

For Sale —BSA Racer

Rigid BSA B31 racer I have just completed. The gearbox and magneto have been overhauled and the motor rebored with a new piston, rings and valves It just needs running in. Ideal for Sellicks \$6,500 Kevin Heritage 0417811291 Heritage heritagekg@bigpond.com



A70 Ute Just letting you know I have been cleaning the A70 ute, it had acres of mud on it. Out of curiosity I tried turning the engine and it turned, so I changed the oil and cleaned out the carby and it fired up! Amazing as I think it had been sitting for a very long time. I have not tried driving it and probably won't try that. So I'm just collecting some parts for it at this stage.

Larry Varley

From the 'Daily Express Review of the 1966 Motor Show (Earls Court, London)

ROLLS-ROYCE SILVER SHADOW

SINCE the brilliant new saloon with unit structure, triple-safe braking system and all-independent suspension with automatic height control appeared last year, Rolls-Royce have followed up with a platform chassis for coach-builders. First to take advantage were H. J. Mulliner, the Rolls-Royce subsidiary, and James Young, a member of the Jack Barclay group, who produce two-door saloon models for R-R and Bentley versions.

CLOSE-UP

Eight-cyl.; o.h.v.; 104.1 x 91.4 mm.; 6,230 c.c.; b.h.p. not revealed; 9 to 1 comp.; 2 S.U. carbs.; 4-speed auto., 11.75, 8.1, 4.46, 3.08 to 1; col. lvr.; susp. f. and r. ind. coil, hyd. levelling; 2/4-door; 5-seat; disc hyd. servo brks.; max. 120 m.p.h.; cruise 100; m.p.g. 13-16; whl. base 9ft. 11 1/2 in.; track f. and r. 4ft. 9 1/2 in.; lgh. 16ft. 11 1/2 in.; width 5ft. 11 in.; ht. 4ft. 11 1/2 in.; g.c. 6 1/2 in.; turng. cir. 38ft.; kerb wt. 41 cwt.; tank 24 gals.; 12-volt.

£5,425 + £1,245 p.t. = £6,670



Humber Collector

I collect everything— engines, steam, a couple of tractors, cars (Humbers), trucks (naturally they would be Commers). Our Humber, a 1947 Mk1 Supersnipe, is original and has been all over Australia. It is on full rego and used as a such. Our truck is a 1950 Commer Mk2 Superpoise, also on full rego and used as a truck in my Heritage Engineering business.

I am currently restoring a 1934 Humber Snipe 80 amongst other restorations .

I am secretary of our local group Stanthorpe Historic Vehicle and Machinery Group inc. The photo of the Humber (1950 Supersnipe

owned by Peter Norman, 6cyl. sv) that is a late Mk2 made in the changeover period

when the company was going from Mk2 to Mk3. Commonly known among Humber nuts

as a Mk2a the company never used this title.

The give away being the bumpers, full length rubber mats on the running boards, hubcaps all Mk2, front park lights Mk3.

Our 1947 Super Snipe has been all over Australia from South Australia, Victoria, NSW and up and down the length of Qld. It had 27,820 miles original miles when we found, the beast now has nearly 55,000 it is on full rego used as one of the fleet.

I will run you up a story on this one as well others.

Garry Ellis



Anthony Kelly sent a few entries at the Eddington Sprints earlier this year. T Ford, Triumph 650 & 1975 Honda 350 4cyl and a Harley Davidson knuckle head & pan head models



An empty Victorian house next door to our Edwardian residence in Wedderburn is at last occupied. When the couple were moving in I spied some vintage Model A Ford engines in his trailer. I can't believe after 5½ years since we have been living in Wedderburn we have car enthusiasts as neighbours. Ken and Lorraine Rhodes have a few Model A Fords and a Volkswagen beetle. A few weeks ago Ken added to his collection with a 1914 Felix engine bought from a collector in Dunolly.

This delightful little engine we have been told was made in Switzerland or is it the UK? It is hard to find any information about the company from my usual source – the internet. Anyone who can add to what little information I have I would appreciate you sending it in for the next issue.

We have been told a two cylinder version of the Felix engine was suited for marine use.

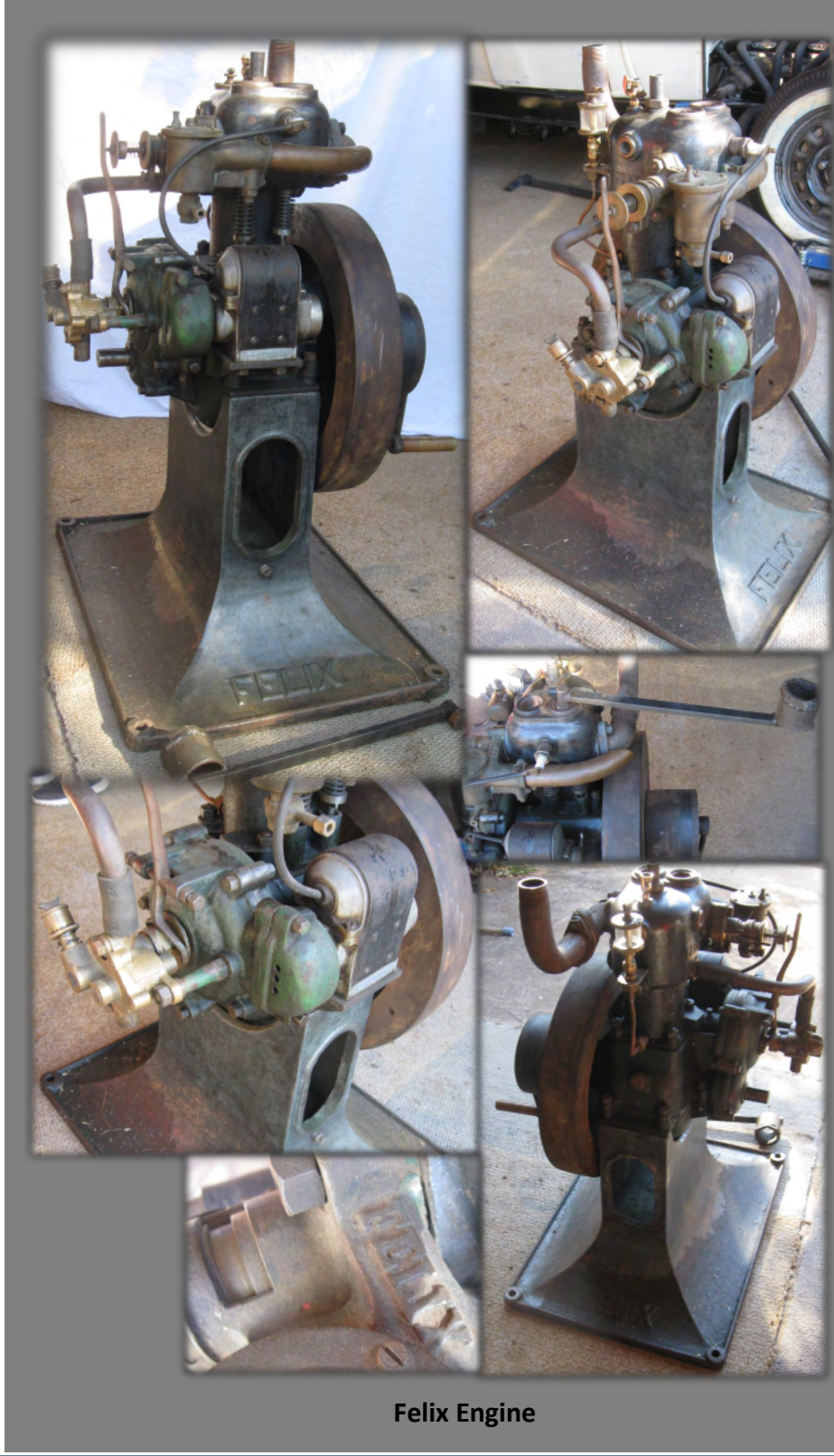
A few features of this motor is that the side valves are in the cylinder head and a special spanner is provided to remove the caps on the head to access them. The other end of the spanner is used to remove the heavy fly wheel. A necessary crank handle is also provided to generate an initial spark from the magneto.

A few parts are currently being sought to complete the engine. These include a petrol and water tank. An oil receptacle is needed and a muffler has been ordered. The oil drip feeds onto the crank being a constant loss system and an oil chamber catches the spent oil.

Unlike many engines that use a thermo-siphon cooling system, the Felix engine has a water pump.

The engine is yet to be started. Operating the choke and petrol regulator is still a mystery.

The word Felix is embossed at the foot of the shapely stand and cast in the carburettor manifold but shows no country of origin. *David*



Felix Engine

The Austin 20/4 Centenary 1919 - 2019

We are publishing a book commemorating 100 years of the Austin 20/4. Our records show you as owning an Austin 20/4 and as such we would like you to participate in this publication by sending a photograph of your car, details of the chassis and engine numbers even if it is undergoing restoration, also any information that you may have on your car's history. Any other information or anecdotes about your car would also be welcome.

The format and style of the book will be similar to the excellent Edwardian Austin produced by Ian Dimmer.

We would appreciate your urgency in sending a photograph and information as requested, either by email or post. Items sent by post will be returned after scanning.



Please forward to

m.eggenton@bopenworld.com Mike Eggenton, The Hollies, New Road, Firbeck, South Yorkshire S81 8JY England.



1964 Melbourne to Ballarat & Back Veteran Car Rally



Frank Dallimore's 1916 T Model Ford tourer

1913 Th Schneider owned by R W Lewis

G Harder's Opel

Cottin owned by E J Buchanan

21-22/11/64



*R W Lewis motors off
in his Th. Schneider
with a Hotchkiss
tailing him*

*1913 Hillman owned
by A L Ludeman*

*Tom
McManamny's
1910 Talbot*

*Harry Markoff rallying
his 1908 Rolls Royce
Silver Ghost landaulet*

*1916 T Ford owned
Frank Dallimore on
its way to Ballarat*

