Country Motor

Australia

Issue 46

Magazine produced for Pre-1960 motor enthusiasts

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Austin 8 restored by Nigel Scott Steel

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 enquiries and contributions to David Vaughan

Country Motor is a Publication sent via Email. Due to costs of printing it would uneconomic to be printed off unless there was a very high demand or many helpful advertisers.

The editor has the prerogative to edit all material published in Country Motor

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Editor's Entries

Welcome to the forty sixth edition of Country Motor Australia

When I finish an edition of Country Motor I often wonder what I can include in the next issue. Its not long before I receive stories or find stories in club magazines I can borrow that the pages soon start filling up. Thanks to all contributors and editors of club magazines for enabling Country Motor to constantly have so many interesting stories.

I receive lots of Emails with some little story that I believe would be of interest to readers. I must emphasis that if you send an Email to me and don`t want the words included in the magazine please tell me, so I don`t reveal something that is not to be shared with others.

This month`s issue starts with a Rolls Royce that was not made in the UK. The American Rolls Royce's were made in Springfield, Massachusetts. They appear to be characterized by their drum headlamps, fashionable in the US in the mid-twenties. David Forward writes about the circumstances why Rolls Royce were made in the USA and their decline in 1931. The Rolls Royce featured is possibly the only US made one in Australia.

A detailed restoration of a humble Austin 8 tourer by Nigel Scott Steel shows what can be achieved by enthusiasts who develop their skills. As we have read before Nigel has several expensive old cars and its good to see the Austin 8 is proudly part of the collection.

As part of my `Out to Lunch` series I took the opportunity to enjoy the presence of Roger Rayson in his splendid vintage Invicta to the Maryborough Railway Station café.

The mention of Invicta reminded me of seeing an Invicta Black Prince in the UK, of which I did a little research on this unusual post-war car.

Another story on Rolls Royces this time by David Prince who discusses the development of the smaller models of the vintage and post vintage period. The Rolls Royce stories were borrowed from the excellent South Australia produced RR club magazine `Southern Spirit` edited by David Furniss.

In South Africa Abe Fullard edits `Il Topilono` and often includes stories on rare special bodied Fiats by various Italian designers which we never see in Australia.

Barry Cairncross keeps me in touch with the activities of the Gippsland Vehicle Collection. Every so often they feature a display a theme of interesting cars. Currently its is British and European Sports Cars and Bikes. Barry sent me details of some of the special cars that are amongst the cars that are on display.

In Wrecks of the Month I re-visit the collection of Nipper Sweating at Charlton with the local car club. There are heaps of modern classic that need saving or they will rust into the ground. I`m sure Nipper would like to let some of them go.

Bits and Pieces has the usual interesting items. Finally a further piece on tools. Our son Colin has generated my interest in tools. I know in my tools boxes most of them were made at least 50 years ago and still going strong. Any comments from readers would be of interest on what they have in their tool box.

Having filled the magazine I have left little room for my ramblings.

David's Miscellaneous Ramblings

Little has progressed on the Vulcan truck chassis. Peter Fleming gave me the indicator arm above should a truck ever materialize. As it has been very difficult locating and actually acquiring parts for the chassis my wife suggested that I build a workman`s style of body to use as her sewing room. Regardless I still have to restore the chassis so it rolls okay if I have to move it. It is exceedingly rusty, nuts and bolts only come off with the persuasion of an angle grinder. I have bought new Whitworth nuts and bolts from Abbotts Hardware Supplies in Bendigo who were very helpful. They even found a few castellated nuts in Whitworth.

David

Motoring Books

"Driver", asked the lady, "would you be interested in a long fare?"
"Why, yes of course" thinking it would probably be to Melbourne.
"What is your name?"
"Charles Heard, ma`am" He was a Geelong Motor Service Provider, now know as a taxi driver.
"I`m Miss Ada Beal from Lorne. My friends and I would like to go to Darwin and back"

So starts the story of the longest taxi fare in the world. The year was 1930, cars were few and roads interesting and barely tracks not far from towns. Charles owned a Hudson Super Six, a large car for the time.

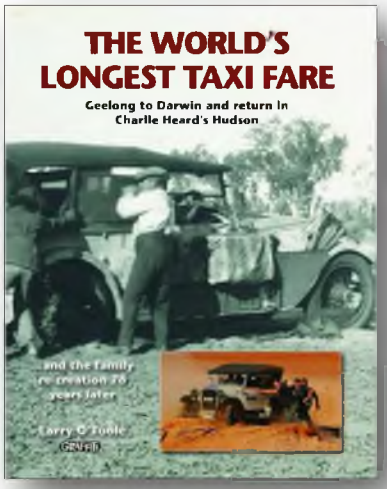
He accepted the fare. Fortunately Charles kept a diary and many photographs of the 7,000 mile trip up the centre and back down the east coast. This allows the author to give an enthralling picture of a trip that would be of some moment now but something else then. Apart from writing they listened to a gramophone player in the evening under the stars.

What surprised me was the number of women Miss Beal knew all over the country. Also surprising was the lack of car problems. They broke a spring early on, and needed a service in Sydney.

The second portion of the book involves a re-enactment of the trip by the grandchildren using cars of the period. The first section is well worth the price to access a life long past.

'The World's Longest Taxi Fare' Larry O`Toole, Graffiti Publications.

Andrew Doherty



David Forward

ROLLS-ROYCE 40-50 HP
1924 SPRINGFIELD SILVER GHOST 353LF

In 1906 Sir Henry Royce designed and built the 40-50 H.P., six-cylinder model that eventually became known as the Silver Ghost, and reigned supreme in the motoring world for its twenty years of production.

It was the Ghost model that established Rolls Royce's reputation world-wide as "The Best Car in the World". For most of those years the 40-50 H.P. was the only Rolls-Royce produced and even then it was only supplied as a chassis, for which one separately commissioned a body from independent coachbuilders.

It was made first in Manchester, then Derby, and after World War I also in Springfield, Massachusetts, USA. The Springfield 40-50 H.P. was the only Rolls-Royce one could buy as a complete, bodied car off the showroom floor until 1946, when the Crewe Bentley and Silver Dawn arrived.

The Springfield bodies were superbly designed by LeBaron, the leading American house, they were stylishly elegant in line and form. Bodies to these designs were begun by local builders working to Works supervision, then finished by the Works itself. Rolls-Royce of America made every part of the engine and chassis, but fitted American electrics, wheels and instruments where they were equal or superior to British ones.

There are obvious advantages in a car where body and chassis are expertly designed together - and many inappropriately bodied British Rolls-Royces whose owners thought they knew better. You can see this with some 20 H.P. cars originally fitted with over-weight bodies: the prospective owner - perhaps a provincial businessman with delusions of grandeur - bought the cheaper Twenty chassis and put an expensive limousine body on it that really needed a 40-50 H.P. chassis to power it, feeling that he was financially very clever. (Notice that our club branch has at least three superb Twenty's with proper lightweight bodies, that look beautiful and drive with style.)

353LF is a Springfield example, as can be seen from its "drum" headlamps, radiator shutters and, if you look closer, indented wheel hubs. Its "Mayfair" Town Car coachwork was the most expensive available. For its $15,800 one could buy three and a half Cadillacs, seven Packards, or sixty Model T Fords. It was a chauffeur-driven car, with the chauffeur sitting out in the open in his uniform.

It was given as a Christmas present by American Tobacco Co. millionaire, Wall Street tycoon and multiple Ghost owner Benjamin Newton Duke to his wife, Sarah Pearson Duke, in 1924. She kept it until her death in 1937.

The three later owners - Herbert J.Herbert, Hillyer Rudesill and Coburn Benson kept the car intact, until it was found in Benson's barn in 1993, where it had lain for thirty years, still complete and in original condition, but needing full restoration. It was brought to Australia in 1994, where six years were spent bringing it back to top condition. Six cylinders, 7.428 litres, 70 mph, 15 mpg, 95 BHP, 300 Nm torque.

In 1906, when Ghosts first appeared, you needed litres for power, since petrol might be only about 25 octane rating, so that for the Ghost, compression could only be 3.9 to 1. Seven litres was then a normal size for a medium-sized car.

Why was this a right-hand drive car in a left-drive country? Partly a snob British factor - other top marques like Duesenberg and Pierce-Arrow did like-wise, emphasizing that they were chauffeured cars, needing an expert driver in American traffic. But it was becoming clear that owners wanted to drive themselves, so that left-drive and centre gear lever arrived in 1925, just after this car was built. You will notice, however, that the chauffeur's compartment has no visible door-handles to spoil the car's lines, while my lady's compartment has; after all, the chauffeur is only a servant - to be seen but not heeded.

From 1906 to 1926, the Silver

Ghost established legendary standards of excellence, silence, power, reliability and longevity. It would go anywhere with ease, and last indefinitely if properly lubricated.

It still will. Only since recent computer-controlled manufacturing to fine tolerances have modern engines, with far better oils, been able to last like a Royce. From the beginning Henry Royce not only designed his engines without any compromise to budgets, but manufactured them likewise, relying on highly trained and skilled fitters and turners to hand-finish each engine individually, as close to perfection as could be done. Such hand-fitting is still possible, but very expensive, as latter-day owner-restorers know only too well.

353LF is still a superb car for all occasions, from processions to international touring. It is easy to drive, is driven often, and travels interstate each year to club rallies. It is relaxed, swift and serene motoring at its very best. ***David***

1921 Springfield Silver Ghost

1923 Springfield Silver Ghost

1928 Springfield Rolls Royce Phantom 1

Springfield History

In 1921 Rolls Royce opened a new factory in Springfield, Massachusetts in the United States of America, to help meet demand for Rolls Royces by multi-millionaires. 1,071 'Springfield Ghosts' were built. This factory operated for 10 years when it was closed in 1931.

"These Rolls-Royce 'Springfield' Motor cars benefited from the creativity of US coachbuilders including Brewster, Willoughby, Merimac and Hollbrook, and brought us some wonderful early commissions," the British automaker noted in a news release celebrating the centennial of its American production effort.

The American manufacturing facilities were set up after the WWI, as it was realised there was a strong market for the products. Import duties and tariffs prevented the viability of imported completed cars from Derby, England.

It was to be a full Rolls-Royce manufacturing facility in America. Manufacturing was promptly commenced under the direct supervision of none other than Henry Royce himself. Production was done mainly by local workers, aided and supervised by a fleet of 50 tradesmen from the British Derby factory itself. These British workers actually physically immigrated to America permanently with their families as well.

Production at this Springfield plant commenced in 1921 with Rolls -Royce firmly stating that the product from this auto plant would be the equal of anything built at the home plant located at Derby England.

The plan was that parts would be shipped and assembled in the US with custom made coachwork made by existing prestigious American firms.

However over time the number of items made locally in the US, as opposed to Britain, began to actually increase, not decrease. The consistency of the product, in terms of product line began to deviate from the strict British made product. Only the first 25 rolling chassis were actually identical to the Derby England factory items. As time went on there were more and more deviations from the strict British product. Some of this may be due to the personal preferences and procedures of the different local American coachbuilders. Some was due to the requests from the American customers, their ability to individualize and personalize their American made car to their preferences and styles.

The American Roll-Royce was disadvantaged by one thing, cost. Substantial costs were incurred in converting the cars from right hand drive to left hand drive. The selling price of these American made Rolls-Royces was not nearly as competitive to prestige cars available on the U.S. market. Next the primary U.S. coach maker for Rolls-Royce, the Brewster Coachbuilding firm, fell into financial difficulties. Then along came the 1929 stock market crash. 1931 the factory closed although previous orders were honoured at some expense to Rolls Royce, the last 'Springfield' was delivered in 1935.

Nostalgia and an Austin 8 Tourer

Nigel Steele Scott

In 1956, national service in one of the armed forces was compulsory for 18-year-olds and as an impecunious university student when I came out of my three-month term I had enough money to buy a motorcar.

The shortage of cars that had prevailed after the Second World War was over and there were many cars of the 20s available. They were mostly American, large, fuel and tires were expensive for a student and had no particular automotive interest. I lived in the suburbs of Adelaide and cycling to and from school and university I became very aware of the sound followed by the vision as they passed me of cars such as 12/50 Alvis, a crackling exhaust note, Lancia Lambda and a rather high-pitched gearbox sound and the deep booming of 30/98s. At that time there were enough around to be sure that I would see 1 or 2 a day. I came across a 3½ litre SS 100 and cycled over to inspect it at £350, a fabulous Mulliner bodied Ghost sold at auction £350 but my father had no intention of subsidizing a motorcar let alone one of these more exotic species. The Jaguar purchaser became a friend in later years and since his death his son now has the car. The Ghost is still fabulous and original and remains in Australia. The 12/50 which I now own is almost certainly one of those cars that passed me.

I curbed my ambitions and looked for something economical that I could run on the money I could earn during holidays when I worked on farms to gain the compulsory experience necessary for my agricultural science degree.

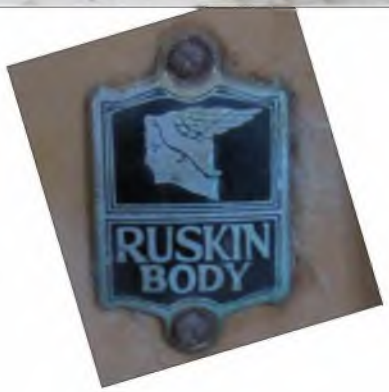
All the Austin sevens available were either definitely worn out, or even then, commanding a premium price. Prewar Morris eights were attractive little cars but relatively expensive so I ended up with a 1938 Austin 8 tourer bodied by Richards in South Australia that cost me £90. It was an excellent little car and I drove it all over Eastern Australia with regular 300 mile trips to farming properties in Victoria. My girlfriend, eventually my wife, also used it regularly and learnt the skill of crank starting as batteries were an expense I thought I could do without. I repainted it and re-trimmed it using my mother's sewing machine. When we got married my sister offered us half of her MG TD as a wedding present and the sale of the Austin 8 which was now very respectable paid for the rest.

Nigel and cousin Sue, Yass 1958

About 3 years before she died my wife had given me a Barker bodied Rolls -Royce 20 in run down condition on the grounds "you do not have enough to do". I had finished rebuilding it and I needed something else "to do". Over the years I had seen assorted Austin 8s for sale and now nostalgia got hold of me so I answered an advertisement and purchased a 1946 Ruskin bodied Austin 8 tourer. It was sequestered in one of many sheds and jammed tight in between a collection of several hundred other cars.

It looked to me as if it was complete although the engine and gearbox were in another shed and I agreed to buy it. It turned out that the owner of all these cars had decided he should sell some, but after 2 or 3 were sold including the Austin 8 he changed his mind and by and large he continues to accumulate motorcars. I could not imagine how it could be retrieved from the collection, but the owner said it would be no problem "come back in a couple of days". In the event he turned up with the car on a trailer a few days later. Not surprisingly there were a few bits missing but when I returned to the seller he quickly found them.

With the hood frame freed and straightened I was quite pleased with my purchase as the body looked pretty straight and there didn't appear to be too much rust (wait for it!). As we all know dismantled motorcars



take up a lot of space and my practice is to take a piece off a motorcar and repair it before I go much further.

I took all the jewelry off, cleaned and repaired it and took it off to Greg at A class platers. Greg did a particularly fine job with the grill which had the usual collection of Marzak pits all over. He has a propriety repair method, so the upper bars of the grill came back perfect and when I painted the underneath bars gloss black on Greg's recommendation the result was excellent. I have always painted the rear of bumper bars and the like in this way to protect them from rust and I had not realised what a difference the black reflection makes to the overall appearance of the plated parts.

With the patient use of Wurth Rost Off Ice and focused oxyacetylene heat nearly every nut and bolt came apart and I was able to save 99% of the captive nuts. Everything is BSF and re-tapping made the later assembly easy.

I cross braced lightweight square tube to the A and B pillars of the body before I removed it and took everything, body panels, wheels, chassis et cetera to Minus Paint for chemical stripping and went back a few weeks later to pick up the remains. I prefer the chemical processing to sand or soda blasting because there is no risk of distorting panels and most importantly no risk of missing rust. What you get back is solid metal and holes so it becomes very clear what must be replaced. There was serious rust on the body and the chassis where the two had been bolted together with a felt cushion, no doubt for quietness, that had absorbed water and promoted the rust. The rear compartment holding the tool kit and the spare wheel had gone

In the meantime I began on mechanical bits. The brakes are rod operated so I over bored all the clevis and made oversize clevis pins. All the shoes were relined and the drums radius ground to fit. The springs were a little saggy, but not too far from specification so I ground off the wear marks on the individual leaves and fitted them up. The spring shackles and spring bushings were all completely worn out but I was able to turn up new pins for the cast-iron shackles and bronze bushings for the springs. The steering box showed little wear I and I was able to fit new kingpins, bushes and thrusts with the aid of a set of reamers borrowed from a friend.

The Armstrong shock absorbers did not seem to do much so I dismantled what I could and discovered that the problem was almost no oil and the valves interconnecting the opposing pistons blocked open. I cleaned all that up and during my research discovered that Armstrong had never been able to seal the axle in the shock absorber so accepted continuous leakage. The consequence of this was that while the shock absorbers did not work the bearings were continuously oiled, with no significant wear and now the shock absorbers work very well, leaking oil as they are supposed to.

The differential felt smooth, clean oil came out of it and the Crown wheel and pinion showed no sign of uneven wear. I fitted new oil seals.

The gearbox also looked and felt fine but I replaced the bearings and decided that machining new

synchromesh cones was beyond me and I would stick with double D clutching where necessary. A new clutch was one of the most expensive individual parts of restoration.

The engine is a robust unit. The two main bearings are mounted in a solid cast iron crankcase and the main problem proved to be obtaining new shells. The crank was ground .02 inches undersize and the bores .04 over. New valves were easily obtained and while I had the top of the block and the head machined flat sealing the water gallery was an enormous problem. The cylinder head studs go into the water jacket but I was eventually able to seal them with Loctite but even torquing the head gasket down to 45 foot-pounds would not stop leakage. Finally I used Hematite on the gasket as well.

With the engine and gearbox installed I now had a rolling chassis. I took it down to the local exhaust specialist to make and fit a complete exhaust system in stainless steel. I do not know how long I will keep the car or whether my family will keep it, but my experience with steel silencers was scarred in the late 60s when every couple of years I needed a new silencer on my light 15 Citroen. So in 1970 I had a stainless steel exhaust system fitted. It had a 40 year warranty which I have been unable to claim upon as some 52 years later the exhaust is still working well. Foolishly I fitted a steel exhaust to the 1st car I rebuilt, a 1928 Buick and it disgraced itself 2 or 3 years later while I was driving our best friends daughter to and from her wedding. Some 20 miles of noisy agony.

The radiator had sustained serious damage and as there was no sign of this on the rest of the car so I suspect it was from another car. When dismantled, I was unable to rod the tubes as too many were bent or broken. I was given a secondhand Austin A40 radiator core and after cutting 2 inches off with an angle grinder I was able to fit the top plate from the Austin 8 radiator to the A40 core and use the original Austin 8 top and bottom tanks.

I have now rebuilt several radiators including square tube, honeycomb, film and modern core. The really difficult bit is getting everything clean. With a fine gas torch flame it is very satisfying to watch the solder slide into place. Infuriating when I don't get it clean enough.

I was determined to rebuild the body myself. I was fortunate enough to have good relations with the restoration business that has done and continues excellent work for me for many years. Paul, Ben, and Ron at the restoration shop advised me not to use MIG or TIG but instead to concentrate on my Oxy welding skills. "You will make plenty of mistakes Nigel and MIG welding is excellent but very unforgiving and hard to rework. You will be better off using Oxy so you will be able to fix your mistakes quite easily".

How true. I already had my own small oxyacetylene unit which is invaluable for dismantling, reshaping or making new pieces and annealing non-ferrous metals and I do not have a MIG. Ron had first worked for me on the body of my 20hp Rolls-Royce back in the mid -80s. Over the years I have found and followed the best artisans as they move from place to place and in this case they are all gathered together in the one workshop.

The basis of the car is an excellent and rigid semi platform chassis and apart from the doors, which are framed in wood, it is all steel. I set about repairing the rust by cutting out the offending bits and fitting new pieces accurately before welding them in. I replaced part of the floor and sections of the chassis side members where the felt had been busy. This was all fairly straightforward. I then made a wooden chassis and screwed the body firmly to the replica chassis, so I had the shapes tightly in place. I cut sections out one and a time and made new pieces to fit well and weld them in one at a time so as not to lose the body shape. I soon found it was worthwhile to get the fit exact. This meant less heat and distortion. Paul allowed me to use basic body shaping tools and I was able to make complicated pieces like the rear body section, the body sills (3 layers under the doors) and fit them up with hammer dolly and a sandbag before welding them in. All three were very generous in instructing me and constructively criticising my work. When I had finished the body, I took it off the wooden chassis and put it back on the car and everything lined up.

The mudguards needed minor dent knocking, assorted holes filled in and rust repairs on the rear ones where the original cotton-based piping had also housed moisture. The wooden framed doors were sloppy in the old steel screws had rusted and loosened. I took them out over drilled and plugged the holes and used heavier screws and the West System epoxy to screw them back together and fitted a tensioning wire from the top inside to the bottom left side which enabled me to twist the door-frame to fit. I then concentrated on the fine panel beating needed to get a bare metal finish. I got pretty close to perfection.

Since all the panels had been chemically stripped and etch primed the numerous small cosmetic rust pits were easy to fill with the very fine U-Pol filler. Then 2 to 3 coats of spray filler with heavy sanding back in between coats resulted in a finish of which I was really proud. I am not a good spray painter, so I sanded back most of what I had sprayed on to get the finish.

Next I assembled the whole car in undercoat to make sure that everything fitted and do the best I could with panel fit. It went together pretty well. The doors are not a particularly good fit and I recall the same problem with my previous Austin 8.

That led me to return to Paul and asked if he and Ben would apply the final coat of colour. Paul was very reluctant, "you understand Nigel that I did not do the preparatory work which is the basis of any good paint job". He only finally agreed because I am a long-standing customer and I undertook to make it clear that it was not to be an advertisement for their work. Of course I am delighted with the job and the Austin cream of the time is a very lively fresh colour resulting in a very pretty small car.

I made and fitted new body cards for the interior trim and plywood bases for the cushions and squabs. The Adelaide veteran trimmer, Phil Spencer, then did his usual impeccable job on the trim and the hood. I say veteran with respect because he is the same age as me (not disclosed).

I converted the ignition system to 12V and fitted a small Lucas generator and regulator from a Ford 10. I discovered that Lucas made 6 and 12V generators with a mirror image mounting system so they cannot be accidentally interchanged and it did require an ingenious mounting bracket to cope with this difficulty. The 6V starter motor turns the engine over with great vigour. Very easy starting.

Paul at Vinwire made a new loom with provision for winking lights in the front sidelights and extra tail stop and flashing lights on the rear. The steering

column included an indicator switch which was not used on the original car. It is an amazing collection of brass, Bakelite and springs all set up to work by this over the centre mechanisms. After meticulous cleaning and lubrication it was restored to life.

The result. The car is light and lively to drive with responsive steering, adequate brakes (depends on your leg strength) and comfortable suspension. The gearbox is fine for slow changes but for a quick change down double D clutch is best.

Like several of my cars it has been out on loan to various family members in the spring and summer. A conscientious son called me to say that it was leaking water at a rapid rate shortly after he had checked the oil and water and filled the radiator to the brim.

These early Austin radiators had an expansion chamber above the main reservoir tank. It is very effective and it is unusual for the radiator to need a top up. However if the expansion chamber is also full there is no place for such a large volume of water to go even though there is an overflow system. So the water pressure blew a Welsh plug. Which one? The one between the block and the scuttle. Rather than cut a hole in the scuttle I took the engine out to fix it.

Nigel

Out to Lunch in an Invicta

I spent a very interesting day with Roger Rayson, experiencing his rare Invicta was no doubt the highlight.

The Petrol Sniffers lunch date was moved to the second Thursday and shared the lunch with the Ballarat group at the Maryborough Station café. Due to the success of the venue this may well become an annual event.

I approached Roger a few months back to see if he was driving his Invicta to Maryborough and if he was could I join him? He was happy to have company on the run. First I had to trek across country in the SUV to Castlemaine, which took an hour and twenty minutes, a little longer than expected. Roger was anxiously waiting, as it was planned to meet at the Maryborough Station at 11am.

The history of his 1928 Invicta is a little sketchy. Roger is keen to find out more about the car. There are so few Invictas in the country, the most well known is Shannon's sporty low chassis model. Could Roger's be the 1928 Invicta that David Wilson owned in the late 1960s. *(see below at the 1969 Kalorama)* At the Gisborne

Swap in 1972 the body had been removed and was available for sale.

The Invicta was evidently re-bodied with a very stylish 'Le Mans' influenced tourer body at some stage in its life.

Even though it looks really cool there are a few practical deficiencies. It only has a door on the passenger side, similar to an Alvis 12/50 I once owned. This is not such a liability if the roof is down however it does create difficulties when it is erected. The driver has to clamber over the passenger seat. The aperture of the single door is very small which means even the passenger has to inelegantly bend his knees just about to his chin to climb in. The bucket seats offer excellent support and comfort, giving a clear view of the long bonnet and the road. The rear is just a token seat for little rug rats or one person could sit across.

Most vintage cars are not known for their soft suspension. The Invicta has very hard suspension feeling every surface undulation that Aussie country roads are famed for. Roger did say he might experiment with lower tyre pressures.

Being a passenger I could make a few observations. Roger said the gearbox can be a bit challenging however he had evidently mastered it as his changes were seamless most of the time. The hefty 4½ litre Meadows engine, which replaced the standard 3 litre unit, can pull away in top at 9mph. Cruising at 55mph the engine ticks over at 1800rpm, though a little noisy, at 45-50mph it seems far more relaxed. It has to be remembered that even 50mph was fast in the vintage period, especially on the crude roads in those days. The turning circle is very wide, as noted when going around a tight roundabout in Maryborough.

We arrived in Maryborough with plenty of time to talk to other drivers and check out some of their cars. Eventually we were summoned to lunch at the Maryborough Railway Station café. Five rows of tables consisting of eight chairs indicated there were about 40 diners present. The group I sat with were very chatty and enjoyed their meals.

With lunch over and a photo shoot outside the station everyone made tracks home.

A 1933 Sunbeam Speed 20 drop-head is a little speedier than the manufacturers intended, as under the bonnet it has a 3.4 litre Jaguar twin ohc engine. Brian Canny had considerable difficulty acquiring a decent cylinder block for the car and instead fitted the Jaguar engine.

Graeme Burnham came down from Ballarat driving Reg Rhook's Model A Tudor. Reg restored the Ford well over 30 years ago and has been driving it regularly ever since. It is completely original

specification and goes as A Models do, effortlessly and comfortable. The Marquette is owned by Warren Harris, which according to Graeme is a superb restoration, like all of Warren's vehicles. The Ballarat Petrol Sniffers regularly get 40 to their monthly luncheons at Wallace.

You may remember Ian Cartwright has a Triumph TR3A, to supplement that sports car he has bought a smart 2001 Porsche Boxter from Brendan O'Donoghue of Bendigo who is looking to buy a new Telsa electric car.

The MG L Type Magna above is owned by Alan Wettenell of Ballarat..

The Rolls Royce of Vin Cappy is particularly elegant at a time when the less well off motorist may have chosen a Vauxhall Wyvern.

Lined up is the Marquette, Sunbeam, Triumph Spitfire and one of two E-Type Jaguars attending.

Back at Roger's residence are two Essex specials. The one that Roger has had for many years has a twin OHC conversion and feeding the twin SUs will be a supercharger. Roger pointed out that the four cylinder Essex engine was a lot more robust than the later 6 cylinder engines fitted to late vintages Essexs. The smaller shortened chassis Essex special is a temporary visitor having just had its minimal body fashioned by Steve Barnett's workshop in Harcourt.

I was warned by Peter Fleming that not to delve into the shed that has wall to wall pushbikes as I would be there till midnight listening to histories of each racing two wheeler. By the way Peter is seeking a 28" x 1½" wheel to suit his antique New Hudson push bike he is restoring. Roger has a unique collection of bikes, many have remarkable stories connected with major road races and cycling celebrities around the world, such Tour D'France as well as Australian championship events.

David

Photos of Invicta and Essex Specials from the 1960s

Invicta takes up position, driven owned by David Wilson at the 1967 VDC Darley Sprints. Above: 1969 VDC Wattle Glen Rally

Russ Elliot and son Lyle along side John Davis's Essex Special 1967 Darley Sprints

Essex special of Brian Florimore about to try his luck at the 1965 Calder Sprints

1967 Rob Roy Brian Florimore inspects his Essex special engine

Maryborough's Grand Station by Brendon O'Donoghue

Queen Anne Revival - Built 1890/1 - 25 rooms and clock tower, of red brick with stucco trimming.

Mark Twain, the author of Tom Sawyer and Huckleberry Finn referred, when he said that Maryborough was "a railway station with a town attached"

Maryborough-Midlands Historical Society Early 1900s.

The 1890-1 building is Queen Anne style red brick that displays hallmarks of the Anglo-Dutch style. The outside roof consists of different types of Dutch gables with faceted chimneys. Cement renderings decorate the building and echo the style of the wooden details of the windows and doors. Tuscan order columns support a wide but similarly profiled lintel and large bluestone steps form the entrance to the base. (Information courtesy Glenda James Maryborough-Midlands Historical Society)

On arrival at the beautifully restored Maryborough station, we were welcomed by the staff at the Railway Cafe and Tracks Bar. The Victorian era interior and its decorations created an immediate welcoming ambience.

Maryborough was a major junction, with cross country routes. The Avoca line from Ararat is a standard gauge line that becomes a dual gauge track when passing through Maryborough, with the dual gauge track operating as far north as Dunolly.

The station closed on 12 September 1993, when The Vinelander service to Mildura was withdrawn and replaced by road coaches.

In 2006/2008, the station was restored by RBA Architects and Conservation Consultants, with repairs to the towers, clock, facade, portico, roof and guttering. Stage Two included slating, rendering, glazing and moulding repairs, to match the works conducted during the first stage of works.

Passenger services returned to Maryborough in 2010, with services running every week between Maryborough and Melbourne, via Ballarat.

The State Government committed $50 million to the project which included the upgrade of the station, signalling works, train stabling and upgrading the track between Ballarat and Maryborough. (Various Internet.) ***Brendon***

MG Collector

Col Tracy is a keen MG enthusiast, one of several in the Macedon Ranges and Castlemaine area, so much they have their own MG branch gatherings.

He has a smart Y Type saloon with twin carbies. He purchased it as an older restoration, from a man in Perth. All he had to do was rust removal, paint, some upholstery and minor mechanicals. More in depth mechanicals pending.

Shown above he also has an MGB roadster and a beautiful MGTC. A more practical car is his Morris Minor Traveller (Woody as some call them)

1946-50 Invicta Black Prince

When visiting the UK in 1999 at the Annual Austin Rally in Ashover we saw this rare post-war Invicta. The name Invicta was revived in 1946 by an organisation calling themselves Invicta Cars of Virginia Water, Surrey who began making the unconventional Black Prince.

Meadows engines were again used, this time a twin overhead camshaft 3-litre six cylinder with three carburettors and two plugs per cylinder giving 120 bhp at 5,000 rpm .

The aluminium-bodied cars – steel supplies were effectively non-existent for new businesses in Britain's new centrally planned economy – were extremely complex and very expensive.

With a torque converter (Brockhouse Hydro-Kinetic Turbo Transmitter) entirely replacing the gearbox. It provided automatic transmission on any ratio between 15:1 and 4.27:1. The torque converter was controlled by a small switch with forward and reverse positions. Suspension was fully independent using torsion bars and there were built-in electric jacks.

Other innovative luxury items included a trickle-charger to charge the battery from the domestic mains, an immersion heater in the engine, interior heating of the body and a built-in radio.

Although plans envisaged an output of 250 a year it met the same fate as its predecessors after only a limited number were produced. About 16 were made, 12 of which have survived. The new company lasted until 1950, when it was bought by Frazer Nash makers, AFN Ltd.

The following comments were made by Michael Sedgewick in his book "Cars of the Thirties and Forties' (1979) while discussing automatic gears boxes, many innovative attempts were made in the 1940s. 'The British Brockhouse single-speed system, tried only on the expensive Invicta, suffered from temperamental, solenoid-actuated reverse. One of the reasons why only twenty five cars were made, at a reputed loss of £100,000 (US$280,000) in three years'

1949 Invicta Black Prince 3 litre drophead coupe. Instrument panel of a drophead coupe and a Black Prince shooting brake


GUK21, the 1926 20 previously owned by David Prince

SMALL HORSE POWER ROLLS-ROYCES

THE 20HP, 20/25, 25/30 and WRAITH

David Prince

20 HP (1922-29)

This 3127cc, 3-speed, 6cyl O/H valve, semi-elliptic sprung car exploited a market niche for an owner-driver smaller and easier car in the 1920s. Produced concurrent with the company`s larger models, the 20HP was very much a luxury car in miniature.

Although its engine was less than half the capacity of the Ghost`s, technology had advanced so far that it produced about the same power as the earliest Ghosts. From 1925 onwards it received servo assisted front wheel brakes and four RH position in 1925 (along with 4-wheel brakes), this feature being retained by Rolls-Royce until the advent of automatic transmission.

Nigel Steel Scott's 42G7 1922 and 5327 1923 20hps


GMK4, the 1924 Doctor's Coupe of David and Judy Heuzenroeder


The 20's of Adrian Akhurst and Peter and Mark Roberts

This, the first of the small horsepower line of models, was given the code-name Goshawk, so that G appears as the first part of all its chassis numbers after approx. mid-1923 and prevailed through the series until 1938 .

forward speeds.

As with the Silver Ghost, the gears were changed by means of a right-hand lever, which was initially centrally mounted in early Twenty models but reverted to

20/25 HP (1929-1936)

Late in 1929 the Twenty engine had its cylinder bores increased by ¼ of an inch with the engine capacity increased to 3699cc or 25 HP (calculated on the old RAC rating) hence the title "20/25". With the increase in power from the capacity increase and other improvements, the engine was able to cope better with the heavier closed bodies that clients were demanding and give higher cruising and top speeds.

Royce had seen this smaller line of models as typically light, eminently driveable motors, but many of his customers wished more to impress their neighbours with ponderous coachwork.

The 20/25 therefore tended to have


GSF35, the 1935 20/25 of Terry and Michelle Shipard

The 25/30 David McCarthy

GR04, the 1937 25/30 of Rory and Liz Poland, winner of numerous awards

25/30 HP (1936-38)

A further increase in engine capacity was introduced in 1936. The bore was increased to 3.5in, the capacity now reaching 4257 cc. The 20/25 was phased out and the 25/30 appeared. It was available in just one chassis size with 132 in wheelbase.

Many of its bodies looked more elegant than its contemporary big brother the Phantom lll , because the 25/30 radiator is set level with front axle instead of being slightly forward. By now coachbuilders had learnt the art of making the bonnet appear longer than it is, giving better overall proportion.

WRAITH (1938-1939)

Wraith was to be the new Rolls-Royce car of the 40's, a key advancement being the steel frame front section of the chassis arranged in a cruciform (not parallel rails), as first used by the Company in the Phantom lll to resist twisting over bad roads.

WW2 intervened however and restricted production to less than 500 chassis in the 2 years of this model's production.

The Wraith had the same engine as the 25/30 but with some increase in power, larger valves, short bonnet and independent front suspension.

David

some quite imposing bodies, but there are some lighter, close-coupled bodies (sports saloons) that are delightful drivers cars.

Of course by this time, Bentley Motors had been bought by Rolls - Royce and the engine and running gear of the 20/25 was used in post-1933 Bentleys as well (with some engine refinements).

One of the significant improvements to this model was the feature of one-shot lubrication of most chassis points from a small pedal near the firewall.

WEC46, the 1939 Wraith of James and

1928 Rolls Royce 20hp

More on the 20hp

'From the Vintage Motor Car Pocket Book'

In 1922 a small 3.2 litre, 6 cylinder was introduced by Rolls Royce known as the 'Twenty'. It had a three-speed gearbox with central ball change. In 1924 the Twenty acquired four speeds with right-hand gate change and front wheel brakes. In 1929 an increased bore of 82.5mm produced an additional half-litre capacity, the model becoming the '20-25'

The 20 and 20-25 were both cars of great refinement and charm despite their quite negligible performance.

Year: 1922. *Maker's H.P.:* 20. *R.A.C. Rating:* 21·6 h.p. *Number of Cylinders:* 6. *Bore and Stroke:* 76·2 × 114·3 mm. *Engine Capacity:* 3·2 litres. *Valves:* overhead. *Wheelbase:* 10′ 9″. *Forward Speeds:* 3. *Final Drive Ratio:* 4·55 to 1. *Tyres:* 812 × 114.

Year: 1925. *Model:* "Phantom I". *Maker's H.P.:* 40/50. *R.A.C. Rating:* 43·3 h.p. *Number of Cylinders:* 6. *Bore and Stroke:* 108 × 140 mm. *Engine Capacity:* 7·6 litres. *Valves:* overhead. *Wheelbase:* 12′ 0″ or 12′ 6½″. *Forward Speeds:* 4. *Final Drive Ratio:* usually 3·4 to 1. *Tyres:* 33 × 5.

Year: 1929. *Model:* "20–25". Specification as for "20" but *Bore and Stroke:* 82·5 × 114 mm. and four speeds.

a few special fiats

Seen in 'Il Topolino' the newsletter of the Fiat Club of Africa
edited by Abe Fullard

Fiat 2100 Coupe by Pininfarina (Acknowledgement Carsthatnever-madeit. Co) Well, don't feel too bad if you did not recognize this Fiat. After the launch of the Fiat 2100, Pinifarina designed this coupe based on the chassis and running gear of the Fiat 2100. It had an exceedingly low production run and was discontinued when Ghia launched the glorious Fiat 2300 S coupe. In terms of appealing looks, the Ghia coupe wins by many margins.

Fiat 1100 Cabriolet by Allemano (Acknowledgement WikipediaIn) of the 1950s. The Italians loved to re-body anything they could, including cheap family saloons and although coach building was decreasing world wide, in Italy it was still going strong and Fiat's Nuova 1100 (sometimes known as the 1100/103 after its internal project number), that made its debut in 1953 as a thoroughly modern replacement for the 1100E, was a prime target.

One of these was Carrozzeria Allemano, who displayed both a cabriolet and coupe designed by Giovanni Michelotti, whose design was the subject of much appreciation at the show and the Michelotti Nuova 1100 Allemano models were repeatedly featured and highlighted due to their distinctive design. The Allemano-bodied Fiat's design was certainly elegant, clean and unfussy in the signature style preferred by Michelotti and his Carrozzeria boss Serafino Allemano.

Perhaps the most notable feature of the body is the distinctive split grille that tapers to an aggressive point in the centre. Some seven years before the Ferrari 156 F1 car and the 1962 Ferrari 250 GT SWB Bertone coupe that was inspired by it. Michelotti had drawn his own 'shark nose' for this handsome little Fiat.

These special Allemano Fiats were produced in a very small series through 1953 before being succeeded by a different Michelotti design in 1954. It's thought that just two coupes and four cabriolets were produced, with only one coupe and two cabriolets known to exist today.

The car shown here was registered on 5 September 1954 with the registration number NA 86282, a plate which it still wears to this day. Prior to restoration it was discovered that some slight modifications to the bodywork were made in the late 1950s to meet the 'nuova codice stradale'. The most important component of which dictated rear lights with. separate amber lenses. As was common at the time. 1959 production Fiat 1100 rear light units were used. In order to accommodate the larger lights, the rear wing line was modified and once fitted, a new bumper was made and fitted.

Since then, a thoroughly researched and meticulously executed restoration has brought this historic design back to its original and correct form, specifically through recreating the rear wing line and the correct tail lights as designed by Michelotti in 1953.

The badges as seen on the car when delivered were recreated and returned to be fitted in the exact place, as shown by the holes uncovered in the original panels when the car was stripped for restoration.

During the restoration preparation, the original color of the body, Azzurro metallizzato, was found and a remaining fragment of the correct original Bordeaux vinyl trim was matched for the upholstery, returning this fabulous design back to the condition when Augusto Scalese first took delivery of his very special Fiat.

THE GIPPSLAND VEHICLE COLLECTION

It could be said that one of life's most important lessons is to recognise our past and learn from other people's experiences.

Here at the Gippsland Vehicle Collection, we aim to entertain, educate, and preserve the rich history of motoring and associated memorabilia. And this happens all under the one roof at our Maffra Museum. Home to the Gippsland Vehicle Collection is a wonderful shed which was built in 1942 as a Vegetable Dehydration plant. Its main purpose was to supply food which was then sent on to the troops.

Staffed mainly by ladies they cooked and peeled many different vegetables such as potatoes, carrots, and cabbages. The vegetables were grown locally, dried in steam ovens, packed in boxes, and loaded onto trains which took them to Melbourne for disbursement.

The factory closed at the end of the war to be reopened in 1946 as a biscuit factory operated by Swallows and Ariel.

It then spent some time as a lingerie factory making ladies corsets before becoming a mushroom growing factory – both businesses failed.

Nestles, the now multinational food company stored tins of condensed milk in the building stacking their tins to the roof. Their production numbering can still be seen on the internal beams.

After Nestles closed, Murray Goulburn used it for a short time to store drums of buttermilk. As their business model changed, the building was vacated and gradually fell into disrepair with the local pigeons making it their home.

So, the building lay dormant – not used and not loved but in 2004 it watched as the last Grand Prix rally travelled through Maffra. A call had gone out for residents to line the street with their vehicles as a way of welcoming the rally to the town. An enormous number of collectable cars which astounded even people who had lived in the area for their whole life, welcomed the rally and drew a large crowd.

At the pub following the rally – 3 long term residents of Maffra got into a discussion centred around, "Isn't it a shame that these vehicles are never seen – wouldn't it be great if there was somewhere in town that they could regularly be seen" - and the concept was born!!!!

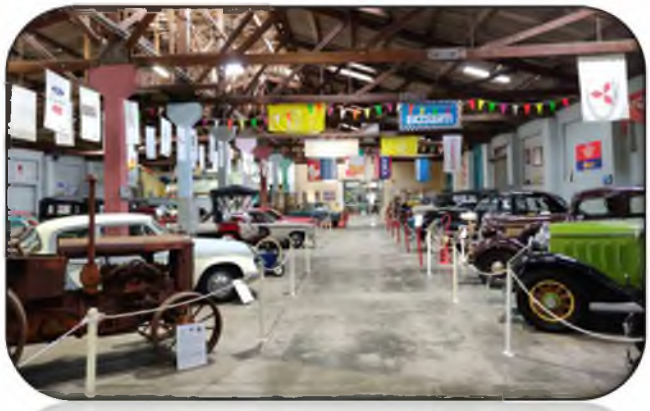
These three members were able to secure a lease with Murray Goulburn for this old, neglected building – their vision saw its potential. The hard work really started – with the aid of the CFA it was hosed down many times, painted, rewired, broken windows were all replaced and a myriad of other maintenance jobs were undertaken.

To raise much needed funds they asked for 100 people (now our foundation members) to each contribute $100.00 – this provided the initial seed money.

After 2 years of hard work and fundraising, The Shed officially opened in October 2006 with a small display of local vehicles.

The building is now fully owned by the Gippsland Vehicle Collection who purchased the building from Murray Goulburn in 2017.

Our many volunteers take pride in



their work to ensure the displays remain fresh and entertaining. We have a diverse range of volunteers whether it be as part of the management team or volunteers on the floor who undertake day to day maintenance, cleaning, taking care of owner's "Babies" and have earnt a reputation second to none for looking after the precious vehicles which are so kindly lent to us for up to 4 months at a time.

We remain a Not-for-Profit Incorporated Association run entirely by volunteers and with an elected committee. We have over 800 members, many of whom have vehicles registered under the Club Plate Scheme.

Through our membership and networks, we have access to an enormous number of different vehicles. The overwhelming support from car clubs, and associated entities means we are able to be as diverse and unique as we dare to be.

We change our displays in March, July, and November each year to ensure there is always something different for our visitors to see. The displays have ranged from mainstream, vintage, and veteran cars to European, English, American, and Australian vehicles. Everything from cars, trucks, motorbikes, race cars, and hot rods, to highly desirable thoroughbred pieces of automotive have graced the floors of our "Shed" – oh yes and even the occasional boat and emergency service vehicle.

One such example is a pair of exquisite late 1930's Alfa Romeos which are the feature cars of the present display showcasing British and Italian Sports Cars and Bikes. Both vehicles have previously been on show at Melbourne's Motor Classica.

These exquisite pieces of history need to be seen to be appreciated but these dark red beauties are not the only cars to be appreciated.

Everything from a Canary Yellow Fiat Bambino to a beautiful dark blue E Type Jaguar have been graciously lent to us.

Add to this motoring history such as MG, Austin Healey, Aston Martin, Lancia, Ferrari, Lamborghini and even an aluminium Shelby Cobra Replica – There is something for everyone in this display.

We are presently preparing a railway station platform to enhance the restoration of a vintage guards van to be used as an active display. Later in the year, we have a display promoting our motor bike heritage with a full display of two wheelers ranging from obscure, very rare and mainstream favourites we have all grown up with.

Further displays for 2023 are in the planning stage with a special display which will showcase the relationship between the motor car and pop culture due to launch in March.

While you are here take time to have a look at the amazing collection of model cars and commercial vehicles (not to mention the Elvis pieces) in the purpose built showroom at the rear of the building – **One Man's** Lifetime Collection.

And if it all gets too much, there is always the option of a quiet coffee or cup of tea in Pitt Stop. Like all museums, we have a small retail area where you may find just that little bit of memorabilia to take home with you.

Outside, you can enjoy our covered BBQ area with seating and benches (Bookings required) and free camping is available provided you are self-sufficient.

Gippsland is adorned with many great places to see and things to do. From the Mountains to the Sea, good eating, boutique wineries, easily accessible roads, plentiful accommodation all of which cater for a wide range of tastes and wallets. We at the Gippsland Vehicle Collection would like to extend a warm invitation to all of you to visit us. We welcome all types and makes of vehicles together with the diverse and unique people who own them.

Our opening hours are 10.00a.m – 4.00 p.m. Friday to Monday or by appointment for car clubs or large gatherings. Open all Victorian school holidays and public holidays, excluding Good Friday and Christmas Day. Group charge $10 per person Entry Cost is $10.00 concession $15.00 adult Children under 15 free.

The Secretary, Sue, can be contacted on 0455 556 542 for further information.

Website: gippslandvehiclecollection.org

Facebook: Gippsland Vehicle Collection Inc.

Instagram: gippsvehiclecollection

A Few of the Cars on Display at the Maffra Shed

1937 Alfa Romeo 6C 2300 MM Spider

Georg Leitu Vic
C/o Paul Chaleyer Pre-War Racing

Alfa Romeo's 6C was among the most versatile of 20th century automotive models, with each model built around one continuously developed inline six-cylinder engine over 25 years.

Models to wear the 6C badge ranged across racing, sports and road cars. Many of the road cars were bodied by Italy's capable fleet of coachbuilders, resulting in an array of body styles from saloons and coupes to cabriolets and torpedoes.

But it was the Alfa Romeo 6C 2300 that made its debut in 1934 that is ranked among the company's most memorable creations. Like its predecessors, the 6C 2300 was refined over many years. Alfa Romeo unveiled the 6C 2300B in 1935, featuring hydraulic brakes, fully independent suspension, and a revised lightweight chassis. An updated second series added a new gearbox with synchronized third and top gears plus new chassis mounts.

The ultimate high-performance model was the 6C 2300B Miiie Miglia, which utilized a shorter chassis and tuned 105 horsepower engine.

Of the 100 or so produced by the factory, a large portion went on to race throughout Italy, including a class win for Alfa Romeo in the 1938 Mille Miglia.

This 2300B MM chassis was found in the south of France during the 1970s. It arrived in Australia as a restoration project without its original body, which is believed to have been destroyed during WWII - the unfortunate fate for many cars of that era.

Over many years, the enthusiastic and dedicated current owner, together with Historic and Vintage Restorations, meticulously sourced original components from around the world.

Historic and Vintage Restorations brought together a team of specialists including GM's principal designer Mike Simcoe and master fabricator Vincent Panozzo, to hand craft the Touring of Milan Superleggera Spider design in aluminum.

The chassis and mechanicals were completely restored to original specification including fitting a period supercharger to the engine.

The owner was dedicated to restoring the car is if he was commissioning the bespoke build and design in the 1930s. Traditionally, owners would purchase the chassis from the factory and then have the coachwork built to their specifications by their preferred coachbuilder.

In essence, everyone engaged in bringing this extraordinary Alfa Romeo back to life was emulating the original processes used in the era, but with Melbourne craftsmen.

When interviewed on his involvement, Mike Simcoe perfectly exclaimed "This was a once in a lifetime opportunity for everyone involved!"

1939 Alfa Romeo 6C 2500 Berlinetta Comptizione Tourin Coupe

Georg Leitl Vic

In the 1920s and 30s, Alfa Romeo was on top of the world, with the marque producing competitive cars for both the best drivers and privateer entrants.

The Alfas were considered some of the best cars in the world and viewed as finely crafted works of art, elegant in conception and execution, They were produced in house at Alfa by artisans who took pride in helping to build the marque. introduced in 1938, the 6C 2500 was the last 6C road car. The racing version of the 2500 was created for the Mille Migiia and the 24 Hours of Le Mans. Producing 93kW, the car could reach 200krp/h. It should come as little surprise that the 2500 was one of the most expensive cars available at the time.

The remaining pre-war 6C Alfas are still fiercely desired by collectors and enthusiasts and this one is no exception.

This particular car is a carefully styled and beautifully crafted tribute to the lost Mille Migiia and Le Mans coupes of 1939 and 1940. This chassis (No. 913191) was delivered in 1939 and later mated with a dry sump 2500 SS engine, rebuilt to the highest standard. The all-alloy bodywork has been accurately constructed by hand as per methods utilised by Carrozzeria Touring Milan, being an all-aluminum skin over Superleggera (super light) tube framework. The basic, yet fundamental interior exemplifies the Touring construction methods.

Period correct Alfa Romeo instrumentation, seating and steering wheel complete the competition look. Developing over 155bhp and coupled to the four-speed gearbox, this imposing Alfa is deceptively light and agile. The work was lovingly performed by the renowned team at Historic & Vintage Restorations (HVR) in Melbourne. This car is a rare and wonderful tribute to the golden age of racing.

1923 Velocette B3 Light

Graeme Maddocks

Veloce Ltd graduated from cycle manufacturing to motorcycle production commencing in 1905, and initially producing a series of lightweight machines.

The Velocette Motorcycles were made by Veloce Ltd in Hail Green Birmingham, England. Velocette was a small family firm selling almost as many hand-built motorcycles during its life-time as the mass-produced of the giants BSA ,and Norton. They were renowned for the quality of their products.

Velocette was "always in the picture" in international motorcycle racing from the mid-1920's through to the 50's.They won two World Championship titles in 1949-1950.

Veloce Coy while small were great technical innovators and many of its patented designs are still used. These included the positive-stop, foot shift gearbox, and swig-arm rear suspension with hydraulic dampers.

Australian engineer Phil Irving was involved in these designs.

The first two-stroke Velocette was built in 1913 along with a "Foot Starter". Between 1913 and 1925 Veloce produced expensive, high quality, two-stroke machines of 250cc capacity, which gained an excellent reputation, and were entered in competition such as the Isle of Man, with some success.

They were also light, handled well, and were powerful for the day. In 1921 a 3 speed gearbox was introduced with no clutch, but in 1923 the famous Velocette clutch arrived, also an electric (Maglita) head light.

The engine is a 249cc single cylinder two stroke. Bore 63 x Stroke 80mm. Power is transferred to a 3 speed hand change gearbox, with a kick starter.

Twist grip throttle were not used back in the 20's, instead the speed was controlled with a bar mounted ignition advance lever, and a slide lever or two to measure the amount of fuel and air allowed into the Amal carburetor.

The suspension consisted of a spring seat mounted on a ridged rear and up front semi-ridged forks, suspended by Druid coil springs. The business suffered a gradual decline and closed in Feb 1971

1938 Lancia Aprilia

Sturt Steinfort

One of the first cars to be built using a wind tunnel, the Lancia Aprilia had a record drag coefficient of 0.47 and was marketed as the "berlinetta aerodinamica". the year 1937 marked the first Aprilia coming out of the factory doors, but also the year the founder Vincenzo Lancia died.

The Aprilia was to be the last ever model he designed, with rear suicide doors and no B-pillar.

The first generation was fitted with a 47hp V4 engine which sold just over 10,000 units. A second run of the Aprilia started in 1945, with the model being almost identical to the original one, but with a slightly better engine

The design was highly advanced with production running from 1937 through to 1950. Innovative features included a steel monocoque construction, four pillarless doors, a narrow V4 overhead cam engine, four-wheel independent suspension and powerful hydraulic drum brakes.

The model was successful in competition and continues to be a regular winner in the pre-war class in tough endurance events.

The Aprilia is a wonderful balance of engineering excellence, pedigree and practicality.

This Lancia Aprilia is still being restored by its owner.

1934 Wolseley Hornet

Mark McKibben

Wolseley's association with sports car was even longer than that of MG, the first Wolseley sports being marketed in 1922.

This was based on the 10hp Wolseley sedan and had a single over-head-camshaft engine and a top speed of about 70 mph'

Like most other sports cars of the period, it was soon singled out to be raced and a single-seater version once covered 500 miles around Brooklands at better than 80 miles per hour.

Somehow the sports car went out of production and Wolseley did not have another sports car until 1931, when the Hornet was introduced - mainly because Wolseley enthusiasts had seen fit to have special b6dywork built on the tour-ing chassis. Hornet Specials were built in the early 1930s and were based on a Morris Minor chassis with a small 6 cylinder OHC engine'

This car would have been delivered to Australia in 1934 as a chassis, the body was created by a local Queensland coachbuilder as a 4 seater sports (legless rear passengers preferred)

Sometime in the 50s or 60s the back part of the body was removed making it a 2 seater.

The car fell into disrepair and was used for parts. To make it whole again it was purchased by Joe wilson who in 3 short years made the car what you see here today, .

1947 MG TC

John Pitman

For the war effort, MG's Abingdon factory was quickly converted for war-time production and in 1941, MG's founder, Cecil Kimber, was dismissed.

Tragically, Kimber was killed in a railway accident afterwards and therefore MG faced the post-war world without its founding leader.

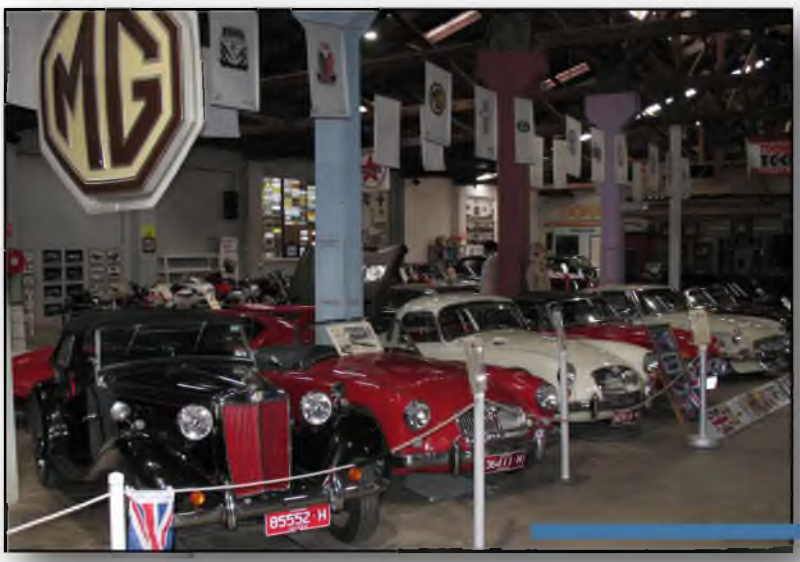
After the war, the men at Abingdon quickly got back into car production with the TC. It was really a slightly developed version of the pre-war 1939 TB, which was the smallest MG and one of the few sports cars available right after the war.

Due to material rations, most of the TCs were built for export, thus it was the first MG to be shipped in good quantities to the USA where MG would become established as the most popular import name.

While the TC didn't feature any bumpers, heater or left-hand drive and many other luxuries, what it provided was as a responsive, exciting ride. Coupled with a very affordable price tag, it should be no surprise that the TC outsold all previous models.

John purchased the TC 22 years ago from the Healey Factory in Victoria. John thinks the original owner was Reg Hunt a Motor Car dealer in a Melbourne suburb and racing car competitor.

The TC is totally original except it is believed to have had 16 coats of paint and has never been polished.



Wrecks of the Month

Looking for a modern classic to restore,

take a visit to Charlton (Vic) to see several acres of cars looking for a good home

You may need some panel beating and welding skills to resuscitate many of the cars. There are many popular models, with a sprinkle of European cars such as a pair of Alfa Romeos, Volkswagen bus and a 700 series BMW.

In May Nipper Sweatman invited the local North Central Vintage Car Club around for a club run and bbq to see his collection. Nipper has many modern classics including Valiants, Holdens and Fords beautifully restored when the premises was a panel beaters and he had some very skilled staff who now operate their own panel business in Charlton.

A few of Nippers Valiants were on display as well as a low mileage Morris 1100. Visiting Club cars included Arnold and Colleen Bond's 1937 Austin 10hp coupe. It was purchased in 1995 from Mary Wright of Gower East. The body was built by Damons in St Kilda and was in original condition when bought, having been stored in a shed on blocks for 25 years. They did a total restoration and have been to many rallies, including Austins over Australia at Bendigo. Just as rare but from a different period is Greg and Diane Fullerton's 1986 Holden Pazza Coupe. Greg was looking for a 1970s car that stood out from the crowd. Only 200 Paizzas made by Isuzu were imported from Japan and badged Holden. They had suspension and steering problems. You could have purchased 2½ Commodores for the same money. There is believed to be about 30 still on the road. They purchased the car from Ian Amor of Portarlington in 2012 as it was still 98% original condition. They added a set of alloys and sports steering wheel. ***David***

Bits & Pieces

How the Phillips Screwdriver Took Over America

The Robertson screw is better in multiple ways, but Henry Ford sealed its fate in the U.S.


Phillips Head

The history of the screw, and by inevitable implication, the screwdriver, is complicated. In One Good Turn: A Natural History of the Screwdriver and the Screw, Witold Rybczynski, professor of urbanism at the University of Pennsylvania, traces the metal fasteners to the 15th century, though it wasn't until the early 18th century that the screw became common. Around then, gunsmiths developed purpose-built tournevis (French for "screwdriver") for use in the intricate workings of early firearms. A century later, when screws could be mass-produced, factories cranked out accompanying screwdrivers.

According to the American Society of Mechanical Engineers, toolmaker Joseph Whitworth devised Britain's first standardized screw in 1841. American engineer William Sellers did the same for his country in 1864. Standardized screw heads and screwdrivers emerged later.

Early screws used either a slotted head or some sort of square or octagonal drive. As screw production increased, slotted drives became standard. But if you've ever cammed (slipped) a screw-head slot, you know why it's not the only design.

Enter Peter Lymburner Robertson. The official history from the Robertson Screw Company says that Robertson, a Canadian inventor and industrialist, cut himself when the blade slipped during a demonstration of a new spring-loaded screw-driver, forcing an epiphany that the world needed a new type of screw. Robertson designed a fastener that featured a square socket tapering towards a truncated pyramidal bottom, winning a Canadian patent for his work in 1907. It's a brilliant design—Robertson screws won't easily cam out, and the socket shape helps center the screwdriver, making one-handed operation easy.

The Robertson was perfect for the burgeoning auto industry. Ford began using it to assemble Model Ts at its Windsor, Ontario plant, where the screw's time-saving qualities reduced costs by a significant $2.60 per car. But unless you're Canadian, there's a good chance you've never heard of Robertson screws.


Slotted, Flathead

That's because Henry Ford wanted to use Robertson's in all of his plants, and he wanted more control over how they were made. Robertson, by most accounts a stubborn man, wouldn't agree. No deal was struck, and the Canadian lost an important part of his business.

Meanwhile, other engineers worked on their own types of screw heads. According to Rybczynski, the one that stuck came from inventor John P. Thompson and businessman Henry F. Phillips. A Phillips screw offers many of the benefits of a Robertson and can be driven by a traditional slotted screwdriver in a pinch.


Robertson

Phillips licensed his design to the giant American Screw Company, which got General Motors to use the screw in the 1936 Cadillac. Within the decade, almost all automakers were using Phillips screws.

A Phillips is, arguably, not a better screw than a Robertson. Consumer Reports once wrote that "compared with slotted and Phillips -head screwdrivers, the Robertson worked faster, with less cam-out." However, cam-out was good for automakers increasingly relying on automation, as it meant screws wouldn't be over-tightened.

Today the Phillips is the standard, except in Canada, where the Robertson remains popular, and in Japan, which has its own cruciform screw, the Japanese Industrial Standard.

Next time you strip out a Phillips, shake your fist at Henry Ford.

BY CHRIS PERKINS AUG 31, 2020 from Road & Track

Seen in the Queensland Early Ford V8 Club's newsletter

From Alex Gow's old photos: In America these loggers are using a spindly bridge that they made themselves from hewn logs. They must have supreme confidence in their own bridge building. The first truck is a Garford, the others probably are as well.

From Canberra *(sent in by our daughter Karen who lives in Canberra)*

Model T Fords were the wedding cars of choice in 1914 for newlyweds Sarah (Sally) Ryan and Christopher Lynch on the Tea Gardens property.

Tea Gardens was established in 1857, where Ngunnawai is today. The land was acquired for the Federal Capital in 1916 and the house on the property became the Ginninderra Park riding school, with the land under lease until it was resumed in the 1990s.

Car Clubs are invited to visit Cobden in 2022.

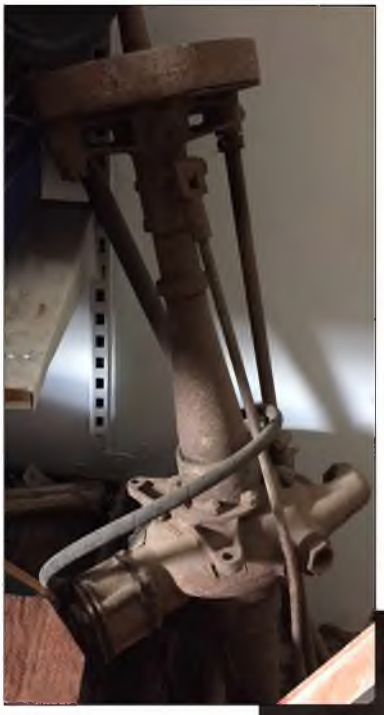
We look forward to welcoming you.

Cobden is located in South West Victoria between Colac and Warrnambool. 30 minutes from the 12 Apostles on the Great Ocean Road, 35 minutes from Colac and 45 minutes from Warrnambool.

Your support of Cobden's regional community and businesses is highly valued and very much appreciated. If you have any questions, or would like to provide any feed back please contact Laura Hultgren, Cobden Business and Economic Development Consultant 0439 496 122 or laura@businessempowered.com.au

Identification Needed

While passing property in Wedderburn I observed a vintage chassis in the front paddock. Needless to say my curiosity got the better of me. A youngish man Mark had placed it there for a bit of a garden ornament. The chassis of course is a Chevrolet. He is a car enthusiast and has a collection of modern cars, the eldest being a few F100 Ford trucks, a Escort Mark 1 and an XY Falcon, all needing restoration. Amongst his parts he has the items shown below which I was unable to identify, other than they were early vintage. Can anyone throw some light on what car these parts belong to? Check the bonnet, back axle, prop shaft and brakeless front axle. Let me know.



When Minor power is just not enough

I am sending you a picture of my 1958 V8 Morris Minor 2 door--- Daimler 250 powered of course and street legal. My every day driver is a restored 1958 Morris Minor 4 door which is Nissan 1500 powered with Skyline with overdrive auto etc. **Gary Schulze**

For Sale

Brian Love has a friend with couple of English cars that he wishes to sell.
A 1935 Morris 8 in original unrestored condition and a 1953 A40 bakers van that has been nicely restored. Rochester Austin A40 Van. $15,000.00
Morris 8 saloon $12,000.00
Seller: Richard 0407 095 279 Victoria.



TOOLS

In a past issue I began a discussion on tools. Our son Colin is a keen collector of Sidchrome tools and has a big collection of tool boxes and contents.

He has found it quite an absorbing hobby researching and restoring Sidechrome boxes and tools.

He often comes across other brands of tools that are at times just as collectable.

Colin put a ball pein hammer head he has had for 20/30 years in molasses, as he was curious if it had any markings. It turned out to be an unknown Cheney, made under license by Cyclone forgings (1924-54)

He sent a picture to Hand Tool Preservation Association of Australia's historical database, as they did not have a photo of one. Link is: https://www.htpaa.org.au/hand-tools/australian-tools-makers/australian-makers/directory-of-australian-makers-database-search?start=257890-/89*+

Cyclone forgings were near Cyclone in Melbourne, who are still around today, They may have merged or been bought out at some stage.

Colin has acquired a Cyclone socket set box and some Gripmaster spanners. So far only a half inch socket has turned up. He would like to complete the set if anyone has any sockets he can buy. Note the spanners are not flat and square as normal ones are. His contact is - colinjgv@gmail.com

Any discussion on old tools is welcome. We tend to take our tools for granted not realising they too have a story to tell.

When I had vintage Austins I had a set of five Austin Whitworth spanners. These could be carried in a compartment tool box that opens from the fire wall on late vintage Austins. Below is one I have left. The spanners are very solid and often can be found at swap meets. On the internet they appear to have a value of $25-30 each. ***David***

Are you interested in:

Tools and trades, preservation of the past, history & heritage, sharing knowledge, traditional manual skills?

The **Hand Tool Preservation Association of Australia**, an incorporated not-for-profit organisation, has something to offer you by encouraging these interests and perhaps reviving earlier memories. As a heritage group we provide a forum for discussing traditional tools and the way in which artisans of the past worked with these tools, recognising the skill and ingenuity of their efforts.

The HTPAA meet at Box Hill Community Arts Centre (BHAC) on the third Tuesday of alternate months, starting from January. Meetings usually have a speaker on a topic of interest to members and guests are always welcome to attend. Membership $60 Australia wide. *(see link above)*