

# Country Motor

## *Australia*



**Issue 66**

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

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Back copies of Country Motor are  
available upon request



*Doug Wikner's T Ford Special*

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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# Country Motor Australia

## Issue 66

- 3 Editor's Entries
- 4 White Elephaititis
- 6 Eddington Sprints
- 10 BDC Eddington 2025
- 12 Wikner Ford Special
- 18 Hepburn Springs Hill Climb
- 20 Yoga, Minerva Pierre Bernard
- 22 BMW 328
- 24 My First Antique Car
- 26 Adventures with a Ford
- 27 Bits & Pieces



# Editor's Entries

Welcome to issue 66 produced for your enjoyment. In this issue -

Tony Donnan talks of his grandfather's remarkable find in 1960 and the eventual restoration of a rare Voison.

There was lots to see at Eddington. The event was further enhanced by the presence of members of the Bentley Drivers Club, some of whom took part in the sprint. Prior to the outing I did the annual oil change on the Alvis.

The BDC stayed the weekend in Bendigo and Tony Johns has reported on their tour.

Doug Wikner tells the story of his historic racer, a 1922 Model T Ford. Speeding along at 80mph on beaded edge 30" x 3½" tyres sounds a bit worrying! Doug is writing a book on his remarkable driving experiences.

Many enthusiasts may not of heard of the Hepburn Springs Hill Climb held from 1956 to 1961. Roger Rayson has compiled a folder on reports of the hill climb and I have shown the hill climb's first event.

A large amazing Minerva was owned by eccentric Pierre Bernard who would be known by those who practise yoga. 'Ooomm'

The BMW 328 is the subject of Bill Buy's story for this edition. A splendid pre-war sports car that achieved many successes in motor sport.

Woody wagons are admired by us all. Restored woodies look beautiful with their shinning wooden frames. Dean Tryon from New York restored an eight cylinder Pontiac woody. He also talks of his work experiences in the automotive industry at General Motors and he has written an in-depth book on carburettors.

A few light stories and Bits and Pieces complete this issue.

## David's Miscellaneous Ramblings

Issue 67 already has several stories in the pipeline. From South Africa a story on a Singer Le Mans and Jaguar C type replica, as well as stories on the restoration of a veteran Delaunay, Minerva and King Zog.

## Local Events

The local Wedderburn engine club's swap meet is on Saturday, 17th May. Last year was the best ever, hopefully this year will be too. Bring along your classic to display and save paying a \$5 entry fee.

This year's Federation Marong Picnic is on Sunday 31st August 2025. Put that date on your calendar if you are in Victoria.

## In Your Own Write

Being a senior citizen it is sad to constantly hear about friends or associates in the old car movement being no longer with us either physically or have become incapacitated. Many folk going into retirement villages, which don't accommodate more than one car, or into care homes or passed away.

Cars are regularly coming onto the market being sold by surviving partners or family members. We miss those that have left the old car scene. Some had irreplaceable skills or knowledge which we will not see again unless their stories or experiences have been recorded in print or on electronic media. If you are still awake and capable ensure you perpetuate your story by sharing it through magazines or postings on social media. Many recent articles in this magazine have been sent in by enthusiasts in their eighties who are keeping their brain active and as keen as mustard about their love for old cars.

## Finds & Discoveries

I used to correspond with the late Michael Worthington Williams who used



to write up stories in the Finds and Discoveries column of 'The Automobile' magazine (UK) Marcus Rowe is now the creator of many descriptive stories around the unrestored or newly discovered cars that have recently come to light.

Recently the column showed the pieces of a prototype fibreglass bodied car named CSCIII. A third attempt by the makers to introduce an inexpensive sports car. Sadly it never went beyond the prototype.

I was flicking through a copy of 'The Motor' September 14th 1955 and saw the piece below, introducing the CSCIII.

The remains of the car was offered on Ebay, bidding stopped at £770, apparently short of the reserve. It is certainly a cute little sports car, hopefully we will hear about it again, only in a rebuilt condition.

## Road Rage?

Most of us have used the car horn in a moment of desperation or have been subjected to some other drivers stressed behaviour. In the same issue of 1955 'The Motor' it was noted that in Paris there had been a reduction in motor accidents since the hooting ban was imposed. The previous years figures was 8,500 compared to 13,400 in 1953. In the UK at that time it was an offence to sound the horn in a built up area after 11 o'clock at night. What the horn rules are in Australia I don't know and I think there are lot drivers who don't know either, judging by their use of their car horns.

On that note happy motoring, *David*

**The Motor** 208

THE WORLD OF MOTORING

This photograph shows a new lightweight sports car, the C.S.C. Mk. III, which the Gainsborough Engineering Co., Ltd., of Middleton, Lancs., hope to have in production soon in conjunction with Wrigley Motors Ltd. at a price of about £700 including tax. The plastics bodywork has been made by Rochdale Motor Panels Ltd., and the car, which has a kerb weight of 11½ cwt., is powered by an Austin A30 engine, the clutch, gearbox and transmission also being basically Austin units. Sixteen-inch wheels raise the gear ratios, and a speed of over 70 m.p.h. is claimed without modification to the engine.



Type C 3 Seine  
No Seines 2147.  
originally 5 seater  
Tourer,  
coachwork by  
Vale and Petty of  
36-40 Toorak Rd,  
South Yarra.  
4 cyl., 4 litre,  
double sleeve  
valve engine.  
Wheelbase:  
11'10" track  
4'11"

### **Preface:**

*Bob King recently gave me an exercise book with an essay written by my grandfather, Doc Donnan on his finding a 1925 3C Voisin in 1960. I suspect that he thought the car would not be saved and wanted to record some of the details for posterity. In his doctors' scrawl, he recorded many of the dimensions of the chassis and body, all of which have very little meaning to today's audience. It was also typed out on quarto paper, either by my grandmother, Dorothy or my mother, with only a few corrections, which is amazing to be as I can hardly read the original. In this article, I have truncated the writing to exclude most of the inch and feet measurements, to save space and for readability.*

**Tony Donnan**

# WHITE ELEPHANTITIS

**Or a story of a car that may never run again**



**1/7/1960**

Some two years ago I thought to augment my modest stable of a 1936 Speed Twenty Alvis and a 1926 DI Delage.

The Alvis had topped 100,000 miles and was in need of a third rebore (&

relining) as well as showing signs of increasing structural unhappiness as a result of being rushed over potholed dirt roads.

The Delage had been fitted with an overhauled engine, after two 'runnings'

of No 1 big end in the engine originally in situ, but this had entailed relining of cylinder bores and a fitting of light-weight cast iron pistons.

Her performance had never been specular, especially as regards acceleration, but with the cast iron pistons the only word applicable to this last attribute was sluggish. In addition, starting in cold weather, with a very slow turning dynamotor, was painful and difficult.

When in Melbourne one weekend I happened to notice an advertisement in the Vintage section of The Age, second hand car part for a Voisin. The address was only a few hundred yards off my route home, so I made my way there and then to it.

The owner had a number of segmented vehicles in what might otherwise have been his back garden and declared he was a professional welder, who broke up crashed cars as a sort of second job. He said he had obtained the Voisin to break up, but had never got round to it.

He further stated his landlord had

come down on him and had forced him into the position of either buying his house or getting out. To obtain the wherewithal to buy the house he was having to sell off his assortment of de-capitated or de-ended cars and his back garden certainly seemed to bear this out. At the bottom of it, under a tarpaulin was the massive body, less engine, of the touring Voisin, its rotting loose sticks barely holding the tarpaulin up. Near it was a heavily covered mass, which, when uncovered proved to be the engine, standing upside down on its cylinder block. The sump was freely detachable and on being lifted, showed a gleaming and enormous crankshaft which turned smoothly in its great bearings. Alongside was another shaft, about the size and appearance of a Holden shaft, which actuated the double sleeves of the mechanism.

The owner assured me all the 'bits' were present and in a large shed nearby, which contained enough bits to engine about 6 or 8 cars. The price asked for this monument to smooth motoring was only £25 and so I fell for a White Elephant.

Having agreed to purchase, the next point was the car's transport to Beechworth. The ex-owner declared he had a friend who owned a semitrailer, which sometimes went empty interstate, and who would take the Voisin up to Beechworth for about £20.

I agreed to this very convenient arrangement and wrote out another cheque, departing up the Hume Highway in a pleasant haze of dreams of opulent and completely quiet motoring in a car which, in its heyday, rivalled the Rolls for luxury.

I had arranged for the Voisin to be off loaded at the One Mile Garage at Wangaratta. Some weeks later this garage notified me that the monster had arrived, with its dissembled engine in the very capacious rear seat. With beating heart, I hurried down. With the garage men I began to go over the assorted 'bits'. Some of them were indeed mysterious, especially the separate cylinder heads which appeared like inverted pistons, with a skirt turning out at a right angle and a hole in the middle of the outside for the plug.

Alas, when everything was totted up, two of these precious and irreplaceable heads were missing - and have been irreplaceable ever since. As for the car itself, it is, or was a thing of beauty, with lines obviously inspired by aircraft streamlining.

The car is 16 feet 2 inches

long, and 5' 10" wide, the top of each rear mudguard projecting beyond the body for 8½". The car begins, as every car should, at the radiator, a thing of beauty in itself. It slopes appreciably inwards as it rises, being 24" wide at the supports, and 16 ½" where it begins to round in, 19" higher. It is vee shaped, coming forward at an angle of about 20° the core being 3½" thick uniformly. The top is round shouldered and rounded as it faces forward, with the beetle with widely outstretched wings emblazoned beneath the 3¾" wide and slightly protuberant filler cap and encompassing it while the Roman nose above the junction of the care vee is 7½" from the back of the radiator.

Whatever the original finish, mine is painted smoothly in aluminium, the bonnet is 36½" long, 25½", across at the radiator, some 33" at the firewall. The two halves of the top shoulder over, while the side panels are, of course, angled upward at the front but not quite so at the rear.

**Postscript:** Bob King has provided some more information. "It was Graham Steinfeld and Bruce Smeaton who bought the car from the Doctor. I was the next muggings in line. Not only was one junk head missing, but also the sump. Neville Roberts and I fashioned a replacement sump"

My grandfather must have sold the car in the late 1960's (I am not sure why

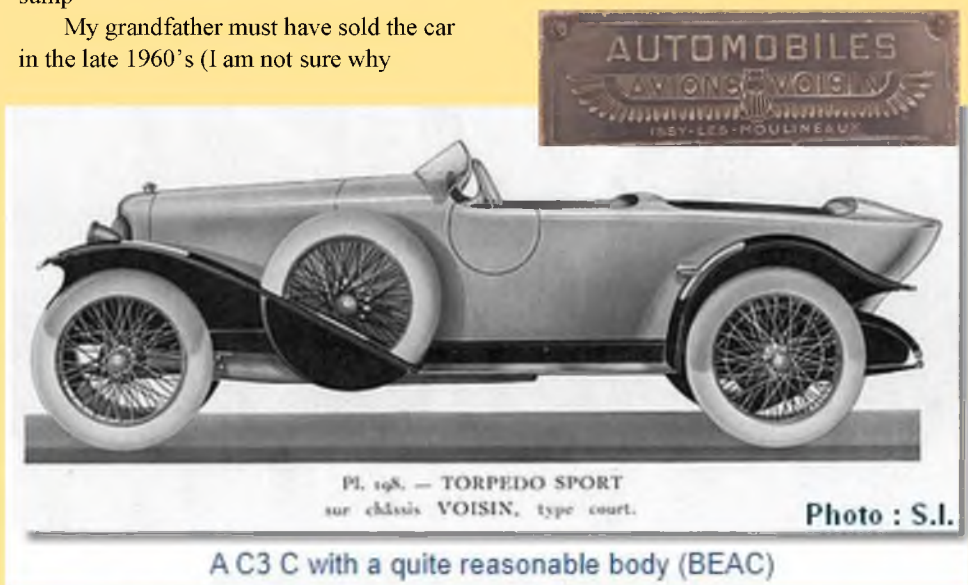
anyone would have bought such a white elephant with not a complete engine). The family story goes, that when looking at the car, the lost "two of these precious and irreplaceable heads" were found under the back seat. Therefore my grandfather kept his 'white elephant' for some years, in the lean-to garage of the Beechworth Mental Hospital when he could have enjoyed the "departing up the Hume highway in a pleasant haze of dreams of opulent and completely quiet motoring in a car which, in its heyday, rivalled the Rolls for luxury" if he just looked harder.

Bob undertook the restoration and made a skiff body unlike what was offered at the time.

The only photo I have of the restored Voisin in Australia is shown, being well used by Bob. 1974 VSCC Day Trial. Photo of Bob King and Peter Makeham in the snow.

Bob tell me that he sold the car to Gerard Cassegrain from Coff's Harbour who added the car to his collection of three other C3 Voisins. He had found a sump for Bob, but he never got around to fitting it. After his death, they were all sold overseas to France.

The web tells me that the car is still the same and currently for sale for an undisclosed amount.



A C3 C with a quite reasonable body (BEAC)



# Eddington Sprints



I had an excellent day going to and from and enjoying Eddington Sprints. Annoyingly I seem to have blown an exhaust gasket again. I've replaced them twice before over the past 15 years, an annoying job but the extra noise is also annoying.

I was very impressed with one aspect of the sprints. I talked to many drivers and observed many spectators talking to them too. Without exception the drivers and owners of the cars were very friendly and responded to questions about their cars in a most respectful manner, even if asked the same questions or what they asked was a bit mundane. This enhances the experience for observers who may have travelled many miles to attend and see the spectacle of old cars in action.

The person I conversed with first was the very affable Roger Beattie who has a collection Fiats and is President of the Fiat Car Club. He is helping to plan the celebration of the crossing from Perth to Melbourne via Adelaide and back next year. The journey was by Fiat 501s in 1926, a time when there were no sealed roads. The trip was noted in the Western Australian 'The Sunday Times' 12/12/1926 as taking a month with a back-up truck carrying equipment and spares.

Although entries included several original older cars there were many vintage specials. Each special has its own character and creator's design philosophy. Some were built from random parts that were lying around in the owners or

friend's garage while others were specifically designed on the drawing board, possibly replicating a specific historic make or model.

Brendon Dillon subscribed the latter course to develop a very unique special that, as he said, a 'GN on steroids' There are no parts on the special that are from an original GN, however many of GN's design features have been replicated. A V-twin engine was used on GNs, however certainly not with a capacity of 6.2 litres! The barrels were taken from a WWII bomber radial aero engine with Merlin con rods. Brendon practically built up the rest of special, including the crankcase, chassis,



axles, the lot. A word of advice, don't stand near the car when it is running unless you want you ear drums painfully vibrating!

As you may observe the engine is air cooled. To aid the cooling are two cute little electric fans. Look carefully below the nearside SU carburettor trumpet.



Steve Brown had a few runs in his 1962 MGA MkII. One of the last MGAs made before the release of the MGB. The engine is a bored out 1800cc MGB engine with fuel injection. Also has Motolite wheels. (best time 16.1 secs)

Eddington is just 10k from Dunolly. A reminder that entrants should 'Playfair' in their motoring pursuits! (R)



Robert Sales is another FIAT enthusiast. However the radiator is about the only Fiat item on his special.

He built up the special from random parts in his and his friend's shed. It features a Fargo sv 4.2 litre engine and gearbox. As seen in the picture below it has triple SU carburettors. Note the position of the inlet manifold on the opposite side of the exhaust. Originally the carburettor and air cleaner was mounted above the Fargo engine.

The inlet manifolds are a home made effort, enabling a low bonnet line. The chassis is Chevrolet and post war Austin 16 front end. The radiator is from a Holden.

Surprisingly the Marsal special has a minimal driver's door.



Best time:  
Robert 16.6  
Liam 16.2

Gypsy Special has, as the name implies, a Gypsy Moth air cooled 6 litre aero engine mounted on Chevrolet wheels and a Standard Flying 9 chassis. Owned by Noel Wilcox. Note the ducting on the side of the bonnet. Behind is a fan to cool the rear section of the engine. Aero engine specials were once quite common, Noel believes this is the only one left used in historic competition. Best time 19.5 secs.



*A similar Lotus 11 look-a-like is the Regan which is powered by an MG engine. Graeme Wright achieved 16.5 secs*

*Replicas of the famous Lotus 11s are often seen in historic motor sport. Chris Dingle's is a fibre glass replica which he built up himself has a modified Austin Healy Sprite 1300cc engine. 17.2 secs*



*1933 MG J3 has a supercharged 750cc engine, owned by Ed Taylor 22.8 secs The J3 was a supercharged J2, which had a 847cc engine. The smaller capacity enabled it to race in the 750cc class for competitions. Originally just 22 J3s were built.*



*Samlson is a rare model in Australia, it was known for their sporty light cars in the vintage period. The 1926 Samlson GSC has a 1087cc 4 cylinder engine and is owned by Rowan Murray. Being French it is in the appropriate racing colour of blue. 26.3*



*1930 Indian Scout fitted with an Indian Chief engine. The 1920's Scout had a 746cc twin, the later Chief was a 1200cc twin*



*A 1924 Vauxhall 30/98 saloon kept in its well worn condition by Connor Ryan Best time 23.2 secs.*





*What delightful surprise to see Bentley drivers supporting the Sprint. The group spent the weekend in Bendigo. Barry & Cheryl Butanol entered their 1930 6½ litre (see start of article following Peter Donald's Morris engine Fraser Nash) From Top: Trevor Montgomery's 1925 Bentley 3 litre (chassis 1199) along side Mark Burn's 1924 Alvis 12/50. Tony John's 1924 3litre VDP replica (chassis 659), Beverley Breese's 1928 4½ litre (chassis HT1648) and Lyn, Jon & David Miller's 1930 6½ Bentley*

*Michael Southgate's 1937 Lagonda was lightened up for the sprint. Spare wheels and seat removed. Achieving 22 secs*



# *Bentley Driver's Club Eddington 2025 Report*



**Tony Johns**

The Bentley Drivers Club of Australia, (formed in 1956 to cater for vintage W O Bentleys.) held a three day rally to Bendigo over the last weekend in March.

Organiser Warrick Hansted, chose the date so that members would have the opportunity to have a run at the 40<sup>th</sup> Anniversary of 'Eddington Sprints' on the Saturday or spend the day wandering around Bendigo and taking in the Freda Kahla exhibition at the Gallery.

The Friday morning drive started at the service station near the Calder Raceway.

Using back roads we stopped for lunch at the Trentham hotel, followed by a visit to Grant Cowie's "Up the Creek Workshop" before arriving at our Bendigo accommodation for the next two nights.

Now organised by the Bendigo Car Club, the sprints were originally run by

**Tony Johns 3 litre and Phil Schudmaks 3/4½ Bentley at the Buda Temple**



**Trevor Montgomery, 1925 3/4½, was the other Bentley competing in the Eddington event. Best time 24.1 secs**

the Vintage Sports Car Club of Victoria whose members together with members of the Austin 7 club, who also organise the timing equipment, still support the meeting in good numbers.

Barry Batagol in his Speed Six and Trevor Montgomery in his 3/4½ ex-Jumbo Goddard both competed and recorded times of 20.3 seconds and 24.1 seconds. The non competing WOs made an interesting display parked together among the competing cars.

They were Beverley Briese and David Macdonald - 3/4½ litre. David and Jon Miller with son Harry - Speed Six who drove up for the day. Local member Greg Orde - 3 litre restored by his father some years ago, Tony Johns - 3 litre navigated by John McQuay spent the day catching up with old



**Start: The 1928 4½ recently acquired by our new members Greville Edgerton and Mary Calman at the start of our weekend away, next to the 25/30 Rolls Royce belonging to our long time members John and Carol McQuay**



**Phil and Sue Schudmak on the rally in their much loved and well travelled 1924 3/4½. They have covered a large mileage all over Australia and many countries overseas over a long period in this car**

friends.

An excellent day of very low-key relaxed motor sport with the minimum of red tape.

Borchelli Ristorante located in the centre of Bendigo was an excellent choice for the evening meal with our group seated at a long table on the upstairs balcony.

Sunday morning, after checking out, the group headed to 'The Great Stupa' at Myers Flat for a guided tour of the temple and the surrounding gardens. This is the largest Buddha temple in Australia followed by lunch at the Marong Family Hotel.

As well as the members seen at Eddington on Saturday, the group included:

Phillip and Susan Schudmak – 3/4½ litre  
Greville Edgerton and Mary Calman- 4½ litre.  
Des Dillon and Robyn Warwick – 3/4½ litre  
Peter and Jane Strauss, John and Carol  
McQuay – Rolls Royce 25/30  
Andrew Moran and Robin Pendlebury – 3/4.½  
litre.

*Tony*



*Barry Batagol, 1930 Speed Six, competing at Eddington. Best time 20.3 secs*



*Several Bentleys attended Eddington in support of the event. L to R: Miller 1930 Speed Six, Johns 1924 3 litre, Briese/MacDonald 1928 3/4½*



*Having attended Eddington for the day, Jon Miller (driving) with son Harry (front passenger) and Jon's brother David in the rear, about to depart for home*

*(Photos provided by Warrick Hansted)*



Doug Wikner

## ADVENTURES WITH THE WIKNER FORD SPECIAL

*Ten years have passed since I wrote of my early adventures and the history of the Wikner Ford Special. Little did I know that the following ten years would be perhaps the most exciting of my sixty-seven-year custodianship of Australia's oldest locally built Aussie Special known as the Wikner Ford Special.*

The Model T Ford has been a part of my life since my bedtime stories told by my father Arthur, mum Leila put the blame for my need for speed squarely on the shoulders of dad who had grown up in the 1920's when the ownership of a Model T Ford was the ordinary man's attainable dream.

Arthur had started work aged thirteen in 1923 as an apprentice fitter at his older brother's garage in Kilmore, located on the main road between Melbourne in the north and Sydney further north.

Uncle Bob, as I later knew him, was a Ford sub dealer selling Model T Fords in the local district. Dad's duties as the lowly paid apprentice included looking after a brass trimmed Model T (circa 1913) that belonged to the town's Methodist minister who lead his rather poorly funded congregation in Kilmore, a predominately Irish Catholic town. Monthly horse racing was the towns attraction and reason for the visit on race day for the well-known Roman Catholic Archbishop of Melbourne, Archbishop Mannix who often rode into Kilmore in 'John Wren's' Rolls Royce motor car. John Wren a well-known Melbourne identity who became the basis for the

leading character in Frank Hardy's classical historical novel "Power without Glory"

Another shady character who frequented Kilmore on race Wednesdays was the Melbourne gangster "Squizzie Taylor". He was nothing more than a miserable thief according to my Grandma Partington, he did John Wren's dirty work she said in the nineteen fifties when I last spent time with her in 1955. Taylor was often seen driving a sleeve valve Minerva motor car.

As a young man Dad was always interested in motor sport and in his later life took a hands-on interest in my motor racing endeavors. Leila was not a fan of motor sport but despite her misgivings she often came to my rescue financially to get me to the starting grid.

This story is not the story of a single racing car but a story ambition, passion, adversity as well as the adventures of several innovative people who saw the car built, survive and return as a wonderful addition to the Australian historic motor racing scene. I have included several Henry Ford's quotes and footnotes from the characters of motor sport.

### RACING THE RED MODEL T FORD

When I started this journey as a fourteen-year-old would-be petrol head of course I had no idea where my fourteen-pound investment would take me? Sixty-six years on and with absolutely no regret I find myself still in rapture around the Wikner Brothers creation and or speculation. How that single car created by two young men in 1922 could hold my attention for such a long period is amazing.

My first outing was to Lakeside Queensland for a vintage car parade to help fill the program supporting the international racing series named the "Tasman Cup". To avoid the northern winter the Formula One teams and drivers of that era would come down-under to enjoy the sun and sell off their past years team cars to willing Australian and New Zealand drivers.

That first foray was certainly an adventure for me, freshly licensed for less than two weeks I had prepared at least in my mind to take on the world and extol the virtues of my Model T Ford Special, known then as the RAJO. My daily driver was a Peugeot 203 Convertible and I had

never towed a trailer before that day. The trailer was rather agricultural and was owned by two of dad's great friends Frank Hack and Wal Anderson. First problem, no tow bar?

Well with Dad's help I fashioned my first tow bar and the lighting was furnished via an old fashioned three pin household plug. Nobody told me that I would need to tie the car to the trailer hence at the first railway crossing on Beaudesert Road the RAJO fell off the trailer. There I was outside the Evans Deakin shipyard workshop looking like a dead set dunderhead when along came Dad to the rescue. He knew I would not get very far, and I guess he thought of it as part of my learning curve!

Despite initial misgivings all went well from there to the circuit via my Aunt Valda's. She took the first photo of me and my racing car barefoot and very excited.



I had to park the RAJO uphill so I could start it myself as I had no pit crew. The highlight of my first event was meeting the legendary Tom Sulman and he passing comment re his certainty of remembering the car from somewhere! Thirty years later I discovered he knew Geoff Wikner during WW11 and was in fact the flight engineer on the Halifax bomber Wikner bought and flew home to Australia. The full story of the Wikner brothers is told in "The Flight of the Halifax" which details my old racing car complete with period photos. Geoff drove his RAJO Ford Special at the opening meeting of the infamous Maroubra



Speedway on the 5<sup>th</sup> December 1925. He also raced the car on Gerringong beach, and the Penrith dirt speedway all confirmed in the Sydney papers sport pages.

Other than taking the car to a couple of vintage car gymkhanas the RAJO was then garaged for around thirty years.

#### **Mark Herdman**

Mark is a Model T Racer historian of some note and in particular the early Ford Specials built in Australia. In the early 1990's I was living and working in Wodonga, Victoria as the promotion and merchandise man at Shell Racing. The arm of the oil giant supporting Dick Johnson Racing as Australia's premier team. It was an incredibly busy life as included in my daily activities was Tarmac rallying under the Shell banner in my Red Ferrari

246 GTS and organizing our families racing team featuring my son's Bruce and Cameron in Speedway, NASCAR and Formula Ford racing cars.

Mark was convinced that my RAJO was feature in a book about Australian aviator Geoff Wikner and after purchasing the book I could not but agree with him. I gathered all the information I had and after assistance from another motorsport historian John Medley. I approached the CAMS historic committee re an historic logbook and certificate of description for the car which I remember the late Graham Hoinville telling me it was the oldest

Australian built car the committee had considered. Wow!

I quickly returned to my car now referred to as the "Wikner Ford Special" after the constructors Geoff and Roy Wikner who had built the car in their parent's back yard at Leura in the Blue Mountains west of Sydney. That was 1922 and I had owned it since 1958!

With the "Wikner, now track ready, I took it to Melbourne's Calder Park Raceway where the Historic Racing Register were having a track day. The interest in the car was amazing and to say the least I had a ball! A couple of weeks later we were at the Geelong Sprints along the waterfront and the rain poured down but not to worry we were there and I was a kid in a toy shop.

After a short spell I was at the Wodonga TAFE College helping to open Australia's first Motorsports course for budding race team members. The students were keen that we jointly prepared the "Wikner" for the upcoming Winton Historic Races near Benalla an hour south of Wodonga. Despite more rain we enjoyed ourselves especially as the skinny tyres of my very early racing car cut their way through the waves of water drenching the track.

Despite its age the car was proving very reliable, so the college team were keen to try out other venues including Sandown Park and Eastern Creek in Sydney New South Wales. The year 2000 saw us travelling north to Lakeside, Queensland where 38 years earlier I had first trusted my now best friend.

To many of us Lakeside is the track built in heaven and now that the "Wikner" was really hitting her straps I had a wonderful time. The now seventy-eight year old vintage motor car was to me the cream of the crop. Several friends noted the wonderful vintage sound of the almost three-litre four-cylinder engine and the skinny tyres just kept wanting to jump off the 30 x 3.5 beaded edge rims.

During the next decade we returned to several circuits and took part at several boutique sprint events namely Speed on Tweed and the Leyburn Historic Sprints. We added Morgan Park, Queensland Raceway and Goulburn's Wakefield Park to our resume.

I had in my retirement travelled to the USA several times and I was captivated by the historic scene and in particular the vintage Indy cars and the very early race cars showing off under



*The photo with the Wikco aeroplane was taken prior to 1930, above the first time I took the car to Lakeside 1962, third Sandown Victoria 2006*



*This photo has just emerged from friends (the Phillips family of Sunnybank) who housed the Wikner then simply called the RAJO in I reckon 1962/3 as the MGTD hasn't had the repaint dad's friend Norm Ball gave it. You can tell by the primer on the guards. I think the damage was caused when I took out a fence in Moorooka and dad had to rescue me! It is after my Lakeside adventure so probably 1963?*

annoying at times but there was always another Model T on call as a tender bringing fuel and a tow rope.

The MTFCA "Homecoming" was held at the Museum grounds on the final weekend of the Tour and was very enjoyable. It was at the museum that I got to know fellow racing Model T enthusiast and banjo player from California Ed Archer.

Ed Advised me of contacts for 2019 in the

the Ragtime Racers banner. I eagerly made friends with several enthusiasts over there and I started to dream.

In 2013 the Model T Ford Club of America honored my 'Wikner' by induction into their Speedster and Racer "Hall of Fame". I had been a guest at their Speedster and Racer Reunion held at the Museum of American Speed in Lincoln, Nebraska where a plaque honoring the 'Wikner' is displayed, but there was still something missing?

of the year by the Speedster and Racer committee of the Model T Ford Club of America. A plan was being hatched to bring the car to the MTFCA Museum in Richmond Indiana in 2018 for the Model T Ford Clubs National Tour/Rally and the Homecoming event to follow.

#### **Bruce Klepinger;**

All our great plans almost came unstuck when our prized possession was left on the wharf in Long Beach California by a reputed carrier who was a

no show; panic till Model T Museum director Susan Yeager contacted our friends Bruce Klepinger and Carl Rismiller in Ohio who volunteered to drive to the West Coast and save the day. Very quickly the Wikner Ford Special was

garaged at the Klepinger workshop and prepared for the forthcoming National Tour!

Bruce knew the ropes and when we arrived the car was road registered and bright and shiny. I will always be indebted to Bruce and Carl and the MTFCA for their help.

We decided that in 2018 Bruce P and his wife Janelle would join the road events organized by the MTFCA Tour and I would wait till 2019 and drive in the vintage racetrack events. The car had not been on the public road since before WW11 and could no longer be road legal in Australia. It performed very well though the lack of an on-board starter was

vintage racing circles including Vintage Indy, Ragtime Racers and the SVRA who ran the Indianapolis historic race meeting. After the Homecoming my car was whisked away into the Model T Museum for display, quite an honor I felt.

Before the next chapter let me explain a little more of the cars history. As you know I purchased the old racer from an advertisement in the Brisbane "Courier Mail" one Saturday morning in 1958, sixty plus years ago. I was a four-teen-year-old would-be racer with the "need for speed" as Tom Cruise quoted in the movie "Days of Thunder". The comedy of errors that got the car home to Salisbury, a then outer suburb of Brisbane, still gets me a free cup of tea on odd occasions. Until Mark Herdman came across my car photographed in the biography of its builder Geoff Wikner, I knew nothing of its history till the early 1990's. A complete revelation after sitting in Dad's garage for thirty years.

In those thirty years I had raised a family, raced several MG cars and an open wheel Lynx Formula Junior racer designed by Brabham designer Ron Tauranac and a beautiful Ferrari Dino 246 GTS. But in my heart of hearts the Model T Ford was never far from my mind.

My dad, Arthur Partington, was a dyed in the wool Model T Ford man and together we had restored a very original 1912 Touring bodied T that came to Australia from the USA via Ford of Canada. There are no Canadian markings on the engine and any USA markings were ground off before export to Australia as a British Empire product avoiding numerous taxes.

Around 1975 my young son wanted a Model T Speedster and by his eleventh birthday achieved his goal, the start of several speedster builds for youngsters. I



#### **The USA**

As a small boy I had long harbored the ambition to drive the fabled oval race-tracks in the USA. The track known as the Milwaukee Mile is the oldest race track extant and the Indianapolis Motor Speedway the most famous. To run the Mile and cross the yard of bricks were long held ambitions of mine and it was time to make it happen.

#### **Bruce Partington.**

My eldest son Bruce was very keen to see the Wikner Stateside and set about a plan to make it happen. In 2010 I made my first visit to America and followed this up in 2013 visiting Lincoln, Nebraska where the car was voted as the restoration

think I have aided and abetted at least another 10 Spartan looking Speedsters.

### **The mechanical marvel that is the Wikner Ford Special.**

2019 was the Great Race event for Doug and his Wikner Ford Special. Connections were paramount in creating a program that could in three months satisfy my ambitions of driving my racer on a couple of legendary oval tracks and attending The Speedster and Racer Reunion at the Museum of American Speed in Lincoln, Nebraska and the Old Car Festival at Henry Ford's Greenfield Village. Once again, the Klepinger family came forward producing not just a trailer but a tow/tender car as well.

Young Ted Klepinger was excited to come along for the adventure and bring his 1912 Ford Speedster to act as the starter motor for the Wikner. Klepinger's trailer was large enough to carry the Speedster as well as the Wikner and their old Chevy Suburban with a 350 V/8 was certainly capable of hauling the rig.

Once again, the "Kleps" had my car bright and shiny for the road ahead, fortunately Ted knew the way firstly to Milwaukee Wisconsin for the "Vintage Indy" at the world's oldest racetrack the Milwaukee Mile. The hospitality offered by the Vintage IndyCar group was absolutely first class. I was welcomed by the two organizers Ron Nelson and the Clerk of Course, Mike Lashmett and my butterflies evaporated. Mike and Ron introduced me to an Indianapolis legend, the wonderful John Martin who was to be my mentor for the weekend.

Ted and I were well feted with ample refreshments for lunch and a Gala dinner on the Saturday night. Over 40 old Indy style racers took part and the Wikner was very well received with much interest in its history and its construction. A very pleasant surprise was the number of laps I was able to enjoy with no restrictions because I was amongst the slowest cars. In my 80mph average vintage racer I was

out there with Gentleman some of whom lapped me several times waiving each time they roared past.

Ted and I packed up on the Sunday afternoon to make the long trip to Lincoln, Nebraska for the Speedster and Racer Reunion hosted by the family of the late Bill Smith at their Museum of American Speed. The Smith family and their staff at both Speedway Motors and the fabulous museum are wonderful hosts. We were staying with our great friend and Ford Model K guru Rob Heyen at a nearby Milford on the outskirts of Lincoln.

The senior Kleps arrived about the same time as us and my wife Elizabeth arrived the next day in Omaha, the capital of Nebraska after the long flight from home. At the museum the lovely lady Carol Doolittle sorted my paperwork and Rich Johnston and Mike Vaughan made us most welcome. The event is a fun combination of social and in-car enjoyment. Entrants have an open ticket to enjoy this fabulous precinct with thousands of incredible exhibits over several floors and with access to their restoration area, it was kids in a candy store. I have now visited Lincoln on four occasions and still hunger for more!

With around one hundred entrants in various forms of Speedsters and Racers added to the Museum car park I found it difficult to take it all on board. Here we are at the front door of the museum after a 200-mile run, big time fun.

### **Our inclusion**

Our next event on our Grand Tour was to be at the Iowa Speedway, known as the fastest short track on the planet. While the Klep family returned home to Ohio to prepare the Wikner for Iowa Elizabeth and I met up with our wonderful brother-in-law Roy Ringler. Unfortunately, my sister Kirke from Memphis Tennessee had recently passed away but we have kept close contact with Roy, a great friend. Roy and Kirke joined

us in Lincoln in 2013 when the Wikner was installed in the MTFCA Speedster and Racer "Hall of Fame". We met Roy in St Louis and saw many interesting attractions including the Gateway Arch. Elizabeth and I took the scenic route back to our home base via Nashville TN, "Dollywood" and on to Lancaster PA, then home via Port Clinton and South Bass Island a home base to the Ford Trimotor during their glory days.

We also managed an overnight trip to Dearborn to catch up with our most learned friend and noted author on all matters Ford, the wonderful Tim O'Callaghan. Tim an old-fashioned gentleman came home from the Korean war to join the Ford Motor Company where his father had worked for the previous forty years. Tim put himself through college and university and took several positions in management at Ford. Upon retirement he joined the volunteer research staff at the Henry Ford Museum and the Benson Ford research center. Tim has hosted us to visit several private collections in the Detroit area. In his nineties our dear friend passed away in 2024.

Tim wrote extensively on Ford and Aviation, "The Aviation Legacy of Henry and Edsel Ford" and "Ford at War" much detail about the incredible construction of the B24 Bomber under the stewardship of Ford's Charles Sorenson who also pioneered the Ford one casting V/8 engine and the detachable cylinder head on the Model T.

Back to Klep's shop near Greenville where much preparation time was spent ensuring the car's reliability. On this long trip to Iowa, we picked up my very keen motorsport enthusiast friend Paul Casos from Ipswich in Milwaukee. Paul's father was friends with my father both men Model T Ford enthusiasts during the formative years of the hobby. Milwaukee is the home of the Harley Davidson motorcycle factory and their excellent museum. Literally thousands of HD



owners and riders were there, and I took the opportunity to ride the factories latest offering. On the way to the speedway, we stopped at the famous Iowa Highway truck stop "Highway 80" a small city with every conceivable amenity for truckies available.

In summer the temperature in the mid-west often exceeds 40 plus Metric and degrees around 110 Fahrenheit. We knew we would be very hot at the speedway.

Our Iowa event was organized by Gary Mondschein of Classic Racing Times, and we were on the card with the fare dinkum Indy cars, that was big time with all the star teams and drivers there including Toowoomba's Will Power just 40 miles from my home. We were able to catch up with Will who is one of the top stars in Indy car racing and a member of the front running Penske Team. I became friendly with Gary, a true-blue enthusiast and referred to him as Gary Moonshine!

After the Milwaukee event I had made a small change to the Wikners oil breathing piping to cope with the banked oval tracks an increased the fuel line sizing to cope with the open throttle running on the banked oval tracks and it was full steam ahead at Iowa. 80 MPH seems to be the safest speed to drive the 100-year-old Model T Ford Special, and it is a buzz beyond belief. Special thanks to the car's creators Geoff and Roy Wikner for my wonderful old car.

Ted, Paul and I arrived in Newton Iowa a couple of days early so we ducked down to Winterset the birthplace of the famed American actor John Wayne.

On our first USA trip Elizabeth and I stayed at the Heavenly Habitat B and B hosted by the owners Steve and Nancy Fauser in Winterset also the town featured in the movie "Bridges of Madison County" starring the beautiful Maureen O'Hara and Clint Eastwood. Steve and Nancy, the lovely couple, insisted we use the suite used previously by Miss O'Hara. We have since become good friends. We had a wonderful stay once again and as we were only 100 miles from Lincoln, we took the opportunity to take Paul on his first visit to the Museum of American Speed.

We returned to Newton and the Iowa Speedway and enjoyed a lot of track time and with access all area passes we did not miss a trick spectating from pit lane as the Indy cars were travelling at quite amazing speeds on the short 5/8-mile oval.

Because of the extreme heat around 45 degrees Metric 115 Fahrenheit the organizers were conscious that several vintage drivers were not young athletes and sent paramedics around the pits to ensure our safety in the difficult conditions.

At Lincoln staying with Rob Heyen, we had met David "Dave" Hjortnaes who invited us to stay with him in Milwaukee on our way back to Ohio. The plan was to spend a couple of days at the world-famous Oshkosh air show and we were so glad we did. Dave taxied us all each day to the airfield and joined us on a flight in a genuine 1929 Ford Trimotor aircraft. The Oshkosh air show "Air Venture" is a must do bucket list event and a minimum of 5 days at least is required to do it justice.

We returned to Ohio and Kleps rather tired where Barbie Klepinger spoiled Paul and I while we recuperated. A couple of days rest and Paul and I set off for Detroit/Dearborn as Paul had not seen the Henry Ford Museum and was due to leave the USA straight after our next event at the Indianapolis Motor Speedway. We stayed at my favorite hotel "The Dearborn Inn" and had a day and half at the Henry Ford Museum and Greenfield Village and a half day at the "Piquette Avenue Plant Museum" the birthplace of the Model T Ford. Returning to Ohio we had a quick visit to the Neil Armstrong display in his hometown of Wapakoneta Ohio. An amazing tribute to the first man on the moon!

Back in Bruce Kleps workshop we loaded 3 cars for our Indy event. Ragtime Racer president Brian Blain suggested that not only would we bring the Wikner and Teds Model T Speedster but also another car from the Klepinger collection in this case a 1913 Hupmobile Racer-bout ! The Hup a rather small sporty Edwardian car was quickly denuded of its fenders and became a race car for a weekend.

Ragtime Racers is a special group for over 100 year old racing cars and the SVRA historic group organized by the dynamic Tony Parella had invited Brian Blains group to enjoy the Indianapolis road circuit, then when he found that many of us had never driven on the ultra-famous two and a half mile oval he quickly made that happen for our group, big time wow thank you Tony.

There we were a Model T Ford racer from Allora Queensland to the high banks of the most famous speedway in

the world, The Indianapolis Motor Speedway known as the Brickyard. One more event and I completed my bucket list three months adventure on the ovals of the USA. Paul was a very excited riding mechanic as we savored every moment of our track time in Indiana!

My mentor and friend from Milwaukee Mile John Martin was also at Indy and he sorted me out to make sure that I met people and saw the famous cars on display. He came past in a golf cart and hollered, get in we are going to meet the Bettenhausen family. The Bettenhausens are one of the legendary families in American Motorsport. He was, although briefly, a very good friend and so sadly he passed away just a few weeks later. RIP Mate!

As is customary at all events there was a driver's briefing conducted by the clerk of course to familiarize all competitors with the dos and don'ts at that circuit. Our group of oldies were rounded up for a chat in the media room and not knowing many I sat down and almost on my own when a chap in his seventies sat beside me and said, Hi I'm JR and I quickly retorted G'Day and he replied "You're the Aussie" of course I replied because this man I was meeting was the Lone Star John Rutherford himself 3 time winner of the Indianapolis 500. We ignored the meeting and chatted like long lost buddies. I told him of my friendship with John Martin and he agreed just what a good bloke John was. JR was driving an old racer in our group; we chatted again a couple of times during the weekend

Before returning to Ohio, we reluctantly took Paul to the International airport in Indianapolis for his long flight home, Paul, Ted and I along with the rest of the Klepinger family had become family i.e. friends who became family was Barbies description.

The Old Car Festival at the Henry Ford Museum and Greenfield Village is one of the largest gatherings for pre-1930's cars in the United States. It often features around one thousand vehicles over the two-day period and to have my Australian built race car there was monumental, a very exciting weekend.

It is not a show and shine all the exhibits are driven about the Village including Saturday evening's Gas Light drive. Thousands of people spectated many in period costume, I cannot stress how wonderful an event it is I have enjoyed it three times previously but to



have my own car there took the excitement to a new level.

Don LaCombe, a historian friend who had retired from the Ford Motor Company was also there and we had a great catch up. He did several presentations regarding the Wikner when the car was displayed at the Piquette Museum.

I was invited by Matt Anderson the curator of transport at the Henry Ford Museum to bring the Wikner Ford Special to the center stage area where Matt interviewed me and asked many questions about my old racer.

Also, I was invited to take a ride in the 1902 Ford Racer that won the prize money that helped fund the fledgling Ford Motor Company.

I planned to fly home to Australia the next day, so we busily prepared and loaded the car for its short journey where it was to go on display at the Piquette Avenue Plant Museum in Detroit.

To the Model T Ford passionate enthusiast, the Piquette Plant is the Holy Grail. It is where Henry Ford and his team designed and built the car that put the world on wheels. I thought I would be back inside twelve months to continue

my pilgrimage to famous places but unknown to us all Covid 19 was but a few weeks away.

My good friend Steve Shotwell was at Piquette to ensure that my car was ideally displayed beside a new Model Ford GT Le Mans Racer.

A quick wipe over and Kleps drove me back to the Dearborn Inn to bid farewell after a tremendous three months not knowing that I would not be able to return.

Two years after Covid had rattled the world and many events had been cancelled we decided to bring the Wikner Ford Special home. As I approached eighty years of age, I knew that my options were limited so my son Bruce reluctantly organized freight to return the car to Queensland.

The car had been in its home garage for some time when friend and journalist Chris Nixon contacted me and asked if I would bring the car out of hibernation and drive my long-time motor racing mate the iconic Dick Johnson at the Leyburn Sprints to help celebrate the anniversary of the event that commemorates the running of the 1949 Australian Grand Prix.

What great fun, Dick and I met in the very early 1960's and I worked for his Shell sponsored Racing Team in the eighties and nineties. His achievements through thick and thin have been remarkable and he truly deserves his stature in the history of Australian Motorsport.

Last year I was asked not just to drive Dick but also his Shell Racing sidekick John Bowe, so instead of the Wikner this time I took my 1912 Model T Ford touring car, hood down for the parade and we three musketeers enjoyed the limelight once again.

Allora my hometown of the past twenty plus years has offered to permanently display the old racing car in its revamped Sports Museum. Bruce and I have accepted the Museums offer and we look forward to a new page in this historic old racing cars story.

*Doug*

### ***Wikner Ford Special***

***1922 Chassis: Wikner modified Model T Ford and body. Engine: 1918 with Rajo ohv conversion, Bosch DU4 magneto, Stromberg M3 carburetor, Modified oiling system, standard 2 speed planetary transmission, Budd centre lock wire wheels 30"x3 1/4 beaded edge tyres***



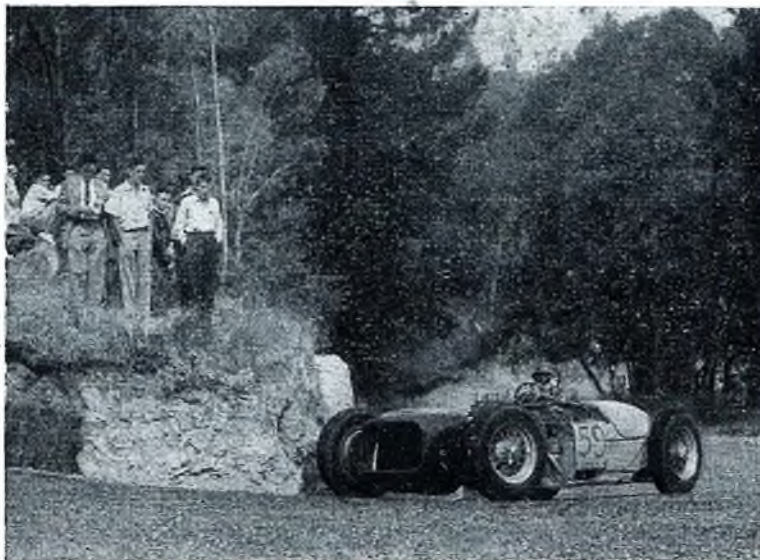
# HEPBURN SPRINGS HILL CLIMB

Roger Rayson of Castlemaine, like many car enthusiasts collects books, magazines and articles on the bygone era of motor sport. He lent me a folder he has of the Hepburn Springs Hill Climb. The event was held from 1956-1961. He compiled the folder of articles from his bound collection of 'Australian Motor Sports' and other notes he obtained over the years.

To give an idea of the hill climb following is a copy of the inaugural event in 1956

HEPBURN SPRINGS was a success. Not only was there a near-record entry, and a fairly good turn-up of spectators, but the sport offered everything in the way of novelty and thrills that anyone could want. And to cap it all, the weather was what has come to be regarded as almost traditional hill-climb weather in Victoria—fine, sunny and warm. The Australian Motor Sports Club's committee deserves both the congratulations and assistance of the motor sports enthusiast, and the cash support of the public, for this new venture.

The track could hardly be improved upon, from the spectator viewpoint. Only 60-odd miles from town on a good bitumen highway, it is set in the beautiful surroundings of the Hepburn Springs National Park, with ample space for parking cars. From the park, the public has a good view of more than half the climb, including the starting straight which curves down into the S-bend, then a climb-



Hedley Thompson's new V8 Special negotiating one of the sharp corners at the Australian Motor Sports Club's new hill climb at Hepburn Springs. —Photo, E. Steet.

## Hepburn Springs No. 1 Hill Climb

A.M.S. Club

ing dog-leg shaped stretch into a most acute hairpin bend with a gradient of about 1 in 3, then a fast left-hander to the finish. The distance is half-a-mile and the surface is an excellent non-skid bitumen one.

In the sports class, Tom Hurley did not appear at the start for his first run, so this left G. Richardson in his stark Singer to have the honour of making the first run of the day. His attempt unfortunately fizzled out just after leaving the starting line and the car was sadly pushed back to the pit area. Both entrants, however, turned up for their second run and the Singer had a comfortable margin over the Fiat.

Apart from Bob Holden (Peugeot) and John White (Morris B.M.C.—this is a Morris Minor fitted with an Austin A40 Motor), the 1101-1500c.c. class was an M.G. affair and the times were quite interesting considering the variety of the entry; the honours were eventually taken by R. Holst in an M.G. s/c.

The 1501-3000c.c. class saw Charlie Knox driving the only Triumph TR2 amongst an entry of Austin-Healeys; Stan Jones pipped K. Stuart for the prize.

A word of praise must go out to Len Lukey's masterly handling of

his large Customline in the open class. Len was the only starter.

The popular Sedan Car class was led off by Bert Balfour who crackled merrily up the hill in his Fiat 500; but all entrants in this class were beaten quite decisively by Lou Sinclair in his very rapid Fiat 1100.

The next event was the 1101-1500c.c. class and it was a mixed bag which came to the starting line; it comprised two Volkswagens, an M.G. Y, a Wolseley 4/44 and the eventual winner of the class, Bob Holden's Peugeot.

The 1501-3000c.c. class, however, was a Holden affair, with two much-modified ones (Doug Leonard's and Kieth Laity's) and the fairly standard version belonging to Ed. Steet.

Doug Leonard proved to be quickest in this section and Len Lukey again took the honours in his class from Jack Smith's earlier model V8.

In the Racing Car class, the up-to-500c.c. had five entries. Bill Wilcox, driving a Cooper-Norton, narrowly beat Murray Rainey for best time.

Bruce Walton with the big motor in his Walton-J.A.P. left all opposition far behind in the 501-1100c.c. class, and the next class, namely the 1101-1500c.c., saw the fastest time of the day and the

hill record established by Lex Davison in three beautifully judged climbs, each run being successively faster than the previous one. Congratulations are extended for Lex's fine effort.

The 1501-3000c.c. provided some excitement, with the very close tussle between the two Holden-engined specials, namely John Cummins' Holden-Bugatti and Bill Leech's M.M. special. The M.M. special took the class but the Bug was by no means disgraced as the winning margin was very small. The class was made up with Lloyd Nelson's special (now with an overhead valve Jeep motor).

The open class saw Ken McConville having his first drive of the ex-Ken Wylie Sheerline special, and Ron Redpath driving his very powerful Olds. special. Ron's times were really terrific for such a large machine. And last but not least, the long-awaited beautifully finished Ford V8 special of Hedley Thompson's.

So ended a very good meeting, minor points of criticism should be/have been noted, namely, the unfortunate delay when someone broke an essential wire in the timing equipment, and better crowd control in respect to the opening and closing of the roads.

But these are all organisational difficulties that have to be expected.

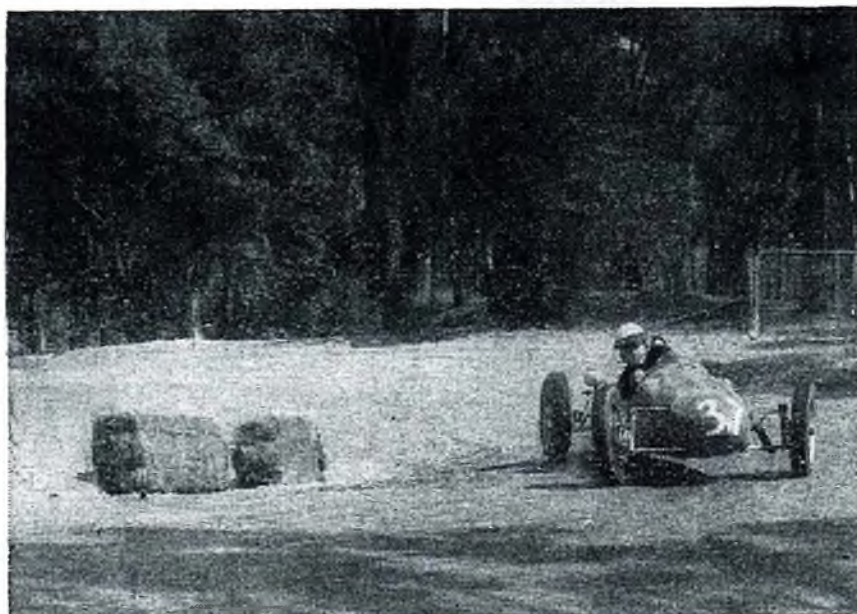
at a first meeting, no matter how good the initial planning may be.

The club would like to go on record in thanking all those who helped to put this meeting on, and we can look forward to more of these most enjoyable events.

Results (fastest climbs):—

#### SPORTS CLASS

<b>Up to 1100c.c.</b>	
T. H. Hurley (Fiat) .....	46.55
*G. Richardson (Singer) .....	41.85
<b>1101-1500c.c.</b>	
R. J. Holden (Peugeot) .....	42.25
A. Palmer (M.G. Y) .....	48.85
B. J. Byrnes (M.G. Y) .....	50.35
J. F. White (Morris B.M.G.) .....	48.70
*R. J. Holst (M.G. TC, s/c.) .....	37.50
G. Denton (M.G. TF) .....	43.40
B. L. Charman (M.G. TC) .....	46.15
K. Nancarrow (M.G. TF) .....	45.95
B. Leach (M.G. TF) .....	42.00
W. J. Hogan (M.G. TD) .....	46.20
I. Wallace-Mitchell (M.G. TC) .....	44.05
<b>1501-3000c.c.</b>	
A. C. Knox (TR2) .....	40.35
K. Stuart (Austin-Healey) .....	38.30
D. J. Leonard (Holden) .....	40.30
N. F. Lewin (Austin-Healey) .....	40.75
*S. Jones (Austin-Healey) .....	37.00
<b>Over 3000c.c.</b>	
*L. Lukey (Customline) .....	41.00
<b>SEDAN CARS</b>	
<b>Up to 1100c.c.</b>	
B. Balfour (Fiat 500) .....	55.85
T. Hurley (Fiat 1100) .....	45.85
*L. K. Sinclair (Fiat 1100) .....	42.55
J. Pinkerton (Morris Minor) .....	49.70
<b>1101-1500c.c.</b>	
B. L. Watt (Volkswagen) .....	48.25
I. Barns (Volkswagen) .....	48.70
A. Hook (M.G. Y) .....	49.95
H. Irvine (Wolseley 4/44) .....	50.35
*R. J. Holden (Peugeot) .....	41.35
<b>1501-3000c.c.</b>	
*D. J. Leonard (Holden) .....	40.00
K. M. Laity (Holden) .....	41.05
E. N. Steet (Holden) .....	43.80
<b>Over 3000c.c.</b>	
*L. Lukey (Customline) .....	40.40
J. R. Smith (Ford V8) .....	43.60



Murray Rainey's Cooper Mk. 9 on another sharp corner at Hepburn Springs. —Photo, E. Steet.

#### RACING CAR CLASS

<b>Up to 500c.c.</b>		<b>1101-1500c.c.</b>	
L. Bernadou (J.M.W.) .....	51.70	*Ecurie-Australie (Cooper-Vincent, s/c.) (Driver, A. N. Davison) ..	33.90
J. M. Wynne (J.M.W.) .....	54.90	G. Denton (M.G. TF) .....	41.80
M. Rainey (Cooper Mk. 9) .....	35.30	W. J. Hogan (M.G. TD) .....	45.45
W. L. West (Lincoln Norton) .....	40.05	<b>1501-3000c.c.</b>	
*W. Wilcox (Cooper-Norton) .....	35.00	J. Cummins (Bugatti-Holden) ..	37.00
<b>501-1100c.c.</b>		L. A. Nelson (Nelson Special) ..	40.15
J. W. Orr (Austin 7) .....	44.30	*W. W. Leach (M.M. Holden) ..	36.75
H. Hughes (Singer Le Mans) ..	42.65	<b>Over 3000c.c.</b>	
*B. A. Walton (Walton-J.A.P.) ..	35.60	K. McConville (Austin Special) ..	42.30
P. G. Woods (Wasp, Mk. III) ..	44.75	*R. W. Redpath (Olds. Special) ..	35.60
		H. B. Thompson (Ford Special) ..	43.70
		<b>Fastest time of the day: A. N. Davison (Cooper-Vincent, s/c.), 33.90 secs.</b>	
			*Class winners.

## Experiences with our own hill climb

Initially I have to say I have only ever participated on a hill climb when I was more adventurous in the Austin 12/4 I once owned. I managed the slowest time (probably ever) at Rob Roy. Sadly no memorial wooden spoon was awarded for this achievement!

Now I fast forward to the 1990's. We built a double story mudbrick house outside Romsey on a 5 acre block that was on a hill, with views of the Macedon Ranges. Before any works started I had a local operator to grade out a winding driveway and surface it with suitable stones and gravel to the flat house site. Unlike numerous owner builders seen on 'Grand Designs' who wallow in the mud as they attempt to build their homes, with delivery trucks getting bogged on site.

When I stripped the Austin 12 to rebuild it on a better chassis I thought it would be interesting to run the bare chassis complete with axles, steering, brakes and a bench seat down the hill. All the family agreed, lets do it!

With a push to the steeper portion of

the drive the chassis rolled down very well picking up speed towards Knox Road. With a test-driver son applying the brakes it coasted off the property. I drove down in my company's Ford XF Fairmont and pulled it up the hill for the next run.

Seeing the kids having fun my wife Lyne was keen to have go. For some insane reason I sat next to her on the bench. Away we went. Speed gathered as we approached the gateway. I clung to the chassis cross member fearing my life as Lyne did not retard progress. Knox Road was rapidly approaching. Were we going to cross the road and get tangled up in the neighbour's wire fence? Right at the last minute she braked and did a nice right hand turn onto the Knox Road and we rolled down that hill for another 100 metres.

Lyne was exhilarated! I was ashen faced and shaking.

"Lets do it again" she cried. Barely audible being in a state of extreme anxiety I replied "Not with me on board!"

A number of years later the Alvis Car Club visited for BBQ. A few drivers enthusiastically stormed up the driveway and exclaimed it would be a great venue for a hill climb!

*Lyne piloting the Austin 12/4 chassis with a very nervous husband alongside her. Our youngest of six kids, Amy, running down the hill. At that time the mudbrick house was not yet finished, a Juliet balcony and eight foot verandas came years later, likewise the landscaping.*



# Yoga, Minerva and Pierre Bernard



*WHO started chanting ‘Oommm’ during yoga exercises? Yoga students with rolled mats and water bottles became a familiar and unremarkable sight on pavements, in studios and coffee shops all over the US and other parts of the world, thanks in large part to Pierre Bernard, one of the most eccentric characters America has ever produced.*

Still, he was said to be worth some \$12 million at one stage and he once had three pet elephants – and a one-of-a-kind exotic car.

Born Perry Baker on Halloween, 1875, he was said to be the son of a barber, but nobody seems to really know. He kept details about his childhood obscure—when he didn’t invent them altogether.

He claimed to have spent time in India as a youth and to have met a Persian-Indian swami in San Francisco who had taught him the secrets of the Orient; but the difficulty of corroborating much of his origin story only added to his status.

Towards the end of the 1800s, there was widespread fascination with secret societies and occult practices. Séances were wildly popular, as were vaudeville acts that embraced the bizarre.

All of these trends helped prepare the scene for The Omnipotent Oom, as he became known in the newspapers of the time. It was a reference to the chanted ‘Om’ of yogic meditation and the name stuck.

Baker—by 1898 introducing himself as Bernard—found early success by putting himself into “death trances” and allowing an assistant to push needles through his earlobes, nose, and lip.

Always looking to hustle a buck, he soon formed his own secret society, The International Tantric Order.

His preaching of Far-Eastern philosophy and mysticism—not to mention the vaguely contortionist yoga practices that he taught alongside them—earned him a measure of notoriety among civil authorities.

His devoted followers called him Doctor Bernard, although he had no qualifications, yet he became one of the most successful charlatans of the 20th century.

He did, however, have a good understanding of hatha yoga.

In his lifetime, he amassed a 7000-volume collection of works in Sanskrit, and his biographer writes that “this uneducated savant ... could lecture extemporaneously for three hours on the similarities between the philosophies of ancient India and the Gnostic heresies of the early Christians.”

At the height of his popularity, Pierre Bernard ordered a custom-built Minerva limousine.

The coach built creation remains one of the largest cars ever built. His Minerva measured some 5m and had a

mass of 4100kg. It needed dual rear wheels to support its literally elephantine mass.

For the car’s colour, Bernard specified a baby-blue body trimmed with a darker shade on the running boards, mudguards and the window sills and white-walled tyres on matching blue wheels completed the look.

The Minerva’s massive rear passenger compartment measured 3.7m and came with a full set of Wedgewood china tucked under and behind the front seat. The door pulls and window cranks were made of ivory, and the trim was in burnished mahogany.

Delivered in 1929, Bernard’s limo represented the pinnacle of excess in the era of coachbuilding. Minerva was a Belgian company founded in 1902 and regarded as a rival to Rolls-Royce—in fact, Charles Rolls was Minerva’s London agent before he went into business with Henry Royce.

Early on, Minerva licensed a US-designed double-sleeve engine that was noted for its silent operation, and the design helped build the Belgian firm’s reputation for smooth-running, luxurious motor cars.

The chassis was reinforced for heavy use and fitted with a straight-six engine producing roughly 75kW.

The coachwork was done by Paul Ostrok of New York, an elite firm that built customised vehicles for everyone from silent movie stars to Manchurian warlords. The limousine cost \$16,000 when new, the equivalent of nearly AU\$650,000 today.

Bernard frequently used his charisma to charm women, especially the wealthy and bored and we may blame him for popularising the idea of tantric sex.

People were alternately fascinated and scandalised by Bernard's behaviour, and he spent some time in prison in 1910 for attempted seduction.

Though he seems to have refuted the most salacious stories concerning his practices, he evidently let the rumours swirl just enough to do his advertising work for him. Most mysterious of all is the measure of respectability he somehow gained along the way.

Thanks to huge infusions of cash from an heiress to the Vanderbilt fortune, in 1918 he created a large compound on the Hudson River.

Known as the Clarkstown Country Club, the New York estate included about a dozen large mansions, a baseball field, aircraft hangers, an elephant enclosure, and a club house with a pool and solarium.

Exotic animals roamed the property, from tigers to elephants to a chimpanzee named Mr Jimmer, who was listed on the books as a night watchman. There was plenty of wild partying, but also some genuine meditative yoga instruction.

Bernard was a conundrum, both hedonistic yet dedicated to the physical and mental discipline required in the practice of yoga.

After his brief rise to celebrity, soon followed by his rapid descent into infamy and scandal, Bernard seems to have retired into a relatively quiet and comfortable later life.

Enjoying an affluent lifestyle, he was known for his lavish wedding and anniversary celebrations, his generous patronage of professional baseball and boxing, his investment in sporting venues, like a baseball stadiums and dog tracks, as well as his building of an airport.

Eventually he would assume a more respectable position in Nyack society, becoming president of the State Bank of Pearl River in 1931. Nyack is a village in New York State. With a fondness for collecting fine vehicles, among them Rolls Royces,



Stutzes and Lincolns, Bernard is said to have been worth over US\$12 million at his peak.

"I'm a curious combination of the businessman and the religious scholar," Bernard once described himself. He died in New York City in 1955, at the age of 80.

Today, Bernard's Minerva is in the Crawford Auto-Aviation Museum in Cleveland, Ohio.



*Pierre Arnold Bernard, variously known as The Great Oom, Oom the Omnipotent and Oom the Magnificent, 1875–1955, American yogi, scholar, occultist, philosopher, mystic and con artist.*





## BMW 328

Bill Buys

*BMW fielded a trio of its successful 328 sports cars in the Le Mans 24-Hour of 1939. But unlike any of the other cars, which were entered by their manufacturers or privateers, the white 328s bore the NSKK logo of the Nationalsozialistisches Kraftfahrkorps, or National Socialist Motor Corps.*

Yes, officially entered by the German Government, which had commissioned the company to build three very special versions of the 328.

The sleek sports cars first appeared at Nurburgring in 1936 where they dominated the 2.0 litre class, followed by more success in 1937, including the RAC Tourist Trophy and the La Turbie Hill Climb.

So, building on the success of the original, three special ones (chassis 85335, 85336, and 85337) were ordered for two major races in 1939: the 'Mille Miglia Africana' and Le Mans.

Key to their success was their advanced construction, which employed lightweight tubular frame construction and stressed aluminium bodywork. Their rivals mostly still had bodies mounted on ladder chassis.

The 2.0litre straight-six high compression engine featured overhead valves, hemispherical combustion chambers and triple Solex 30 IF downdraft carburetors to make about

135bhp (100kW) compared to 85bhp (63kW) in standard form.

They also had larger capacity fuel tanks, extra instrumentation, plexiglass windscreens, 17-inch light alloy wheels, hydraulically-assisted drum brakes, a lightened rear axle and drive to the rear wheels was via a four-speed Hurth gearbox.

The 1938 Mille Miglia was shrouded in tragedy when 10 spectators were killed and 23 injured when an amateur driver lost control of his Lancia which ploughed into a crowd. Italy immediately stopped all motor sport – but the Mille Miglia lived on, albeit across the Mediterranean to Libya, which was then an Italian territory.

The event was run between Tobruk and Tripoli on March 26, 1939 and attracted works entries from all the top teams.

BMW chassis number 85335 was crewed by Prince Max Schaumburg-Lippe and Ralf Røese; they had a great run, finishing fifth overall and second in class, giving BMW a clean sweep of the 2.0litre category.

The team's next outing was at the 24 Hours of Le Mans on June 17, 1939. What a race it was!

Le Mans, at the time, was run on narrow farm roads south of town and there were incidents aplenty. Favoured to win was local driver Jean Trémoulet in a Talbot-Lago SS, who had won in 1938 in a Delahaye 135CS.

However, three hours into the race, Trémoulet's Talbot-Lago started dropping oil, which caused mayhem behind him as cars skidded and spun. The marshals tried to flag him in, but he ignored them for several laps as he turned the 12.8km-long circuit into a skating rink.

At the 90-degree right-hander at Arnage, Anne-Cécile Rose-Itier, one of the race's two female drivers, slid into the embankment and rolled her Simca. Jean Breillet, also in a Simca, spun wildly and was thrown from the car 7m over a hedge. He survived with only bruises and André Bellecroix lost control of his Delahaye at 190km/h, hit several trees and crashed into a house. He was taken away in an ambulance that had to circle the track among the racing cars. When Trémoulet finally pitted, the crowd gave him a thorough booing. The three little BMWs raced on, their only real competition in class an Aston Martin 2.0-litre Speed, a bigger version of Aston's 1935 class winner.

However, at the finish, the BMW 328 coupe of Prince Max von Schaumburg-Lippe and Fritz Hans Wenscher led the class, finishing fifth overall. Røese and Heinemann took second in class, seventh overall in the No.27 car, and the No.28 car of Willy Briem and Rudolf Scholtz wrapped up BMW's sweep of the 2.0-litres and finished ninth overall.

Race winners that year were Jean-Pierre Wimille and Pierre Veyron in a supercharged Bugatti Type 57C "Tank" at an average speed of 139km/h.





Three months later, Germany invaded Poland and started WWII. BMW's special trio made their final competitive outing at Belgrade's Kalemegdan Park road course in early September that year.

The race got little coverage due to the war, but records held by BMW confirmed that Røese drove 85335 to finish second overall. Then the car disappeared.

After the Belgrade Grand Prix, 85335 seems to have been retired by the team and although its sister chassis were rescued, restored, and joined prestigious collections, 85335's whereabouts remained a mystery. Most people assumed the car had been scrapped.

Somehow the car ended up in the US. Few Americans had ever heard of a BMW in the late 1940s or early '50s, and when this 328 is thought to have arrived stateside 24 years later, it was in the care of Carl Reitzel, of Newark, New Jersey.

He then sold it to Ferrari dealer and collector James P. McAllister of Port Jefferson, New York in August 1966. The car passed from grandfather to grandson, undergoing a restoration in the 1990s that disguised it as a regular production BMW 328.

It had been made to look like a normal 328 road car and many of its race-bred parts had been removed, but luckily its custodians had the forethought to keep all the bits. It remained in the McAllister family during the 1980s in the care of

of Jeffrey McAllister, who had it restored for vintage racing.

He occasionally brought 85335 to regional concourse and vintage races in the next two decades and as word got out, marque enthusiasts approached him with tales of its remarkable pre-war life.

By 2017, the car's then-owner had become aware that it might be the missing '39 Le Mans team car and Mille Miglia Africana veteran, and approached Daniel Rapley, a classic car dealer in Connecticut. Rapley had a potential buyer in Stephen Bruno, who has a stable of special Ferraris. But Mr Bruno was a very particular man and might be interested only if the car's provenance could be authenticated.

"I always look for the rarest of the rare," he said. On a rally once, he saw an earlier BMW 328, the one with cycle-type mudguards that was the company's first production sports car.

Fewer than 500 were built between 1936 and 1940, and Bruno wanted one. But he wanted "the rarest of the rare." And he got it.

To be certain of his potential purchase, he paid to fly Klaus Kutscher from BMW Group Classic in Munich over to inspect the car.

He spent hours checking every part of the car and verified 85335's remarkable provenance as well as the survival of its key original componentry and pronounced the No. 27 car found. It then became Mr Bruno's.

It was only the beginning of the spending, since Bruno wanted to return the car to its racing condition down to the single windshield, centre driving light, and other bits.

For that, he turned to D L George Historic Motorcars in Cochranville, Pennsylvania, which did the ground-up restoration.

Fortunately, some of the competition parts that had been stripped off in the '90s restoration had been packed away in attic boxes. The owner thought they were mods added to the car in the '50s or '60s but, thankfully, saved them. In fact, they were on the car when it raced at Le Mans in 1939.

The results of the herculean effort were rewarded when 85335 scored a third place in the ultra-competitive Early Le Mans class on its debut at the 2022 Pebble Beach Concours d'Elegance.

That's the story of one of the most significant BMW competition cars ever to come up for sale. With its total restoration and verified, irrefutable provenance, it's a ticket to many of the world's most exclusive concours and road rallies including the Mille Miglia, Le Mans Classic and Goodwood Revival. It's still available. It came up on auction in May, 2024, with a price guide of US\$1.5-2million, but was not sold. That's about \$3m Australian if you'd like to make an offer to its owner.

**Bill**



# My First Antique Car

Dean Tryon



*In everyone's life, there are just a few decisions that totally impact your future. Buying my first antique car was one of them.*

## Background

In 1982, before some of you reading this were born, we were visiting friends at a cottage on Keuka Lake, near Penn Yan, New York. A neighbor was selling the car that they had purchased new in 1947. She was 88 years old with fond memories of this car in their family for 35 years and wanted it to go to a good home.

An offer from someone in California was quickly rejected since he wanted to street-rod it. At that point, I had no interest in old cars, we were living in an 1100 sq.ft house in Rochester, NY with three children, two modern cars, a company car, a one car garage and a camping trailer.

I agreed to look at the car one weekend in July of 1982 because I had friends at work that might be interested.

It turned out to be a really neat, unrestored but well maintained 1947 Pontiac woody wagon. Since one of my hobbies was woodworking, it piqued my interest.

Mrs. Johnson and her husband bought the car to keep at the cottage to take trash to the dump. She had kept it running and had the metal body repainted in 1975. Otherwise, it was totally original.

Mrs. Johnson turned out to be a real good salesman. After we looked the car over, thanked her and started to leave, she suggested we start it up. It ran great so we thanked her and started to leave. She then



suggested we take the kids for a ride around the block.

That did it! three days later it was mine and my life changed forever. This photo is the day we picked it up in July 1982. Our son Barry is on the left (now 58), my wife Les (now xx) and Mrs. Johnson (88 at that time) on the right.



However, one problem came up immediately. Our one car garage was occupied. Not with a car but a 1903 dining room table that I was refinishing.

Obviously, the woodie would take priority so I reassembled the table and put it back in the dining room with the top refinished and the legs mostly stripped. Six months later, we moved to Luxembourg, Europe with the unfinished table. I did finish the table three years later and we are still using it.

## Restoration

This is an "Ionia" body and the original tag is on the right front seat.

My work on the car (as the 2<sup>nd</sup> owner for 43 years) involved taking the doors and tailgate completely apart (22 pieces of wood and 125 wood screws in each door).

I would take one door off the car each

winter, disassemble it, sand down to the original wood, bleach a few areas where water had seeped in and turned black and re-varnishing with a spar varnish.

Note how light the wood is naturally. The spar varnish lets it mellow into the darker color you see on all woodies. I also had to rebuild the brakes, rewire the complete car, rebuild the carburetor (of course!), install new shocks and re-chroming

the bumpers.

All of this is mostly routine maintenance. The rest of the car is







attendee. Using this car to take trash to the dump is beyond comprehension.

### The End Result

The rest of the story though is interesting. The decision we made in July 1982 to buy this car changed my life forever!

It resulted in-

- Joining antique car clubs
- Buying other antique cars (apparently required if you have only one)

- Starting a quarterly newsletter for owners of early Buicks in 1997

- Doing carburetor presentations for our local AACA in 2002

- Doing a series of seminars on carburetors and related systems in my living room in 2022

- Doing carburetor seminars at the AACA National meetings in 2003, 2004 and 2005

- Starting a new career at age 84 (technical author), publishing and selling the book *Fundamental Carburetion* (www.FundamentalCarburetion.com ) This could be another story.

If I had never purchased this car and if it had been just a 4-door sedan, my life would be totally different today.

The vast number of people we have met in all of these old car activities has been extremely gratifying.

*Dean*



straight 8 (with "three on the tree") runs like a top.

### Car Shows:

As many of you know, these woodies always draw a crowd.

The fact that the body is structurally wood, that the wood is virtually all original, that the owner's manual recommends an annual revarnishing,

and that it is a "straight eight" are all very surprising to the average car show

original, including 99.85% of the wood (ash). The engine, transmission and differential have never been apart and the

## Fundamental Carburation

### From the Gas Tank to the Combustion Chamber

To order, go to the website for three ways to order and pay. The listed shipping cost within Australia will be coming down soon based on more experience. My granddaughter has a small supply in Brisbane and will ship. Very few sales in Australia so far - probably due to shipping costs. The book is \$35 US + shipping.

### Dean Tryon

2516 Laurelford Lane  
Wake Forest, NC 27587  
919-562-4660 (h) 919-441-1271 (c)  
Check out my web-site www.fundamentalcaburetion.com

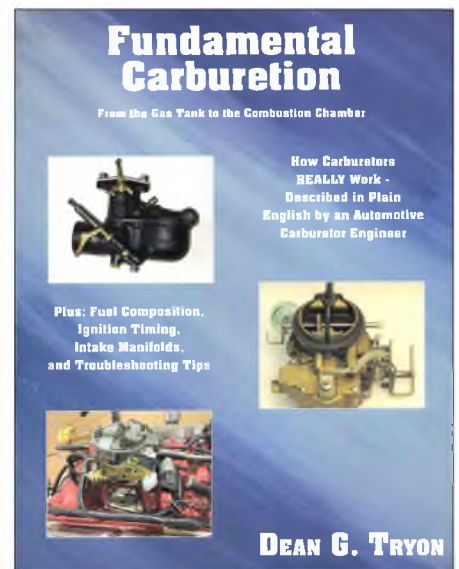
*(Ed: I stated that I was not technically experienced and Tryon replied) I hope you enjoy the book and think you will understand more of it than you think. Plenty of analogies (check on Fig 1 in Chapter 1 - you will understand this one) along with coloured schematics.*

*(Ed: I queried why SU carburetors were not included) If I understood SU's, I would have added more but I do not. They are a totally different concept.*



I was involved with the restoration of a GM Futurliner from 1998 to about 2008. There is a great video about it called "Miracle a Beaverdam" that makes a good 40 min program of a car club. I have an MP4 if you were interested and can send it in a regular envelope.

Dean spent his 40 year career with General Motors at the Rochester Products Division. He did every aspect of engineering from test laboratories, engine dynameters, durability and car testing to the design and development of both production and experimental carburetors and emission control products.



This indicates that the content of the book is thoroughly correct and presentation enables a clear understanding of how and why carburetors work, as well as the total fuel system.



## My Adventure With A 1935 Ford 10

*Back in 1999 my now deceased father, Ron Vaughan, wrote this little story for a magazine I was producing. The photo is a similar Ford 10 tourer to that he owned*

When I was first married in 1941 we were lucky enough to inherit £300 from my wife's Uncle Tom. We thought we should spend it wisely, so we put £150 on a house in Bristol (UK) as a deposit and £150 towards a car, a lovely 1935 Ford 10 tourer. It was advertised £145.

At that time I worked at Henley's Garage as a mechanic. We had a big contract to overhaul wartime Austin vehicles ranging from cars to four wheels drives. That was when I learned to drive moving vehicles about the yard and sheds. Big trucks were a bit scary to drive at first. Going back to the Ford, it looked

beautiful in front. It had a new hood and reconditioned side valve engine. I had a shock when I lifted the back seat, all the floor had rusted away! I took

the car back and the boss welded a large plate over it. Later we decided to go to Western-super-Mare on holiday. At that time David was six months old. He was a beautiful baby. He has changed since then! Before the trip I bought three re-cut tyres as tyres were in short supply then.

Half way to Western-super-Mare we had a flat and I did not have a spare. I called into a farm nearby. The old farmer dug out a worn tyre from his barn and helped me to put it all together. Away we went. Little David was in his carry-cot blissfully sleeping through the whole

episode..

All went well until we got home. I was backing out of my driveway when the steering lock broke. The knob in the steering box snapped off. What luck we weren't travelling on the road. I managed to fix that with a second hand one from a wreckers yard.

Another time I was taking my mother-in-law for a drive when I hit a hump-back bridge a bit hard, she nearly disappeared through the canvas roof!

It was a good old car, we sold it eventually for £175, when my mother-in-law bought a 1937 Standard 9. The brakes turned out to be not much good when the car was fully loaded!

When we came to Australia in 1960 I bought a 1951 Standard Vanguard and later a 1956 Standard Vanguard Phase III and have had a couple of dozen cars since then.

**Ron**

## Famous 1976 Hino Freighter Bus

It's rare to find a story on old vehicles in a woman's magazine. This little gem recently appeared in "New Idea"

The story discusses the most famous of all buses from "The Adventures of Priscilla Queen of the Desert"

The 1976 Hino Freighter was thought to have lost forever. However it was discovered in perilous condition in a paddock in Ewingar, northern NSW.

It is intended to be restored and in an exhibition entitled "Priscilla Destination Fabulous" at the National Motor Museum in Birdwood. The History Trust of South Australia is under



taking the restoration. Dr Kristy Kokegei, the Trust's CEO said it had taken the team nearly a year to remove panels to expose the damage from years of neglect, including rust, water damage and mould. It will be restored to the condition it was in at the point of time it was used during the movie.

# Bits & Pieces

## 1968 Lancia Fulvia Sports Zagato 1.3, series I FOR SALE \$125,000



Fully restored to the upmost detail, over a period of 5+ years. A full folio of history, restoration detail with photos, receipts, stories, featured magazine articles. Shown at Motorclassica 2022 in the great hall.

Trophies won: AutoItalia Canberra Best Lancia 2022, FIAT AutoBella Best Lancia 2022, Featured Unique Cars magazine 2024, Lancia Blu colore with biscuit Connolly leather interior. Engine rebuilt, suspension with KONI shocks, all brake components new, exhaust new, 13inch Cromadora wheels with CN36 historical tyres. The list is endless and serious money spent. Going to be sold thru a dealer, but giving members opportunity to buy wholesale. You cannot buy and restore this car to this level for this money. **Angelo Monteleone**

[Angelo@covertel.com.au](mailto:Angelo@covertel.com.au) 0430508509

VIN:818333002743



Austin Garage, behind the first window on 1st floor an Austin 8 van waiting for new fresh owner.  
Austin Cars Dawson Bros Garage Hampshire.

## SHADES of GREY and Colourful Characters



Nev Morris with SOG, the missus and Jack, the dog.  
(Photo courtesy Street Machine).

This remarkable replica of an early veteran racer was scratch-built by the late Nev Morris. Christened *Shades of Grey* (SOG), the 16-litre monster is one of many intriguing creations built by Nev on his Darling Downs farm.

It all started with a dead Caterpillar, or bits thereof: a D7 crankshaft and a set of D9 pistons. The parts were sourced from Nev's ramshackle sheds on the property. As a true maximalist, he had plenty of them and an abundance of useful stock to draw from.

Nev's life-time collection was sold off at auction in 2021. The sale generated worldwide interest and, in some cases, fierce bidding. A Marshall Colonial oil-powered tractor sold for a thumping \$215,000, but an extremely rare Walker single-cylinder 'Airblast' diesel engine only attracted a single bid of \$20,000 from a Zimbabwe buyer.

Fortunately, *Shades of Grey* still resides in Queensland. It's now on display at Highfields Pioneer Village, just outside Toowoomba. The club has planned a visit and the good news is that the manager has offered to fire up the monster for our benefit.

From 'The Vintage Car' Publication of the Vintage Car Club of Queensland

# 48<sup>th</sup> HISTORIC WINTON

24th and 25th May 2025

[www.historicwinton.org](http://www.historicwinton.org)  
Winton Motor Raceway, Benalla, Victoria

**BENALLA RURAL CITY**  
*The Austin SEVEN CLUB*

Austin Seven Club Inc. A0003290N | Photo - Bruce Keys

## Bits & Pieces Cont:

### Max Foster was featured in the Loddon Herald



Max Foster who competed in the first event 40 years ago



John Cockren directs cars to the starting line

### Max was there when it started

FORTY years ago, Max Foster was a pioneer of vintage sports car sprint racing at Eddington.

His Austin 7 liked the straight-line course and it was a vehicle he later raced in Britain.

On Saturday, Max again travelled from Castlemaine for the sprints.

"The day has always had a real picnic atmosphere, very community-minded," Max said.

"And there's a lot more people these days than the first few years we raced here."

Max had praise for the Bendigo Car Club that has taken on the Eddington Sprints.

"They have done very well in preparing what is again a very good event," he said.

Max recalled that it was four years from the first talks about using the Eddington track to the first race.

"A few from around Castlemaine had gone for a drive, spotted this straight street and thought it would be a good track."

**Chris Earl**

An Austin 8 being savagely conveyed by an crane at a UK breakers yard. *Photo from the Austin Eight Register's newsletter*

