

Country Motor

Australia



Issue 75

**Magazine Produced
for Pre-1960 motor
enthusiasts**

Produced by David Vaughan
countrymotor@aussiebb.com.au
Phone: 0439 429572

Back copies of Country Motor are
available upon request



My Alvis 3litre

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

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Editor's Entries

Welcome to the winter edition No.75 of Country Motor Australia.

Hopefully everyone is well and surviving the cold weather.

Coincidentally this year is the 75th year of my Alvis TA21 and this is the 75th issue of Country Motor. For that reason I have presented a story on my car, when it was restored and about the model.

As shown in issue one of Country Motor I had owned a low mileage black TA21 which has passed through a few owners since and is now residing in

Winton, which was a resounding success.

Modern motorcycles are not a feature of this magazine however when they are used to explore New Zealand's Te Waipounamu area and visit motor museums then the story gets interesting. Alan Toft and his son from North Vancouver are old vehicle enthusiasts and have provided pictures of one of NZ's museums the Richardson Transport World.

Bill Buys continues to provide stories for Country Motor, in this edition he discusses a splendid 1929 Cord L29. Finally

enjoyable to read. They also add a spirited variety of interesting articles and means that I don't have to source or write them up.

Graham Paige Book

One thing I forgot to mention in the last issue on Graham Paiges was a book "The Graham Legacy: Graham Paige to 1932" by Michael E Keller. It is a very comprehensive book about the ambitions of three Graham Brothers. Initially glass manufacturers, then tractors and trucks. Progressing on to Paige Detroit and Jewett and then Graham Paige motors cars. You'll need to wear your glasses as the text is very small. It can get a bit bogged down with administration issues such as General Manager's salaries and factory management. The illustrations and model identification would please any Graham or Graham Paige owners.



My previous TA21 on a rally with Austin A40 Car Club in 2001

Queensland owned by David Wilson.

I reached out to Ron Stafford to tell us about his Hillman Californian. He called in and loaned me a few books on the Roots Group in the UK and Australia and information on his car. The story continues onto the Hillman Minx.

When I was a youngster in England in the 1950s a local garage in Ferndown was a Roots dealer displaying in the



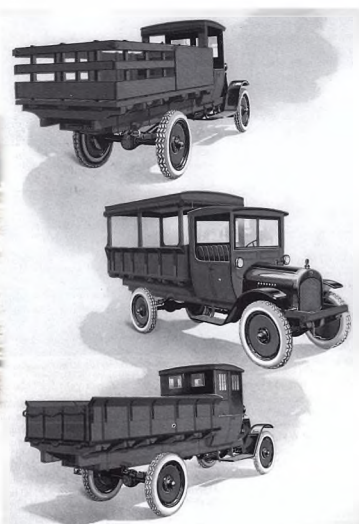
the first mass produced car to have full synchromesh transmission. It was the ten horse power model with a 30bhp 1.2 litre side valve four cylinder engine, still with cable brakes.

a few illustrations on Austins and Bit and Pieces of interest, of note is Trevor Polsen's comments.

David's Miscellaneous Ramblings

I know there is a strong readership of CMA as it is on the internet (AOMC web site) however despite my requests for more stories from readers only a few

trickle in. Being winter it is too cold to be crawling under your car on the concrete garage floor. I would really appreciate if you could send in stories **on your cars and/or rallies you** have attended in recent times. I would be pleased to hear from several readers who have promised to send in stories. Reader's contributions to the magazine is what makes it tick and



Early 1920s Graham Brothers Speed Truck 4 cyl, 22.5hp 133 wheel base, 22mph

Fiat Car Club

At the Rheola Charity Carnival reported in the last issue I meet up with the president of the Fiat Car Club Roger Beattie, he attended in his mini Fiat campervan. He passed on to me a few of the club's excellent magazines, well worth joining the club just to receive! In the March 2026 issue I was alarmed to see a priest blessing the cars at the Holy Cross Centre in Templestowe. Why? Many years ago we were on the way to the Bay to Birdwood (SA) rally in the Austin 12/4. At a morning tea stop in Ballarat a minister happened to check out our group of Austins with his blessing we set off. Not for long as a piston disintegrated in the Austin's engine!! We used Graham Edward's auto electrician workshop to extract the offending piston and put it all back running on three cylinders to store it at his Creswick home. Happy blessed Motoring! **David**



The dealership can barely be seen in this 1950 postcard of Ferndown. However then as can be seen it dealt with Triumphs

showroom Hillman Minx and Husky, Sunbeam Rapier and Humbers.

The only event I have been on recently in the Alvis is our local Wedderburn Swap. I have been to busy finishing the shepherds hut. More about it in a future issue.

Judy Thomas has provided a report on her and Alan's attendance at Historic

75th Edition of Country Motor Australia celebrates 75 years of my 1951 Alvis



Model History

In 1946 the post-war Alvis TA Fourteen took the form of the pre-war model 12/70 with its ohv 1842cc four cylinder engine. It was aimed, with better performance, at a price bracket above the Rover. 3,213 chassis were made of the Fourteen, bearing in mind that Alvis never made complete cars, they were bodied by outside body builders. The TA14 was the most successful model Alvis ever built.

The TA21 3litre was released at the Geneva Motor Show in March 1950 designed by WM Dunn. Production started in January 1951. Between 1950 and 1954 the 3litre appeared as the TA21, TB21, TC21 and TC21/100 (a 100mph saloon). The bodies were built by Mulliner, a company known for building bodies on Rolls Royce and Bentleys. Chassis numbers and similar engine numbers started at 23803.

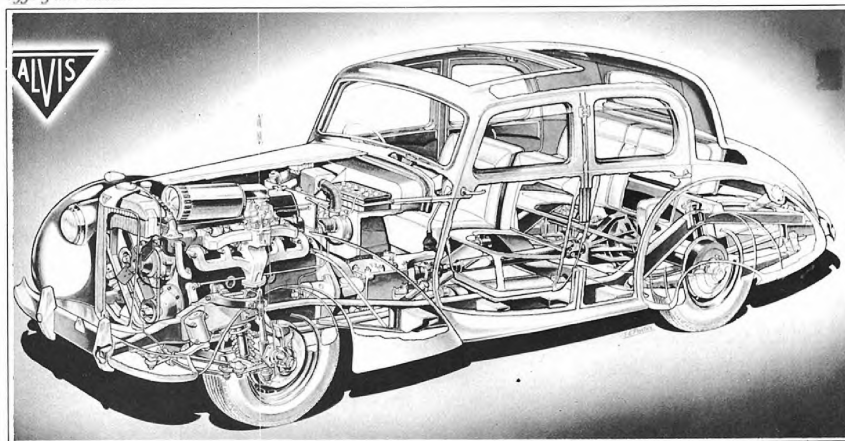
The illustration right shows the first version with the Solex dual downdraught carburettor later versions had twin and then triple SU carburettors.

Chassis production of all the 3litre variation was 2,112, of which at least 373 are known to survive, 35 in Australia. Small scale car production was due to Alvis's stronger interest in producing armoured vehicles and aero engines, particularly the Leonides Major

Specification

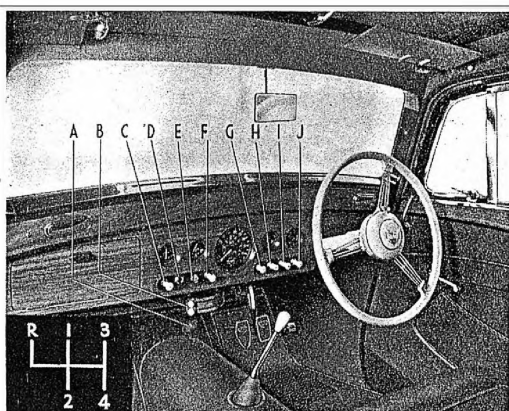
Capacity	2993 cc. Six cylinders
Bore/Stroke	84 mm x 90 mm
Compression Ratio	7:1 (TA21) 8:1 (TC108G) 8.5:1 (TD21) 9:1 (TF21)
Carburettor	30 mm Solex dual downdraught (TA21) Twin S.U. (H4) (TC21/100) Twin S.U. (HD6) (TD21) Triple S.U. (HD6) (TF21)
Gearbox	4.09 5.44 7.89 12.15 (TA21) 3.77 5.01 7.20 11.57 (TD21) (Synchromesh on top three gears) 3.07 3.77 4.86 6.97 11.38 (TE and TF21)
Wheelbase	9'3 1/2"
Track	4'6 1/2"
Length	15'2" 15'9" (Cars fitted with Graber designed bodies)
Height	5'2 1/2" (Mulliner built saloons) 5' (Park Ward Mulliner built bodies)
Width	5'6"
Weight	31 cwt. (TA21) 30 cwt. (TF21)
Turning circle	39'
Price	TA21 £1250 plus Purchase Tax £696 TC 21/100 £1285 (PT £537) TC108G £2300 (PT £1151) TD21 £1995 (PT £998) TE21 £2295 (PT £479) TF21 £2480 (PT £518)

1950 3 litre chassis.

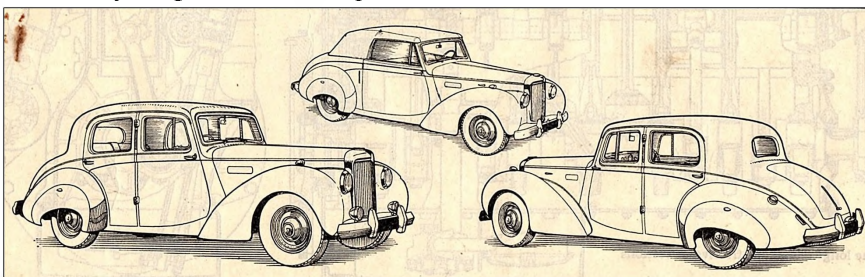


14 cylinder engine that power many aircraft throughout the world. However jet engines were developed

by other companies which put a close to Alvis producing aircraft engines.



DASHBOARD CONTROLS. (A) Dip-switch, (B) Air Conditioning Controls, (C) Petrol Reserve, (D) Ignition Warning Light, (E) Ignition Switch, (F) Light Switch, (G) Choke Control, (H) Starter Push, (I) Wipers, (J) Panel Lights.



The saloon and drop head coupe. The bonnet doors were added at car No. 24227

Reports noted that the larger new three-litre engine was "square" to provide flexibility in top gear and though the front suspension was once again independent it now used coil springs in place of Alvis's previous transverse leaf system.

In external appearance the head-lamps were now semi-recessed and there were aprons over the rear wheels. Bringing the styling up to date. The car was available in four-door Saloon and Tickford drop head versions. 302 drop heads were made.

The centre section of the body was carried over from the earlier TA 14 with minor changes but the engine and luggage compartments were new and accounted for the extra length. The front doors remained rear hinged. Separate seats were fitted at the front and in the rear was a bench seat with a fold-down centre armrest. Leather trim was used. The saloon bodies were made for Alvis by Mulliners in Birmingham.

Under the skin the TA21 benefited from new hydraulic brakes and independent coil-sprung front suspension. The TA21 featured this independent front suspension and remained unchanged for years.

However, the major revolution was under the bonnet, where Alvis' all-new 3litre engine straight-six – with twin carburettors on all but the first few – was fitted. It was smooth and powerful, and added a new dimension to Alvis. By the time the TA evolved into the TC21/100 'Grey Lady' in 1953, it had transformed into a 100mph car.

Tickford, coach built the TA21 into a beautiful cabriolet, and combined with the new engine and chassis, it was one of the early post-war greats.

The updated TC21 was unveiled in 1953 and the addition of twin SU carburettors boosted the existing 2993cc engine to 100bhp.

The 2993 cc engine was new and produced 83bhp (62kW) fitted with a single Solex carburettor and a compression ratio of 7.0:1. Unusually, the engine incorporated timing gears at the rear of the cylinder block and a 7-bearing

crank to increase smoothness. This was the first appearance of the engine that would power Alvis cars until the manufacturer withdrew from passenger car production in 1967. Although modifications, when branded petrol returned to the market and higher octane fuels became available including increased compression ratios, would enable the power output to be progressively raised after 1953 until, fed by three SU carburettors, it reached 150bhp (110kW) in 1965.

Suspension was independent at the front using coil springs with leaf springs at the rear. 11 inch (279 mm) drum brakes using a Lockheed system were used, the first use of hydraulic operation by Alvis.

A saloon version tested by The Motor magazine in 1952 had a top speed

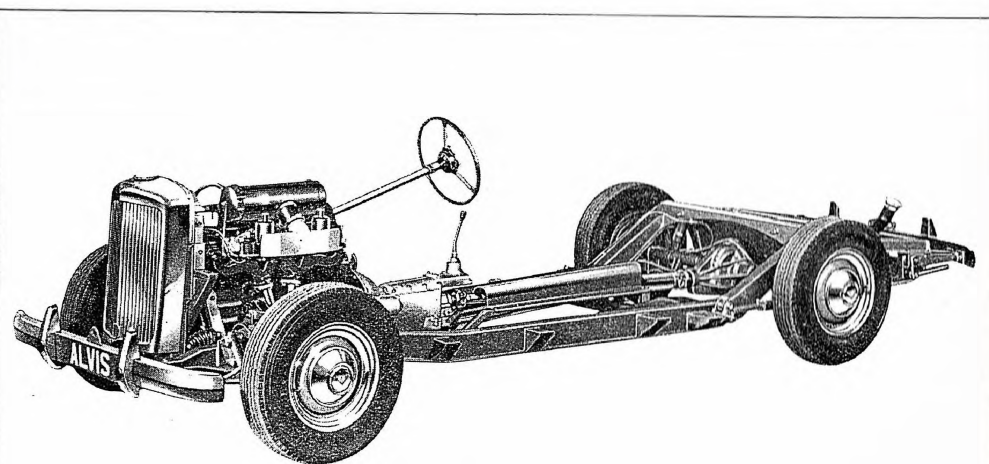
of 88.7 mph (142.7km/h) and could accelerate from 0-60 mph (97km/h) in 15.5 seconds. A fuel consumption of 19.5 miles per imperial gallon (14.5L/100 km; 16.2 mpg US) was recorded. The test car cost £1945 including taxes.



The 100mph triple carburettor Grey Lady centre at the 1953 Earls Court Motor Show



Alvis Tickford Drophead Coupe of which 302 were made



The ALVIS Three Litre Chassis.

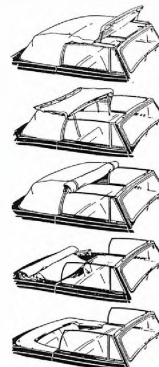
THE DROP-HEAD COUPE

The hood of the Tickford four-seater drop-head coupe may be folded back as a coupe-de-ville or packed flat as an open tourer. With the hood raised, the drop-head coupe has all the warmth and comfort of a saloon. The "de-ville" or intermediate position of the hood gives the front seat passengers the advantage of an open car plus the virtual elimination of draughts on the back of the neck.

Hood Operation. It is usually more convenient to lower the side windows before opening or closing the hood.

TO OPEN THE HOOD FROM THE "CLOSED" TO THE "DE-VILLE" POSITION:

1. Release the two catches above the windscreen by pulling the levers towards the outside of the car as far as they will go.
2. Raise the front rail of the hood until the chromium plated arms on which it pivots are vertical (Fig. 1). The front rail catches can then be closed again.
3. Lift the front rail of the hood off the chromium plated arms returning the latter to the horizontal position.
4. Pull the front rail of the hood backwards until it and the loose hood are extended along the top of the rear half of the hood (Fig. 2).
5. Fold the two side arms by pushing the front ends towards the centre of the car—the left-hand arm must be folded first.
6. Unclick the two wide straps attached to the top of the side arms, one above each window, and see that they hang vertically downwards in front of the arms.
7. Unclick the narrow strap on the inside of the left-hand arm.
8. Fasten the two side arms together by passing the narrow strap right round both arms and fastening.
9. Roll up the hood as tightly as possible around the front rail with the outer hood covering material on the outside.



My Alvis Mulliner saloon body was in burgundy was completed on 14th August 1951 according to the model historian and 'T' Series Register Malcolm Kindell (UK) It was delivered to Tozer Kemsley and Millbourne, London EC3 then Devon Motors (Plymouth) Ltd to Melbourne, Australia. Chassis No: 24238 Reg. No: WT962 then BTH021.

According Eric Cunningham, an Alvis enthusiast, it was owned by Horrie Morgan in June 1983 and later David

Fewster in South Australia.

In 1986 enthusiast and restorer John White, who lived in Box Hill, owned the car and the registration was still BTH021. No longer maroon but black and silver. *(see below)*

The next owners proceeded with restoring the Alvis. Laurie Buckland in Canberra stripped the car down to the chassis in 2004 as the car was getting tired and shabby. Like most old cars they labour on until most parts expire in unison.



Laurie had removed the body and painted the chassis. There was work needed to be done on the chassis that was neglected until I owned the car. The dash board all in pieces, a new wiring loom was fitted.

From the photos it appears the chassis was tidied up but the suspension and axles got little attention. Steering ball joints and suspension bushes had to be replaced when I had work done on it, as well as the steering box rebuilt which indicated the chassis was not a priority during the restoration.

The body appears to have had a bare metal respray job in two shades of silver. Geoff Hall in Mildura continued the restoration when Laurie passed away. Laurie had the upholstery replaced in red leather.

The engine was rebuilt in Canberra by Queenbeyan Engine Service at a cost of \$4,500 plus \$800 for parts from Red Triangle. Pistons were provided by JP Pistons (SA), valves and lifters from Auto Spares Galore (Ferntree Gully) and gearbox rebuilt by Tuggernong Transmission and Brakes.

When the Laurie Buckland's estate was being processed a file note by David Fewster states "vehicle 60%

restored, engine and gearbox, new wiring loom, bodywork prepared for final paint and assembly. Many spares included and books." Possibly he was helping to sell the project with Clive Buckland.

In 2008 the partly assembled car was advertised in 'Just Word Cars' for \$12,000 and Geoff Hall of Mildura purchased it.

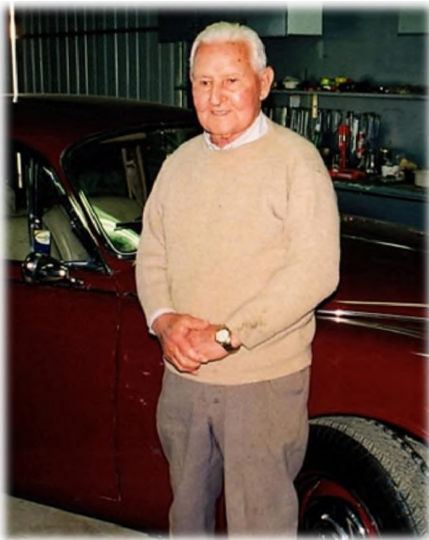
As stated the above jobs had been completed and parts ready to refit. The wheels were equipped with new Cooper 195/755R white wall tyres from Alan McKinnon of Antique Tyre Supplies.

Geoff also acquired a spare parts 1951 Alvis chassis 23879 from David Seath. It was last registered in 2001 UO644. The first private owner of the Alvis was Professor Harry Wardlaw in June 1951. Later it was owned by Kevin Bruce in 1983.

Geoff had owned numerous classic cars as indicated by the photo board in

Geoff had help reassembling the body and mechanical parts. He also got new head lining fitted inside.





Geoff Hall along side his 3.8 litre Jaguar. Due to ill health he decided to sell the Alvis, a retirement project

his garage where he had his Jaguar and Mercedes Benz. His family owned the Jayco Caravan Distributorship in Mildura.

As I noted in the first issue of Country Motor I took months to locate a vintage car that appealed to me back in 1999. I bought an attractive 1926 Alvis 12/50. It was a fresh restoration and I had to have it! A few months after the purchase the previous Murchison owner offered me a very original 1951 Alvis TA21 saloon that only had 48,000 miles on the clock. This joined the 12/50 in my new garage in Romsey.

Both cars were used frequently on VSSC and Alvis Car Club rallies for several years. A change of house with no car accommodation meant the cars had to go to new owners.

Later when I had a garage built on the new property in Romsey I searched for months to find another going suitable car. In the meantime I bought a few unrestored vintage Austin 16hps which I began restoring. We moved again to Sunbury then I looked at numerous vintage and classic cars and contacted clubs to see what was available in their newsletters until finally I saw another 1951 Alvis TA21 advertised in the Alvis Car Club newsletter.

It was an unfinished project in Mildura. We decided to visit the town for a few days, not having been there before and inspect the car. The engine and gear-box had been rebuilt in Canberra. The body had also been restored and painted in silver, it was originally burgundy. The seats and doors were reupholstered in red leather and the woodwork revarnished, new tyres and fresh chrome work. Not much more to do so I thought.

There were still many outstanding



The two Alvis TA21s being delivered to our Sunbury address

jobs to do as I discovered when I had it delivered to our home in Sunbury. Part of the deal was a second 1951 Alvis which had been used for spare parts. I later sold it to an enthusiast to restore.

To start with I had to refit all the door's upholstery and replace the fragmented floor boards. Then over a frustrating period of time the car went to three workshops for work and each one took three months or more to undertake the required jobs, despite my continual harassment.

The following mechanical work was done during that year. The engine was started and tuned, new stainless steel twin exhaust, the radiator core replaced, the steering box from the spare car was rebuilt with new gearing, twin carburettors and distributor overhauled, new plugs and shock absorbers, new engine mounts, new head gasket, new bushes in the steering rods, new brake master cylinder, tappets and rocker arms adjusted, electric choke fitted and many smaller jobs.



Eventually it was a goer and I was free to enjoy Alvis motoring.

It is presentable and I am happy to take it out in what ever weather and not be precious about it. The car has been on the road for about 15 years. In that time living in Wedderburn I would have covered about 15,000k mostly country miles.

David



June 2011 on its maiden run

Alvis TC21 Drop Head Coupe



We have a 1955 TC21 100 DHC. We drive it as often as we can and have taken it on rally's with the NSW Alvis club and VSCC.

The furthest I've driven it was to the Alvis National Rally in Harndorf SA from Sydney. This car was imported to

Queensland new where it spent most of it's time till say around 10 years ago I believe.

We've spent a bit of time and effort getting it to where we want but have recently had head gasket issues and we're going to start an engine rebuild in the next

month as it seems to have blown a head gasket last weekend on a VSCC rally.

We've owned it for almost 4 yrs. The previous owner was Phil Dad. This is a photo of my brother Chris driving the car on the Old Pacific Hwy near Gosford.

Michael



Bruce Cunningham

My Alvis is a 1953 TC21, Chassis number 25272. I bought the car in 2016 and had one engine rebuild. I don't have a previous history of the car but has been in the Alvis CC NSW, club for many years.

Bruce



tafford

Hillman Californian

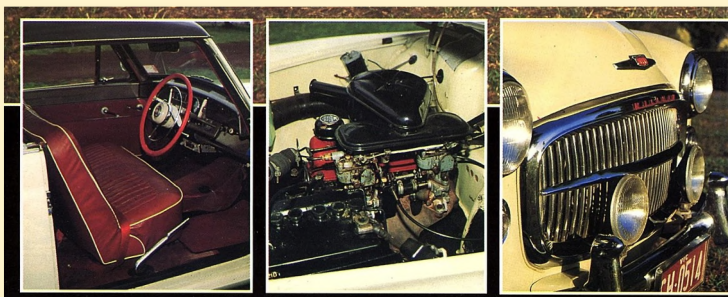
The story of my Hillman Californian started for me in 1984 when one of the men I worked with was executor of his brother's estate.

I purchased the Californian and made repairs to the car mainly small body repairs. After all the repairs were completed my brother Greg and I set about painting the car.

As the Duco was nitrocellulose lacquer it had to be painted with isolator before under coat could be applied, then the top coats.

My first big outing in the Californian was to the first National Hillman Rally run by the Hillman Car Club of SA in 1992.

We all stayed in the Grand Hotel Mildura for the three day event and met other Hillman enthusiasts, forming many friendships.



Other trips have been to Naracoorte Swap Meet a few times and car club runs with the Roots Group Car Club in Melbourne.

The main mechanical repairs have been brake repairs to the master cylinder and wheel cylinder re-sleeving. In recent years a valve grind, new radiator core and some chrome work.

The car was featured in the magazine Australia Classic Car, April 1994 with the history Hillmans and story behind the Californian model

The car came with paperwork from when the car was purchased. These included the loan documents for the amount borrowed along with payment dockets. *(see over page)*

Ron



The New Californian

The new Californian—Hard Top—a distinctive compromise between Saloon and Coupé, and most certainly a lot of distinction. There is a smart, attractively finished model with fixed head, yet providing many of the advantages of an open car. Wide generous front and rear screens and windows that let in sunlight while the body panels when lowered and the neutral body pillars permit that all round vision.



To INDUSTRIAL ACCEPTANCE CORPORATION LIMITED
60 COLLINS PLACE, MELBOURNE.

99808

I (Name in full) **ROBBINS VICTOR HENRY** (Surname in Block Letters) (Christian Names in Full — Block Letters)

Occupation **PURCHASING OFFICER** of **115 Wimmallee Road, BALWYN**

(The Hirer) HEREBY OFFER TO HIRE from you the goods set out in the Schedule below at the rental set out in the Schedule
on the **TERMS AND CONDITIONS ENDORSED ON THE BACK HEREOF.**

SCHEDULE			
Description of Goods	Term of hiring	List Price	
Which are new used HILLMAN CALIFORNIAN	36 months	£1140	
Motor No. A1514777 R10	Rent payments of £29	Initial Payment	£364
Registered No. GKC494	monthly the first of such		£776
Serial No.	payments being one month	Charges (Incl. Insurance)	268
	from date of acceptance hereof	Total Rent	£1044
	and thereafter on the same		
	day in each succeeding month		

FOR I.A.C. USE ONLY

PERSONAL PARTICULARS: I am over **21** years of age, **single** and employed by **William Adams & Co. Ltd.** of **521 Colli Street, Melbourne**. I have been resident at the above address for **23** years. my previous address was **for** months years. Phone No: Private **WE7017** **Ext. 19** **Boarding**. Bank Account with (Bank) **National Bank of Australia** Place **Balwyn**.

IF MARRIED WOMAN state: (1) Husband's Name (2) Occupation (3) Husband employed by of for months years

REFERENCES: Business **Industrial Accept. Corporation** No. **60** Street **Collins Place** Suburb or Town **Melbourne** Private **E. J. Godbearn** **Warrandyte Rd** **Ringwood** Parent or nearest relative **E. J. M. Robbins** **115 Wimmallee Rd** **Balwyn** Previous H.P.A.'s with: (1) **Industrial Accept. Corp.** Date Finalised / / 1942 (2) Date Finalised / /

DATED this **1st** day of **October** 19 **55**

Signature of WITNESS **[Signature]** Signature of HIRER **[Signature]**

FOR I.A.C. USE ONLY **INDUSTRIAL ACCEPTANCE CORPORATION LIMITED** hereby accepts the above offer. **Industrial Acceptance Corporation Limited** **FOR I.A.C. USE ONLY** Date of Acceptance **5.10.55** Per

Hire purchase agreement for the purchase of the Hillman registration GKC494 at the cost of £1140.00, deposit of £364 with 3 years to pay £29 per month. Registration and insurance cost £268 for Mr Victor Henry Robbins.

Hillman Minx

The first Hillman Minx was produced in 1931-32, it was not any different from similar sized family saloons of the period. Like all the others, Morris, Austin, Standard, Triumph and Singer it was a sturdy reliable small car. Priced at £159, the Minx had a 1185cc side valve engine which gave a top speed of 58 mph. During the 1930s Hillman produced several generations of the Minx, including first mono construction model in 1939.

In 1945 it was the basic Rootes Group model. In 1948 Rootes released the first of the 'Mark' models which was offered in saloon, convertible and estate versions.



1932 Hillman Minx four door saloon

By 1954 Rootes introduced the Mark VIII models. Engine size had changed from sv 1184cc to ohv 1390cc giving the model an increase in performance. The Californian has the same body pressing as the convertible.



1948 drop-head coupe relaunched after the Second World War. Hillman, like other motor



Boiling the billy at Bantua

William Hatfield's "around Australia" Hillman Minx

After the release of the Hillman Minx in May 1932, Australian novelist William Hatfield undertook a mammoth 10,000 mile journey around Australia in a Minx. He started from Sydney in September 1932 travelling via Brisbane, through western Queensland and northern to Mt Isa, through Northern Territory Western Australia to Broome. Then south to Perth east to Adelaide and Melbourne, arriving back in Sydney in mid December. The story is shown in the 'Motor Trade Journal' as well as Rootes customer magazine 'Modern Motoring and Travel' also Hatfield's book "Australia through the Windscreen"

The original 1948 phase III Minx was designed by the Raymond Loewy industrial design studios, America.

The succeeding Minx was a further development giving a larger boot and wider grill. Sales of the Californian was directed to the American market where it did not sell well; a similar story to the aspirations of marketing the Austin Atlantic in America.

Hillman Minx Phase I and II specification

Produced: Humber Road, 1939-42, Ryton-on-Dunsmore, 1945-48 number built unknown.
General layout: Unit-construction body-chassis structure in saloon, DHC and estate car bodies. Front-mounted engine driving rear wheels.
Engine and transmission: Hillman engine, 4-cylinder, sv, in-line, 1,185cc, 63 x 95mm, 35bhp at 4,100rpm; 54lb ft at 2,400rpm; 4-speed gearbox, no synchromesh on 1st gear; centre-floor gear-change on Phase I, steering-column on Phase II; live (beam) rear axle with spiral-bevel final drive.
Chassis: Beam-axle front suspension, half-elliptic leaf springs. Worm-and-nut steering. Live (beam) rear axle, half-elliptic leaf springs and anti-roll bar. Front and rear drum brakes. 5.00-16in tyres.
Dimensions: Wheelbase 7ft 8in; front track 3ft 10.9in; rear track 4ft 0.5in; length 12ft 9.75in (Phase II, 13ft 0in); width 5ft 0.5in; height 5ft 2.5in. Unladen weight (typical) 1,905lb (Phase II, 2,045lb).
Distinguishing features from previous models: The first unit-construction Hillman, with similar styling to previous Minx model; Phase II model had new full-width nose with faired-in headlamps, and steering-column gear-change.
Typical performance: (Phase II) Maximum speed 63mph; 0-50mph 25.7sec; typical fuel consumption 31mpg.
Derivatives: None.
Fate: Phase I replaced by Phase II in December 1947, Phase II discontinued in 1948 in favour of new Loewy-styled Phase III.



Above the 1936 Minx Magnificent coupe with a locally built body. Left the 1954 Minx saloon

Hillman Minx Phase III, IV and V specification

Produced: Ryton-on-Dunsmore, 1948–53, 28,619/90,832/59,777 cars built.
General layout: Unit-construction body-chassis structure, 4-cylinder engine and choice of saloon, DHC and estate car bodies. Front-mounted engine driving rear wheels.

Engine and transmission: Hillman engine, 4-cylinder, sv, in-line. (Minx Phase III) 1,185cc, 63 x 95mm, 35bhp at 4,100rpm; 54lb ft at 2,400rpm; (Minx IV and V) 1,265cc, 65 x 95mm, 37.5bhp at 4,200rpm; 58lb ft at 2,200rpm; 4-speed gearbox, no synchromesh on 1st gear; steering-column gear-change; live (beam) rear axle with spiral-bevel final drive.

Chassis: Independent front suspension, coil springs, wishbones. Worm-and-nut steering; worm-and-peg steering on Minx V. Live (beam) rear axle, half-elliptic leaf springs and anti-roll bar. Front and rear drum brakes. 5.00-16in tyres (5.00-15in, estate car).

Dimensions: Wheelbase 7ft 9in; front track 4ft 0.6in; rear track 4ft 0.5in; length 13ft 1.25in; width 5ft 0in; height 5ft 2in. Unladen weight (typical) 2,115lb.

Distinguishing features from previous models: Completely new style of Hillman compared with previous models with modern full-width shape; strong family resemblance to 1949-model Humber Hawk.

Typical performance: (Minx Phase III) Maximum speed 63mph; 0–50mph 24.0sec; typical fuel consumption 35mpg; (Minx IV and V) maximum speed 67mph; 0–60mph 40.2sec; typical fuel consumption 34mpg.

Derivatives: 1953 Minx VI was same basic car but with styling and equipment changes.

Fate: discontinued in 1953 in favour of Minx VI.

Hillman Minx Mk VI and VII specification

As for Minx Mk V except for:

Produced: Ryton-on-Dunsmore, 1953–54, 44,643/60,711 cars built.

Engine: 1,265cc engine fitted to all types.

Dimensions: Length 13ft 3.5in.

Distinguishing features from previous models: New nose style with wide-mouth chrome grille. Californian (hardtop) coupe introduced for first time. Mk VII had longer tail and larger boot.

Typical performance: (Californian) Maximum speed 69mph; 0–60mph 34.7sec; standing ¼-mile 24.8sec; typical fuel consumption 29mpg.

Derivatives: 1954 Minx Mk VIII was same basic car as Minx Mk VII, but with overhead-valve engine. Husky of October 1954 was also a short-wheelbase version of established Minx estate car design.

Fate: Discontinued in 1954 in favour of Minx Mk VIII.

Hillman Minx Mk VIII and VIIIA specification

As for Minx Mk VII except for:

Produced: Ryton-on-Dunsmore, 1954–56, 94,123 cars built.

Engine and transmission: Mk VIII except for Special and all Mk VIIIA models, ohv, 1,390cc, 76.2 x 76.2mm, 43bhp at 4,400rpm; 66lb ft at 2,200rpm.

Chassis: Front anti-roll bar, no rear anti-roll bar. 5.60-15in tyres.

Distinguishing features from previous models:

Except for Special, all had new ohv engine, plus 15in road wheels. Mk VIIIA saloons had 2-tone paintwork.

Typical performance: Maximum speed 73mph; 0–60mph 29.7sec; standing ¼-mile 23.9sec; typical fuel consumption 35mpg.

Derivatives: None.

Fate: Discontinued in 1956 in favour of new-generation Minx.

The Roots 1953 Minx Californian was a hard top version of the convertible

Hillman Minx Series I was released in October 1956 in Australia, five months after its release in the UK. Mechanically it was similar to the Mark VIII, however increased compression ratio 7:1 to 8:1 provided an extra 8bhp, making it 51bhp at 4600rpm.

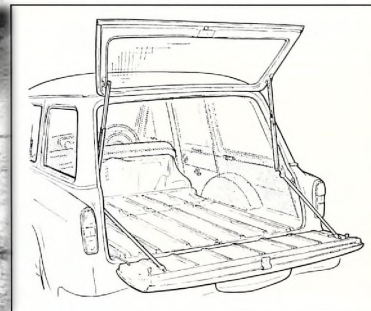
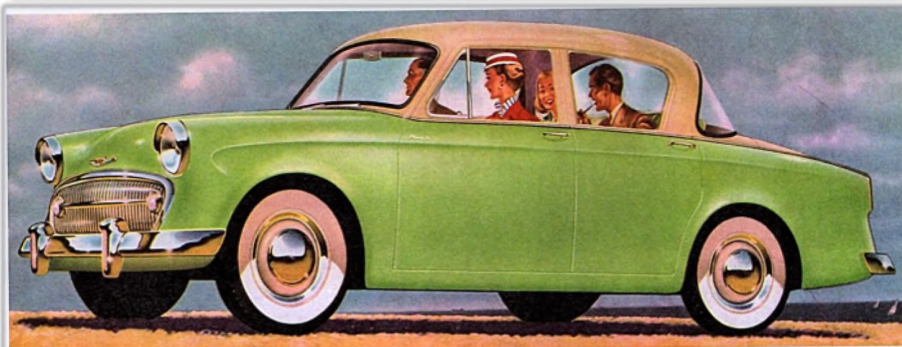
The body style, still influenced by Raymond Lowey studios to please the American market. It was priced at £1,134.19.9 including sales tax. It was reduced to £1,099 in June 1957.

Series II was the Jubilee Minx celebrating 50 years of Hillman. The model had improvements in the engine and a new lighter steering box. Manumatic transmission was available an option.

The station wagon was the first car like station wagon in the Hillman range. (Mk III to Mk VIII), previous wagons were based on the commercial models such as the Commer van.

Series III was released in Australia in March 1959 and identified by a new grill and chrome strip down the side to separate the two tone colouring. The engine was increased to 1497cc, I was followed by the Series IIIA November 1959 with a changed grill and rolled fins on the back mudguards. IIIB introduced in 1961 IIIC in 1962 with minor changes to the body and interior. The engine was upgraded to 1600cc.

Series V Introduced in January 1964 with a new look body, with front disc brakes and bucket seats no longer with column shift, . UK were fitted with 13" wheels, in Australia 15". Borg Warner 35 automatic transmission was available at £119, £20 for heater on top of the basic price £999.



Above: the Hillman Minx Californian revealed in 1953. 1958 Series II had several minor alterations to the body and interior. Minx estate was a smart and versatile derivative of the saloon with a split tailgate released in 1956. New grill for the Series V available in 1963. The Series VI was fitted with a larger engine, increased to 1725 cc and 65bhp.

Hillman Minx Series I and II specification

Produced: Ryton-on-Dunsmore, 1956–58, 202,264 cars built.

General layout: Unit-construction body-chassis structure, 4-cylinder engine and choice of saloon, DHC and estate car bodies. Front-mounted engine driving rear wheels.

Engine and transmission: Hillman engine, 4-cylinder, ohv, in-line, 1,390cc, 76.2 x 76.2mm, (SI) 47.5bhp (net) at 4,600rpm; 70lb ft at 2,400rpm; (SII) 47.5bhp (net) at 4,400rpm; 72lb ft at 2,200rpm; 4-speed gearbox, no synchromesh on 1st gear; steering-column gear-change (floor change on SII Special); optional Manumatic semi-automatic transmission on SII models; live (beam) rear axle with spiral-bevel final drive.

Chassis: Independent front suspension, coil springs, wishbones and anti-roll bar. Worm-and-nut steering. Live (beam) rear axle, half-elliptic leaf springs. Front and rear drum brakes. 5.60-15in tyres.

Dimensions: Wheelbase 8ft 0in; front track 4ft 1in; rear track 4ft 0.5in; length 13ft 4.5in; width 5ft 0.75in; height 4ft 11.5in, estate car 5ft 1in. Unladen weight (saloon) approx 2,185lb.

Distinguishing features from previous models: Completely new style of Hillman compared with previous models with strong family resemblance to 1956-model Sunbeam Rapier.

Typical performance: Maximum speed 77mph; 0–60mph 27.7sec; standing ¼-mile 23.5sec; typical fuel consumption 34mpg.

Derivatives: 1958 Minx SIII was same basic car with styling and equipment changes. Singer Gazelle was same car, originally with own engine, latterly with only decoration differences. 1958 Husky was short-wheelbase version of estate. Sunbeam Rapier was two-door and more highly tuned derivative.

Fate: Discontinued in 1958 in favour of Minx Series III.

Hillman Minx Series III, IIIA and IIIB specification

As for Minx Series II except for:

Produced: Ryton-on-Dunsmore, 1958–61, 83,105/78,052/58,260 cars built.

Engine and transmission: 1,494cc, 79 x 76.2mm, (SIII) 49bhp (net) at 4,400rpm; 78lb ft at 2,100rpm; (SIIIA and SIIIB) 53bhp (net) at 4,600rpm; 83lb ft at 2,000rpm; centre-floor gear-change, all models, from start of SIIIA; optional Smiths Easidrive automatic transmission instead of Manumatic from start of SIIIA.

Dimensions: Length 13ft 6in. Unladen weight (saloon) approx 2,200lb.

Typical performance: (SIII) Maximum speed 78mph; 0–60mph 26.6sec; standing ¼-mile 23.2sec; typical fuel consumption 29mpg.

Derivatives: 1961 Minx Series IIIC was revised version of SIIIB. Other Singer Gazelle/Sunbeam Rapier types were also closely related.

Fate: Discontinued in 1961 in favour of Minx Series IIIC.

Hillman Minx Series V specification

As for Minx Series IIIC except for:

Produced: Ryton-on-Dunsmore, 1963–65, number of cars built unknown.

Engine and transmission: (Series V) Automatic transmission cars 58bhp (net) at 4,000rpm; 86lb ft at 2,500rpm; all-synchromesh gearbox from late 1964; optional Borg-Warner automatic transmission.

Chassis: Front-wheel disc brakes. 6.00-13in tyres.

Dimensions: Front track 4ft 3.75in; height 4ft 10in.

Distinguishing features from previous models: Restyled upper cabin including enlarged rear doors, non-wraparound rear window plus new facia style, squatter cabin profile and 13in wheels. Closely related to Gazelle V of the period.

Derivatives: 1965 Minx Series VI used same structure, but larger and more powerful engine.

Fate: Discontinued in autumn 1965 in favour of Minx Series VI.

Hillman Minx Series IIIC specification

As for Minx Series IIIB except for:

Produced: Ryton-on-Dunsmore, 1961–63, number of cars built unknown.

Engine and transmission: 1,592cc, 81.5 x 76.2mm, 53bhp (net) at 4,100rpm; 87lb ft at 2,100rpm; Smiths Easidrive automatic transmission optional.

Distinguishing features from previous models: Minx script on tail, single waistline strip instead of twin strips.

Typical performance: Maximum speed 79mph; 0–60mph 23.6sec; standing ¼-mile 22.8sec; typical fuel consumption 25mpg.

Derivatives: Minx Series V was restyled version of Series IIIC. Singer Gazelle followed suit and Rapier was continued.

Fate: Discontinued in favour of Minx Series V in 1963.

Hillman Minx Series VI specification

As for Minx Series V except for:

Produced: 1965–67, number of cars built unknown.

Engine and transmission: 1,725cc, 81.5 x 82.55mm, originally 65bhp (net) at 4,800rpm; 98lb ft at 2,400rpm, but most cars 59bhp (net) at 4,200rpm; 92lb ft at 2,200rpm.

Distinguishing features from previous models: Series VI had '1725' badges.

Typical performance: Maximum speed 82mph; 0–60mph 20.5sec; standing ¼-mile 21.8sec; typical fuel consumption 25mpg.

Derivatives: None.

Fate: Discontinued early in 1967 in favour of new Arrow type of Minx.

The Hillman Super Minx Mk I and II model family included the Singer Vogue and Humber Sceptre was made in parallel with the existing Series IV as Roots did not want to kill of the older design which was larger, heavier and more expensive to manufacture. It started off with the proven 1592 cc 62bhp engine. It was followed by Mk III and IV with revised rear window and quarter window. The final model IV used a five main bearing 1725cc 65bhp engine and optional Laycock overdrive. The last saloon was built in 1966 ahead of the launch of the Hillman Hunter.



Hillman Super Minx Mk I and II specification

Produced: Ryton-on-Dunsmore, 1961–64, number of cars built unknown.

General layout: Unit-construction body-chassis structure, 4-cylinder engine and choice of saloon, DHC (from June 1962) and estate car (from May 1962) bodies. Front-mounted engine driving rear wheels.

Engine and transmission: Hillman engine, 4-cylinder, ohv, in-line, 1,592cc, 81.5 x 76.2mm, 62bhp (net) at 4,800rpm; 84lb ft at 2,800rpm; 4-speed gearbox, no synchromesh on 1st gear; centre-floor gear-change; optional Easidrive automatic transmission at first, optional Borg-Warner automatic transmission for Super Minx II; live (beam) rear axle with hypoid-bevel final drive.

Chassis: Independent front suspension, coil springs, wishbones, anti-roll bar, half-elliptic leaf springs. Front and rear drum brakes at first, front discs on Super Minx II. 5.90-13in tyres.

Dimensions: Wheelbase 8ft 5in; front track 4ft 3.5in; rear track 4ft 0.5in; length 13ft 9in; width 5ft 2.25in; height 4ft 10.25in. Unladen weight (typical) 2,355lb.

Distinguishing features from previous models: Completely new style of Hillman compared with previous models, with new unit-construction hull. Recognition points included sidelamps tucked under crown of front wings.

Typical performance: Maximum speed 83mph; 0–60mph 22.5sec; standing ¼-mile 22.7sec; typical fuel consumption 24mpg.

Derivatives: 1964 Super Minx Mk III was same basic car with styling and equipment changes. Singer Vogue and Humber Sceptre models were both developed from this basic design.

Fate: Discontinued in 1964 in favour of Super Minx Mk III.



Hillman Super Minx Mk I, and the Super Minx Mk III with the extra quarter window replacing the rear wrapped around window which was feature of the Singer Vogue and Humber Sceptre

Hillman Super Minx Mk III and IV specification

As for Super Minx Mk II except for:

Produced: 1964–67, number of cars built unknown.

General layout: Saloon and estate car bodies available.

Engine and transmission: Mk IV version had 1,725cc, 81.5 x 82.55mm, 65bhp (net) at 4,800rpm; 91lb ft at 2,400rpm; 4-speed all-synchromesh gearbox.

Distinguishing features from previous models: In addition to new engine and gearbox, Mk IV also had fully reclining front seats.

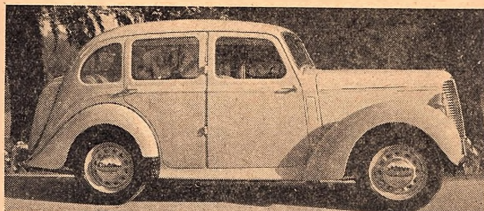
Typical performance: (Mk III) Maximum speed 82mph; 0–60mph 19.5sec; standing ¼-mile 21.5sec; typical fuel consumption 25mpg; (Mk IV) Maximum speed 83mph; 0–60mph 17.9sec; standing ¼-mile 20.7sec; typical fuel consumption 22mpg.

Derivatives: Singer Vogue and Humber Sceptre of same period were close relatives.

Fate: Discontinued in 1966/67 in favour of new-generation Hillman Hunter.

The information on the Hillman Minx was from the internet and two excellent reference books Ron Stafford lent me. "Cars of the Roots Group" by Graham Robson (1990) and "Hillman Humber Sunbeam The Story of Roots Group Cars in Australia 1930-1972 by Eric North

1947 HILLMAN MINX



For about 15 years the Hillman Minx has been one of the small cars with attributes of the bigger saloon. The new 10 h.p. Minx will give over 30 m.p.g. and is capable of 60 m.p.h. The weight of the saloon is approximately 20 cwt. and it is a roomy small car with a sensibly-sized boot at the rear. These cars are being assembled in Australia and consequently cost less than the lowest priced American sedans. Glass louvres add to the window ventilation.

ENGINE.

9.8 h.p. 4 cylinders, 63 x 95 mm. (1,184.5 c.c.). Side valves, alloy pistons; three steel-backed bearings for crankshaft. Solex downdraught carburetter. Lucas 12 volt coil ignition. Thermo-syphon cooling. A.C. mechanical fuel pump. 7½ gallon rear fuel tank.

TRANSMISSION.

Borg and Beek dry single plate clutch. Four speed gearbox with synchromesh on Top, Third and Second. Overall gear ratios: Top, 5.22; Third, 7.79; and First, 18.63:1. Spiral bevel finish drive.

SUSPENSION.

Half elliptic springs front and rear with Luvax piston-type hydraulic shock absorbers and anti-sway bar.

BRAKES.

Bendix Duo-Servo.

STEERING.

Burman-Douglas worm and nut.

WHEELS.

Steel spoked wheels with 5.00 x 16 tyres.

DIMENSIONS.

Wheelbase, 7 ft. 8 in. Track, front, 10-7/8 in. Rear, 4 ft. 0½ in. Overall length, 12 ft. 9½ in. Width, 5 ft. 0½ in. Height, 5 ft. 2½ in. Turning circle, 36 ft. Ground clearance, 6-1/8 in.

21



Models:

MINX (Saloon and Convertible)

Maker:

HILLMAN MOTOR CO. LTD.
Ryton-on-Dunsmore
COVENTRY

British Motor Cars 1952



THE ORIGINAL HILLMAN MINX made its appearance at the 1931 Motor Show and was conceived as a scaled-down version of a larger type of car with the object of appealing to the middle-income group of buyers. Though the fundamental design remained unchanged, progressive refinements were made throughout the nineteen-thirties and by 1939 the Minx was amongst the most popular cars on the British roads.

The first post-war models were based on the 1939 design, but in 1948 a completely re-designed Minx was introduced in which the body and chassis were of unit construction, the front suspension was of the independent type by means of coil springs and the styling was completely new in a fully modern conception of the small family car.

The engine is a four-cylinder of 1,265 cc. capacity with side valves and an aluminium head and the power output is 37.5 b.h.p. at 4,200 r.p.m. Recent modifications to the engine include new type pistons, tin plated to prevent wear of the

bores during the running-in period. A stabilizer has been fitted to restrict engine movement and ensure smoothness, particularly at low speeds, and other detail changes have been made in the light of operating experience in all parts of the world.

These improvements have been incorporated to provide increased pulling power at low speeds, with greater flexibility at the lower end of the scale, better acceleration, and the ability to sustain high average speeds over a longer period with complete reliability.

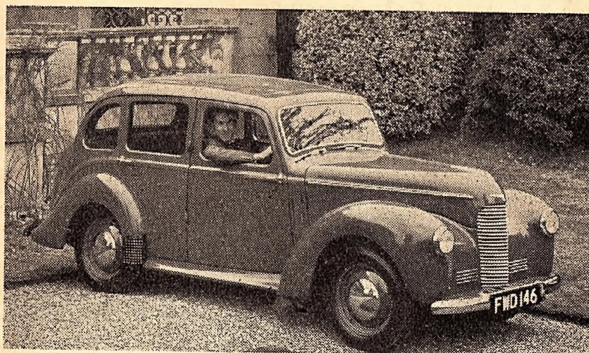
The body is well planned on modern lines to accommodate 4-5 passengers and there is a good luggage boot at the rear. The gear change for the four-speed gearbox is mounted on the steering column and a recent modification, lowering the height of the front seat, has resulted in improved headroom in the front compartment.

Similar in all its mechanical features, the Minx convertible coupé, has a three-position folding hood with good window area and winding windows in the doors—of which there are two.



From Motor Manual 1947 and 1948 Annuals

HILLMAN MINX 10 h.p.



Continuing to enjoy mass-patronage in its new form the Minx aims at "big car" characteristics. It has a 10 h.p. motor and its fingertip gear change gives 4 forward speeds. Other improvements are the new Lockheed two leading shoe type brakes, bonnet locked from inside, improved starting handle, new built-in long beam sealed headlamps, three-spoke steering wheel, dual wipers, 4 corner jacking, v-bumpers, driving seat is adjustable for height and leg room and a newly decorated interior.

ENGINE.

9.3 h.p. rating four cylinders, 63 x 95 m.m. (1,184.5 c.c.). Side valves. Three bearing crankshaft. Thermo-syphon cooling. Pressure lubrication. Down-draught carburetter and air silencer. Three point rubber cushion mounting. 35 b.h.p. at 4,100 r.p.m.

TRANSMISSION.

New four speed gearbox with Synchromatic fingertip control on steering column. Synchromesh on second, third and top. Ratios: Top, 5.22; third, 7.79; second, 12.9; and first, 18.63 to 1. Borg and Beek dry single-plate clutch.

SUSPENSION.

Half-elliptic springs front and rear. Luvax-Girling hydraulic dampers.

BRAKES.

Lockheed hydraulic; two-leading-shoe front brakes. Mechanically operated rear brakes.

STEERING.

Burman Douglas worm and nut.

TYRES AND WHEELS.

5.00 x 16 in. tyres on pressed panel type disc wheels.

MAIN DIMENSIONS.

Wheelbase, 7 ft. 8 in.; Track (front), 3 ft. 11-5/8 in.; (rear), 4 ft. 0-1/2 in.; Overall Length, 13 ft. 0 in.; Width, 5 ft. 0-1/2 in.; Height, 5 ft. 2-1/2 in.; Ground Clearance, 6-1/4 in.; Turning Circle, 34 ft. 6 in.; Weight of complete saloon (dry), 18 cwt.

Engine	4
Cylinders	4
Capacity	1,265 cc.
Bore	65 mm.
Stroke	95 mm.
Valves	Side
Compression Ratio	6.6:1
Max. B.H.P.	37.5 at 4,200 r.p.m.

Transmission	Single Plate
Clutch	Four speeds fwd.
Gearbox	Steering Column Lever
Control	
Overall Ratios:	
Top	5.2
Third	7.79
Second	12.9
First	18.6
Rear Axle	Spiral Bevel

Suspension	Coil Spring
Front	Semi-elliptic Leaf
Rear	

Brakes	Lockheed Hydraulic
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Dimensions	
Wheelbase	7 ft. 9 ins.
Track	(front) 4 ft. 0½ ins.
	(rear) 4 ft. 0½ ins.
Overall Length	13 ft. 1½ ins.
Overall Width	5 ft. 2 ins.
Overall Height	5 ft. 0 ins.

Tyre Size	5.00—16
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Weight Dry	1,995 lb.
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Performance	
Approx. Max. Speed	65 m.p.h.
Approx. Petrol Consumption	30-35 m.p.g.
Fuel Tank Capacity	7½ galls.

Prices	
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Model: Saloon	Total £732 12s. 3d.
Basic £470 plus P.T.	
Model: Convertible Coupé	Total £794 16s. 8d.
Basic £510 plus P.T.	





1937 Hillman Minx seen at the 1966 Kalorama Rally owned by a friend Valentine Kentler of Windsor. I drove it around the inner suburbs Although a tidy example I found the steering was terrifying! the steering wheel took two and half turns before it connected!



Marong Picnic. Below: A Hillman Minx seen in Ted Goddard's shed in Wycheproof a few years ago



1937 Hillman Minx outside a panel beaters in Coburg in the 1990's. They claimed they were going to restore it, however the costs involved would have been far more than its value.



Wedderburn Swap

As expected I attended the Wedderburn Swap in the Alvis. Annoyingly my camera was not adjusted properly as when I put it in my pocket I accidentally moved the dial and the only photos that came out were the indoor ones below.

The number of swap sites have shrunk a little since last year, however there was still enough useful sites set up. I know several people bought items but I think there needs to be more patronage from buyers to make the swap more viable for vendors.

Steve Wilson 'Light Them Up'

attended again.

Email - stevetrans@gmail.com

His excellent range of lights and fittings were available. In fact I bought a few items. I am hoping when I have finished the shepherds hut and painted a few rooms in the house my next project will be to get and restore or build up a pre-war car. Probably early next year. I am looking out for a car or chassis and any items I can use on such a project. I bought four 12v chrome indicator lights. At \$25 a set I hope they will be suitable to wire up when the time comes. I am still collecting

model cars as seen by the Packard shown in the photo.

Not having any further photos I can't show one of Ron Stafford's rare Hillman Californian.

Back in the 1960s a local guy in Glenroy where I lived had a Californian. He believed half a dozen were bound for South Africa but instead came to Australia.

One surprising purchase was by a 1981 Ford F250 pickup owner who is trying to bring back his modified truck to original. He acquired a perfect front bumper to replace the damaged one on his very nice truck.

I had quick inspection of the engine club's 1939 Fargo truck project. Below is a photo when it was complete, last year parts were being removed and now it is totally stripped down ready for them to be reconditioned. A long laborious job compared to restoring the vintage Day-Elder truck they finished a few years ago.

David



*The day started well – free tickets courtesy of KLFM – Allan is such a regular winner I don't understand why they don't just send them to him directly.
We travelled in convoy with Mal and Denise who were in a most comfortable Honda while Allan and I travelled in the TVR.*



*Austin 1900 model TVR 3000M Series,
Ford Essex 3 litre V6 engine*

As you all know the road to Benalla via Rushworth, Murchison and Violet Town is not smooth – Allan was happy with the adjustment he had made to the suspension as he had a good ride – I must have had a slightly different suspension adjustment on my side of the car especially when we bottomed out over some bumps – apparently sparks flew providing a light show for those behind us.

After the regulation coffee stop at Violet Town it was on to Winton. The crowd was much bigger than we had anticipated and as a result we had to park over on the skid pan area as the main display area was full.

The weather was good with sunshine all day, no rain or wind although it rained the day before and made things challenging for those in the open wheelers.

We were prepared with chairs this time and jackets and found a spot on the front fence with a good view of the race track especially the first corner.

I have to say I rather enjoyed the day of racing – the atmosphere was great, good food, huge variety of cars driving like there was no tomorrow, a few spin-outs and a couple of crashes – fortunately no one hurt apart from sizable hits to the owners' bank account.

We did the required wander through the car park and there was certainly a variety of vehicles to suit all tastes – Morgans, Lotus, Austin Healey, some lovely early MG T types along with Holdens and Fords and a small fleet of Clipper buses. The parade laps bought out an even greater range of cars cover the fast and showy, the slow and stately along with the fun and the "want-to-be-racers"!

While a stroll around the pits revealed the exposed engines, discussions between drivers on what went right and what went wrong but what most impressed on me was absolute passion for these wonderful machines by both drivers and spectators. The cars have a character and presence that our daily cars totally miss. You only have to sit in these vehicles to feel and the magic and joy. Umm I think I need to take the roof off the MX5 Eunos and go for a spin – regardless of the weather.

As with all these events you catch up with people you haven't seen for ages – exchange tall tales and true, what car do you drive now, how's the family – pretty much in that order.

It was decided that we would travel via Shepparton on the way home in the hope of a better ride and it was much better – boring but only one bump. We will try and remember that for the next trip which will probably be Winton - Festival of Speed at the end of July.

Judy

49th HISTORIC WINTON

30th – 31st May 2026

FULL COLOUR

\$10



Morris Special



Rachel Brown is a keen VSCC member who attends with her father Andrew in her Morris Special many historic speed events. Above at the Newstead VSCC gymkhana a few years ago.

Her Morris is made up of Minor and Morris Eight components. Now painted orange and includes a supercharger.

Andrew had the misfortune of

crashing the Morris at Mallala historic race meeting in April. Unperturbed Rachel with help made temporary repairs to continue racing at the meeting.

Rachel is 21 years old and works at Motorsport



A roll over at Mallala did not deter Rachel making repairs to continue on in the event

Australia as part of the technical team.



The historic racer, one of three unblown 1926 San Sebastian Salmsons GSS imported to Australia in 1929 by RAAF Flt Jonny Summers.

It featured a special race engine that enabled Salmson to dominate the Voiturette class at Grand Prix over Europe during 1926-29 before the C6 Amilcar proved better.

This car number 145 was purchased shortly after the arrival in 1929 by Geoffrey Disher of East Malvern who raced the car from 1930 to 1934. It competed at the Australia Grand Prix of 1932 (2nd place), 1933 and 1934 driven by Disher.

145 recorded an electronically was timed 98 mph over ¼ mile at Geelong Road in the 1930s.

The Salmson was used in Geelong from 1934 until acquired by Sandy Murray in 1956 who restored the car to the days Disher raced it.

It was completed in time for the 50th Anniversary of the Australia Grand Prix held at Phillip Island. It attended the 80th Anniversary in 2008.

The Salmson was passed onto Sandy's son Rowan to continue on 69 years of family ownership.

The main alteration to the original is the body made of steel and aluminium replacing the wood and fabric construction.

SAN SEBASTIAN SALMSON



The text on left is from the book "Phillip Island, A History of Motor Sport Since 1928" by Jim Scaysbrook.

It describes the 1931 Australian Grand Prix on how Geoffrey Disher came second to Bill Thompson in a Bugatti 37A

Salmson produced a total of 22 San Sebastian racing engines for the factory racing team and selected privateers. Named after the Spanish circuit where factory team took victory at the 1925 Cyclecar Grand Prix, the advanced twin overhead cam 1087cc engine pumped out a healthy 55bhp which could be lifted to 80bhp with the addition of a Cozette supercharger.

The race started in the most dramatic fashion. With the scratch men still in pit lane and the majority of the field hard at it on the track, Carl Junker (off 4 minutes) shot out of pit lane to begin his race just as Drake-Richmond's Bugatti and Albert Edwards' front-wheel-drive Alvis shot past.

Catching a glimpse of Junkers through the dust, Edwards swerved, hit a bank and rolled several times, throwing out the driver and mechanic and ending up in a prohibited area where LCCA official Dick Wilkinson was standing. The impact virtually severed Wilkinson's leg, which was amputated on the spot by medical staff.

The race went on despite the accident, with Terdich almost unbelievably retiring on lap nine for the third year in a row while Thompson powered through in pursuit of leader Jennings, who had the young Geoff Disher's Salmson to contend with.

Disher got through to lead on lap 22, but minutes later Thompson took over, reeling off a string of sub-five minute laps to come home an easy winner in 2 hours 40 minutes 11 seconds from Disher and the remarkable Dickason's venerable Austin Seven.



Two Weeks in Te Waipounamu



Alan Toft

I never knew Te Waipounamu was the Maori name for South Zealand but it was also the name of the motorcycle rental company my son and I used in Christchurch to provide bikes for our wonderful 4,000 km 12-day ride around the island.

We rented a couple of BMW's in Christchurch - I had a F750GS and my son had a R1250GS. Well until I hit a rock and damaged a front rim so the wheel wouldn't hold air! That mistake cost me more than the rental.

But they found me an older 2017 R1200RT that felt new and we had a wonderful 4000 km ride in 12 days.

Above is us near Mt Cook and my F750GS before the accident!

We hit most of the great roads – Lewis Pass, Arthurs Pass, Milford Sound etc. Some several times and in opposite directions.

When we got to Invercargill the focus was on Burt Munro and 'The World's Fastest Indian' so Hayes General Store and Motorcycle Mecca Museum were the places where we wanted to spend our time.



The world's fastest Indian motorcycle is Burt Munro's modified 1920 Indian Scout 953cc, which set a land speed record of 184.087 mph at the Bonneville Salt Flats in 1967 (two ways) on display at Invercargill

I love car museums too. I may live in Vancouver but, each time I'm in the UK, I volunteer at The British Motor Museum at Gaydon. Last fall I visited The Great British Car Museum at Derby. When I worked in Australia 10-15 years ago I went to the Bay to

Birdwood Rally and the museum near Wollongong – although the motorcycle museum at Nabyac was my favourite.

So when we were advised to visit Bill Richardson's Transport World in Invercargill I didn't hesitate and this is the first museum that I'd give up volunteering at Gaydon to volunteer at!! There's so much I could learn, especially about the American trucks in the museum.

In the limited time available I focussed on the British trucks, or lorries as I knew them. It was like revisiting my childhood Dinky toy collection!

The first lorry I saw was a 1949 UK Fordson Thames -the same age as me! Then a Thornycroft and a UK Dodge, badged as a Fargo – I had a Dinky flat-bed lorry of that one, and a Commer for which I had a lovely Dinky green and brown tow-truck.

I always loved Thames Traders – this was an early one - The later ones had the word 'Trader' in the lower grille.

All the trucks were immaculate, especially the Leyland Comet - I had the yellow Dinky model - Portland Cement?

I'm sure that I had a Dinky Austin Loadstar - I think that these used the same 6-cylinder 3995cc engine that ended up in the Austin Sheerline and the Jensen 541. And the Bedford 'M' or 'O' series? It was the cab on my pale blue Dinky car transporter.

The yellow and green Austin was a blatant copy of the previous Bedford and they were sometimes known as 'Birmingham Bedfords'. I think they used a smaller and earlier version of the engine used in the Loadstar - about 3.5 litres? Yes, I had a Dinky Toy version. I loved how the cab doors on the Morris FG opened backwards so they didn't stick out wider than the vehicle. I wonder if that FG

was assembled at the Australian Enfield factory?

I think I'd grown out of Dinky Toys by the time the Bedford TK appeared.

I had a dark blue Dinky Trojan van - I think the logo was 'Oxo' - you'd think it would be red.

The grey Fordson was very common when I was a kid – the predecessor of the Ford Thames. I used to ride in a van version in the 1950's. My friend's dad used to deliver barrels of sausage skins in salt barrels all around the Liverpool area until he changed to a Bedford CA – I preferred that because we locked the sliding doors back – no seatbelts, of course, in those days.

I remember all the British Railways Scammell Scarab's at Liverpool's Lime Street Station.

Bedford TJ - good-looking lorries.

Bedford 'R' or 'S' - I had the cab on a Dinky 'Heinz' van! I used to get the 'Eagle' boys' newspaper/comic and there was a regular feature about a lorry driver – I remember when he upgraded his Bedford from a R to a TK! How do I remember this stuff?

I really loved the wartime Bedford OWB converted postwar for civilian use, as so many were. A Kiwi friend told me that he used to ride to school on one. I confess that I have a 1:76 model of an Isle of Man OWB in my display case here in Vancouver.

Then the Austin A55/60 pickup - I love these - even the column gear change!! They were still being made at Longbridge, as Austins and Morris's, when I worked there 1970-74.

Those Immaculate Foden and ERF cousins side by side. I used to ride my Honda 50, then my Honda 250 Dream, through Sandbach, Cheshire regularly en route from Liverpool to the University of Warwick 1967-70. Edwin Foden made his steam wagons there but, in 1930, his son and grandson wanted to use diesels and couldn't convince the

board so they set up ERF (Edwin Richard Foden) in nearby Middlewich. But Foden soon started making their own diesels too! Sadly, the last Foden was actually built by Leyland in 2006 after PACCAR acquired the company in 1980. M.A.N. bought ERF in 2000, closed the factory and discontinued the name in 2007.

New Chinese-made MG's dot the South Island roads so we popped into the local dealer before we went to Richardsons. I thought the claim on the sign that they had been making MG's since 1924 was rather stretching a point – and I think that Cecil Kimber must be turning over in his grave seeing his badge on the front of a pickup the size



of a F150! The MGBGT V8 and TC in the showroom made up for it.

Hayes Hardware Store is still a working store, a very impressive one, and there is no charge to view the lovely motorcycles and vehicles in there. This is mecca for Burt Munro followers and we loved it. But I also loved this Morris Commercial J van on



display. I don't know if this had the 1471cc Morris side-valve MO motor or the later BMC 1489cc B-series.

I remember, as a kid, the Post Office J's hammering down our road in Liverpool with the driver's sliding door pinned back! They were also badged as Austins and, perhaps, BMC, which was still on some of the later model vans when I worked at Longbridge. Then Austin-Morris and Leyland, then Leyland-DAF.



There were so many camper-vans on the road during our 4000 km trip and, as we passed them I noticed that many were badged LDV - Leyland DAF vehicles!! I realised that SAIC bought that name when they also picked up the rights to use MG and Rover/Rowe.

It made me think a little more favourably about MG rather than any other Chinese brand - if you can't beat them!

We did have some drama on the trip – I stupidly hit a rock and bent the front wheel on my BMW F750GS – the



only things hurt, apart from the front rim, were my pride and my wallet. Te Waipounamu came through and replaced the bike with an older R1200RT which was wonderful and we didn't miss a day of riding. It was with great reluctance that we handed our bikes back and stepped onto the plane to come home. I need to bring my wife back there – but we'd need to rent a convertible!

Alan

Foden
&
ERF



My son at Richardson Transport World



Bedford OWB Bus



Scammell Scarab



Can you recognise all these British trucks?

Late 1940s Thornycroft, Dodge Fargo, Leyland Comet, Commer, Bedford, Austin, Austin Loadstar, Ford Thames Trader, Bedford, Morris, Trojan, Bedford and 1949 Fordson.

1930 Cord L-29 Coupe

Bill Buys



One of the stars of the Auburn Spring Auction was a superb 1930 Cord L-29 from the estate of Dr Bill Jackson, of Mississippi, who had a lifelong passion for collecting classic cars.

He'd acquired it from Detroit-based Barney Pollard who had owned it since 1942, then drove it for only a couple of months before parking it in his collection.

Then Dr Jackson saw the beauty, bought it and put it in his own collection in 2002. He had it comprehensively restored by Mike's Auto Restoration in Mississippi, and during a multi-year process the body was finished in a deep black with red accents throughout and its Art Deco appearance was elevated with colour-matched red wire wheels with wide white-wall tyres and a tan convertible top.

He added an array of desirable accessories such as dual enclosed side-mounted spares fitted with side view mirrors, dual cowl lights, an Art Deco stone grille guard, a front-mounted Pilot-Ray light, rear luggage rack and a golf club bag door for arriving at the country club in true fashion.



After its restoration was completed, the Cord was shown at various prestigious events throughout the US where it collected its AACA Senior and National award badges, as well as its Diamond Jubilee award, all of them affixed to the front number plate.

Bill Jackson's dedication and eye for detail reached its pinnacle when his Cord was invited to the world-renowned Pebble Beach Tour Concours d'Elegance, the ultimate stage for automotive excellence, where it took second place. It sold at the auction for US\$202,350 (AU\$281,850).

Erret Lobban Cord's front-wheel-drive L-29 range bearing his name was

launched in 1929 and was offered in Sedan, Brougham, Phaeton, and Cabriolet form, at prices ranging from \$3095 to \$3295.

The cars were supplied in chassis form to independent coachbuilders, most of the closed models built by the Central Manufacturing Company Connersville, Indiana, and the open models by Kalamazoo, Michigan's Limousine Body Company.

Unfortunately for Cord, just as his newly launched cars were reaching dealer showrooms, the Wall Street stock market crash of October 1929 devastated new car sales, especially in the upper section of the market.

Despite a program of price cuts, sales never took off and the world's first practical front-wheel-drive production car was discontinued in 1932.

In total, 5010 L-29s were built, and only about 300 of all types exist today.

The L-29 remains one of the most handsome, technically

interesting and collectible cars of the classic era.

Bill



From Liam Darlaston-Jones

Describes the Sports Cars Builders Club cars at the Stirling Festival of Motoring (WA) shown in issue 74



Several of the cars in the picture are scratch built 7esque clubman cars, commonly referred to as a Locost, but unless the particular car has been built exactly to the Haynes book drawings then (in my view) it is scratch built.

There is an untold number of 7-esque clubman cars that have been scratch built (home built) and cars fabricated by specialists. I would guess that world-wide the Lotus 7 design has been copied, replicated and had variants made of it (with vary degrees of accuracy) by private individual home constructors, kit car companies and specialist fabricators more than any other car.

The only probable exception would be the Volkswagen Beetle floor pan used under myriad fibreglass body kits ranging from beach buggies to pseudo Le Mans type sports racing cars. I will leave it to you to decide to label the scratch built cars as 'Scratch Built' or as a 'Locost'. My personal view is that it is more accurate to say they are scratch built than Locosts i.e. all Hoovers are vacuums. But not all vacuums are Hoovers.

The cars and owners from far left to fore-ground right are:

Scratch built 7-esque clubman – red nose cone (commonly referred to as a Locost). Owner Bruce Wilkins Sports Car Builders Club (SCBC) secretary – I think Bruce's car is powered by a Nissan SR20 with 5 speed gearbox and IRS

Sonic (kit car) – black & yellow with roof (just visible). Owner Steve Cardy SCBC member. The Sonic kit is now made by [Equilibrium Kit Cars](#) who are the current manufacturer. The Sonic 7 is a lightweight, twin-seat sports car designed for Ford Focus components. Originally designed in 2008 by Stuart Mills of Mills Extreme Vehicles (MEV). Steve's car is fitted with A Duratec engine and has had a turbo charger fitted.

Murtaya – lime green. Owner Joh Harrison SCBC social secretary. John did a write up of his Murtaya that you included in a previous issue.

Westfield – British racing green. Owner Greg O'Brien SCBC president. Powered by a Nissan SR20 with 5 speed gearbox and Ford Escort live rear axle. The Westfield is a 7-esque kit car supplied by Westfield Sports Cars who are the worlds most successful kit car supplier, according to information I read on-line, over 13,000 kits have been manufactured to date.

Scratch built 7-esque clubman – golden yellow (commonly referred to as a Locost). Owner Barrie Nelson SCBC vice-president. Toyota 4AGE and 5 speed T50 gearbox.

Scratch built 7-esque clubman – bright yellow (commonly referred to as a Locost). Owner Ray Burrowes Nissan SR20 turbo 5 speed gearbox.

Scratch built 7-esque clubman – blue nose cone (commonly referred to as a Locost). Owner Liam Darlaston-Jones. Nissan SR20 with 5 speed gearbox and Ford Escort live rear axle. 818c (kit car) – blue. Owner Ian Bennet SCBC treasurer. The 818c is supplied by Factory Five Racing, a Massachusetts-based company founded in 1995, manufactures the 818C kit car. The 818C is a coupe variant of their 818 model—a mid-engined, lightweight (818 kg) vehicle designed to use Subaru Impreza or WRX drivetrain components.

Two more photo's of the SCBC cars



Westfield owned by Brendon Reid



Westfield owned by Greg O'Brien and a scratch built 7-esque owned by Barrie Nelson

at the Stirling Festival of Motoring show.

There is an additional car, the red Westfield in photo' SCBC 2. This Westfield is owned by SCBC member Brendan Reid, Nissan SR20 5 speed gearbox.

Liam.

From Tony Johns A long shot but I am trying to locate a copy of this page #897 from the May 1931 issue as it has an advertisement I would like to include in my book on Austin 7s racing history in Australia. (If anyone can help Tony please contact him on — tonyjohns98@gmail.com)
Cheers
Tony

May, 1931

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THE AUSTIN MAGAZINE

Austin Seven Again!

In the great Australian 200 Mile Road Race—the Grand Prix Handicap—run at Cowes Phillip Island, nr. Melbourne, on Monday March 23rd, the Austin Seven driven by Cyril Dickason, the famous Australian racing motorist, secured first place, Bugatti cars being second and third.



The 1931 Australian Grand Prix.

THE race is run over a gruelling circuit which has four major corners, picturesquely named: "Gentle Anne," "Hell's Corner," "Heaven," and "Young & Jackson's." Some idea of the severity of the race can be obtained from the fact that out of the nineteen cars that faced the starter only six were able to finish.

Driving a magnificent race throughout, Dickason ran out a winner three laps ahead of his nearest rival, in the splendid time of 3 hrs. 2 m. 24 sec. His time was actually the second fastest of the day, only being exceeded by Junker's 1,500 c.c. 8-cylinder Bugatti. In the course of the race the Austin raised the lap record for cars of 750 c.c. to 72 m.p.h.—a speed maintained at an average right through to the sixteenth lap! a really remarkable performance for so small a car! The Class "A" event for cars up to 850 c.c. was won by an un-supercharged Austin Seven driven by C. R. Warren.

In the 1930 Grand Prix Cyril Dickason drove an Austin Seven into third place whilst the Austin team were also 4th and 5th—a fine effort when it is realised that only 9 out of 22 cars finished the course on that occasion.

Austin Seven Successes at Brooklands.

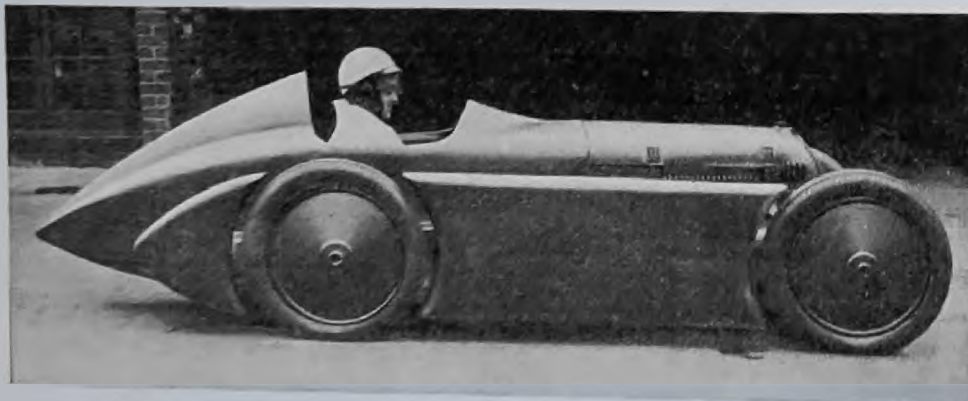
THE Austin Seven celebrated the opening of the 1931 racing season at Brooklands on Easter Monday by winning the first and second races, securing second place in the Junior Long Handicap and sweeping the board in the last race of the day—the Mountain Speed Handicap.

Unfortunately, rain marred the Meeting and the bigger cars were finding the track treacherous, but the "babies" appeared in no way dismayed by the adverse conditions and continued to lap at high speeds.

Fine driving and consistent running were rewarded in full measure in the Mountain Speed Handicap when Austin Sevens ran into 1st, 2nd and 3rd places. Mr. V. S. Balls is to be congratulated on his fine win in this event, as conditions were anything but ideal.

Quite a feature of the Meeting was the driving of Mr. J. C. Elwes, who shared with his Austin Seven the honour of being the first winner.

Congratulations, Mr. Elwes! The sum total of Austin Seven successes in a programme of seven events was no less than six placings—surely a wonderful achievement!



The new Austin Seven Racer which made its first appearance at the Easter Monday Meeting of the Brooklands Automobile Racing Club.



LOOK TO THE FUTURE.

You are probably aware that the high prestige in which Austin Cars are held in overseas countries was, prior to the present war, the result of one feature in particular—EFFICIENCY. The additional experience gained in the hardest School of all, that of the war area, will add still further to that point, which is always the objective.



THE AUSTIN MOTOR CO. (1914), LTD.,

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Correspondence is Invited re Post-War Agencies.

Kindly mention "The South Australian Motor" when communicating with advertisers.

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Bits & Pieces

A funny request.....I have an Alvis friend in the U.K. who has asked me if anyone could help with any history of a Standard 6 Buick. A mate of his had purchased in the U.K., that was restored in Australia and finished up in the U.K. I wondered if anyone of your readers would recognise the Buick and have any restoration information or history of the car.

This car came from Australia. Have you seen it before? It had white wall tires on when it came to the UK?. apparently there was a big history file on CD but that's got lost now and the guy who owns it now would just like to know anything about it history. **Alan McKinnon**

alanm@antiquetyres.com.au



Hi David, Did you hear that Issue 300 will be the final issue for Restored Cars Magazine. That will happen early next year. Issue 296 will be coming out later this month. Eddie Ford is 85 and he is interested in life after Restored Cars. He said that it is like a 9 to 5 job, and I can understand that. He has asked expressions of interest, but at this stage, I don't believe that he has had any takers. Regards. **Trevor Poulsen**



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SINGER "TEN" SALOON:

The new, stylish Singer Economy "Ten" Saloon is built to traditional Singer standards of quality, and is a brilliant performer. The four-door body seats four adults in complete comfort . . . and is complete with refinements as centre-dome light, twin sun visors (passenger's has vanity mirror), arm rests, and adjustable front seat. Spacious luggage trunk.

From Trevor Poulsen

A friend sent me these Links. Here is a new tax that Albo is trying to sneak through. When you sell your classic car, old oil bottles, enamel signs, model cars, coins etc, you will be hit with 30% tax on what you paid. However, you first have to pay for someone to value the item. Is Trevor reading this correctly? If so, it needs to be brought out into the open and defeated before it is too late.

<https://share.google/aimode/TiBsHVW8fmQ9kzmTZ> AND <https://www.theaustralian.com.au/nation/politics/from-paintings-to-pokemon-cards-alps-hidden-cgt-reform-trap/news-story/98a8346de65b624e43a5583688e20367>

Readers who have valuable collectables can check the links and work out how the proposals could affect their financial situations.

From Bryan McGee (UK)

Osmond Rivers, b 1895, was chief designer for Hoopers in the post war period when it was owned by Daimler, itself part of the BSA Group. Having overseen the building of a fleet of dignified 8-cylinder Daimler state limousines and tourers for the Royal tours of South Africa, New Zealand and Australia, he was encouraged by his chairman, Sir Bernard Docker, to initiate the 'New Look' which became known as the **Empress** style. (right)

This striking style and the publicity generated by the flamboyant Lady Docker, revitalised sales for Daimler and was also specified by many customers of Rolls-Royce and Bentley for their Hooper bodies.

While looking up Osmond's facts I found that his father, **Edward Rivers**, was born in Tasmania. Is more known of Edward's early life ?



Bits & Pieces cont:



An interesting photo taken in the 1950s at Melton Mowbray, England. Many recognisable English cars can be seen, can you identify them? These include Hillman Minxs, several Fords, several Morris models of different years, Wolseley and a few Austins

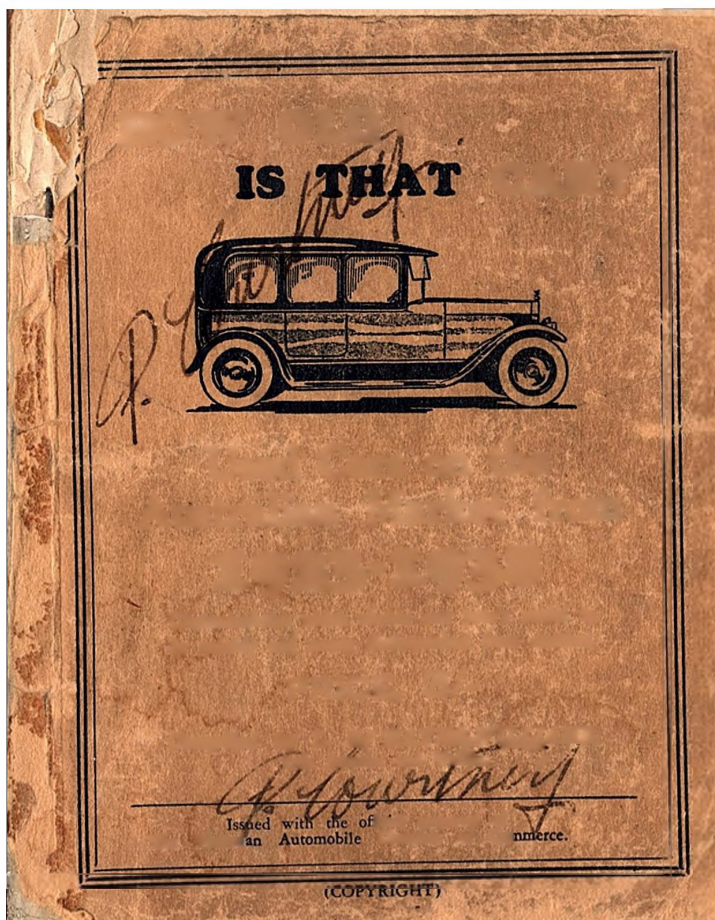
Please be advised, the annual Veteran and Vintage Motorcycle Club of SA (V&VMCCSA) **Motorcycle Only** Swap meet is being held again this year on **Sunday October 4, 2026** at the Balhannah Combined Sports Oval, 109 Onkaparinga Valley Road, Balhannah, SA 5242.

This event will be the 25th running of the Club's Swap meet with all motorcycle clubs, their members and associated vendors invited to attend. If you wish to promote your club or motorcycle/scooter only related business on the day with a site you are encouraged to do so but sites are only available on a first come first serve basis. No booking required.

Cost of entry is, Sellers/Clubs \$15 which includes 1 x Person with additional persons \$5 each. Buyers \$5 per person, children 12 and under are free. No dogs please. Sellers admitted from 6.30am. Buyers from 7am.

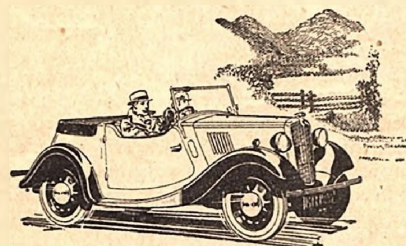
Overnight accommodation is available on site in the adjacent Council Operated RV camping area but again, this is on a first come first serve basis. No Booking possible. No Fires. The Swap meet Committee would appreciate if this invitation is formally distributed among your members and for more information contact myself on 0439039904 or email: my997@iinet.net.au

Regards, Michael Griffin
V&VMCCSA Swapmeet Committee



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I sometimes surprise myself when I find books I had forgotten I had on my bookshelves. I cannot remember how I acquired this Australian pocket book printed in 1938 listing and identifying cars made to that year. It was made available to purchasers of second hand cars to assist clarifying the specific details of the years and models, engines and engine numbers of all models from 1923 to 1938. Also a few of the car's visual characteristics and mechanical developments of the period. It contains only data but no illustrations except a few pictures in the adverts such as the above. Being printed in NSW all the ads are of businesses in that state. **David**

Bits & Pieces cont:



Being on the Calder Highway every now and then a old car passes through Wedderburn, either driven or on a trailer.
Recently this neat Standard Vanguard stopped outside the museum. Unfortunately I didn't get to meet the owner.
Maybe a reader could let me know if it has a 2 litre four or six cylinder engine?

THE VSCC VIC PRESENTS: The Biennial Veteran and Vintage Vauxhall Rally 2026

Lake Hume Weir Sunday 27th September - Friday 2nd October 2026

DETAILS: Entry \$150 Please make payment to the VSCC Victoria bank account: Account Name: VSCC BSB: 633-000 Account Number: 192359933 Please include your name and "Vauxhall Rally" as the payment reference.

The Rally will be based at Lake Hume Resort, where a range of accommodation options has been set aside for participants. From a variety of comfort levels to suit all needs, Emily and Stacie at the resort will be happy to assist you with your booking. Please make it known that you are with the Vauxhall Rally when reserving your accommodation. Lake Hume Resort 1 Ray Welsh Drive Lake Hume Village NSW 2640 PH: 02 6026 4444 www.lakehumeresort.com.au

Arrival Sunday for informal BBQ dinner Monday & Tuesday - barrelling around Wednesday - day off Thursday - barrelling around Friday - meander, finishing for lunch.

ENQUIRIES: John Kent – 0411 662 031 Daniel Zampatti – 0407 544 627

