

Country Motor

Australia



Issue 72

Magazine Produced for Pre-1960 motor enthusiasts

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Back copies of Country Motor are
available upon request



1905 Riley Prototype

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
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Editor's Entries

Welcome to issue 72 of Country Motor Australia. Lots of random stories and images to wet your appetite for your 2026 motoring experiences.

Early primitive veteran cars certainly arouse our curiosity. The people involved in the fledgling motor industry often called their cars by their own sir name, Percy Riley was one of them. He graduated from motor cycles, tricycles to four wheeled cars. The 1905 prototype shown was a pre-production model 9hp.

You may remember a story on a three wheeler Morgan provided by Chris Powell. He has also restored a Morgan Plus Four.

Since the story was written he has reconditioned the brakes costing almost \$1000 for re-sleeving with stainless steel and new shoes. Even the rubbers now are getting to be more difficult to obtain. In the UK there are no problems, postage costs often outweigh the purchase price. (Ed: Don't I know it)



Chris's Morgan at the Kalorama Rally March 2013

He got his three wheeler running just before Christmas, however the gear-box he waited six years for has failed. He thinks the main drive shaft has sheared the key that transmit power from the worm drive to the bronze wheel; very disappointing. He spent the Christmas break removing it and is yet to take it apart. Mike Devine will assist him with this.

Following is Chris's experience at the Morgan factory (UK) where he was particularly interested in the modern three wheeler Morgans.

MG enthusiast Keir Whitcher reports on the

Pre-War MG Nationals held in Ballarat.

His story is supplemented with more photos gleaned from the VSCCA NSW magazine which well presented by editor Cliff King.

Bill Buys continues to provide stories on cars that captures his interest. In this issue he talks about the 1932 Chrysler Imperial.



An attractive vintage Sunbeam tourer is available from Graeme Jackson who gives us a story on the model and his car.

New Years Day at Muckleford is becoming very popular. Ashley Tracy attended and has provided a report on the event.

A regular contributor on motoring in Ceylon Roger Theideman discusses the Autocar truck and other commercial vehicles in that country.

A further episode on Loius Coatalen's involvement in Sunbeam.

Finally Bits & Pieces cover a multitude of stories and cars for sale.

I include a few adverts for cars that are available as it is of interest to know what cars are around and their asking prices. Possibly the sellers may gain a buyer from the inclusion in the magazine, which has been the case with a few cars shown.

David's Miscellaneous Ramblings

Bush Fires

We spent a few days in Melbourne after Christmas and motored home on the Calder Highway. Had we left a day later this is what we would have seen near Harcourt. No doubt we would have had to turn back.



The photo was taken by a resident from Harcourt who was able to save his home.

The devastating fire razed three local businesses and 47 homes. Of concern was Steve Barnett's restoration workshop and the Morris Minor Museum. Fortunately both remain in tact.

Steve said "My family and I are all safe, the property took a direct hit from the fire but I stayed and defended successfully, the buildings were all saved from the fires so no losses there. Cheers, Steve" Brave man! As regards to the Morris Minor Museum it was further north of the fires.

The extreme weather, fires and floods are blamed on climate change. It seems quite feasible that it could be the

case and governments around the world have been taking steps to reduce the effects of the current civilisation's industrial pollution. Not an easy task. It has been only in recent years that they have taken notice of scientists who predicted the likely planet crises back in the 1960s! Enjoy vintage motoring now as who knows what restrictions there will be in the future.

Issue 73

I already have several stories for issue 73 which won't be far off if I have to stay indoors out of the severe heat we are experiencing in North Central Victoria.

Stories include the post war Singer roadster, a comprehensive story on tools specifically used on old cars by David Prince, more on Louis Coatalen's work at Sunbeam and the life story of a beautiful Rolls Royce Silver Wraith written by Tom Clarke. Lots to look forward too!

Passing of Enthusiasts

Sadly many old car enthusiasts I have known over the years have unfortunately reached the end of their life. A few, probably only known to Victorians, included Howard James, Barry Ponchard, Bernie O'Shannessy and Paul Vellacot. More recently Walter Magilton shown below in his well known MG Magnette.



Motor Museums

Brendan O'Donoghue regularly feeds the Bendigo Sports and Classic Car Club members and myself with emails of items that capture his interest.

A worthwhile site he has informed us of is - <https://automotivemuseumguide.com/automotive-museums-around-the-world/>

A Few Victorian Events

We'll be watching on 6th-8th March the Australian Grand Prix.

I may attend on 21st March Edington Sprints, 30th August Marong Picnic and 17th-18th October Mt Tarrengower Hill Climb and Bendigo Swap 14th-16th November.

Happy Motoring

David

1905 Riley



From the Riley Gazette, Riley Motor Club of Australia

The Riley company dates back to the end of the 19th century when it began producing bicycles. Interest would soon turn to motorised transport, however, beginning first with motorcycle engines for both two and three-wheeled applications and then naturally progressing on to four wheeled transport as this burgeoning new phenomenon was taking hold around the world.

Skip forward a few years to 1907 and the very first “car” was churned out by Riley, named the 9hp because, well, it had 9 horsepower.

Utilising the same twin 4½ hp units on a shared crankshaft as fitted to the earlier Tricar a year before, the Riley 9hp was an elegant four-wheeled tourer and an incredibly early example of British automotive engineering. Not only that but today it is an especially rare beast because only *four* examples are still in

existence anywhere in the world.

Actually, there is one other and it’s this one. You see, before the first Riley 9hp hit the streets there would have been a development process. Car’s don’t just materialise out of thin air and go on sale.

There’s research and development to carry out, prototypes to build and refine, testing to be done and myriad other factors to take into consideration when building a car.

Discovered on a farm after being hidden away from the ravages of war the car, we say car but in reality it was a little more than a collection of scattered parts and metal debris was rescued in Suffolk and in 2020 began a long and painstaking journey to restore this historically significant car and bring it back to life.

Painstakingly restored by hand over four years, notable Riley expert Geoff Haviland of the Riley Cars Archive Heritage Trust was called in to inspect the 1905 car.

Everyone held their breath as Geoff cast his professional eye over the Riley and an audible sigh of collective relief could be heard when the car’s provenance was vindicated with Geoff strongly believing it to be an experimental precursor to Riley’s first four-wheeled

chassis. The details, although similar to those of the 1907 production model, exhibit distinct variations such as a longer front end, unique door and seating configurations and other subtle differences that suggest its experimental nature. So it is old and a one-off Riley.



Further Notes on Early Rileys

Riley was one of Britain's earliest motor manufacturers starting with bicycles and soon moving on to motorcycles in the 1890s after the company's weaving machinery business began to decline.

At first using bought-in engines, particularly de Dion Boutons. The next generation of Rileys was building Tricars with steerable front wheels flanking forward seats for two and handlebar steering for the driver.

Percy Riley, the youngest of the four brothers, proved to be inventive and talented and soon began to build engines of his own design as the Riley Engine Company in 1903.

One of Percy Riley's most important developments was a mechanically-operated intake valve. Until his innovation intake valves opened inefficiently and uncontrollably under atmospheric pressure as the piston descended on the intake stroke.

Mechanical operation was not only more efficient but put Percy Riley in the

position of pioneering the concept of valve timing overlap between the exhaust and intake valves.

The Riley company was on its way to becoming the innovator it would be until well into the twentieth century.

This 1904 Riley Tricar is a marvellous example of the company's earliest products. It is distinguished in many ways from its predecessors including having wheel steering, full leaf spring suspension, a Riley Engine Company water cooled vee-twin engine and a constant mesh progressive transmission using spring loaded dog clutches to achieve a modicum of synchronization.

It is VCC-dated and has participated in the London to Brighton Veteran Car Run in 1985 and 1995 according to badging on it. The coachwork bears a Rothchild Baker label.

It abounds in fine details including a Smith speedometer/odometer driven



from the right front wheel, trumpet horn, clock and cooling radiators on either side of the front passenger seats so they get full air flow.

It is a marvellous vehicle that recently has been fully reconditioned after an old restoration and runs and drives with alacrity and precision.

Simple yet sturdy, idiosyncratic yet perky, it will make the perfect ride for three on the Brighton Run and cannot fail to bring a smile to the face of its driver. *Advertisement on the internet.*



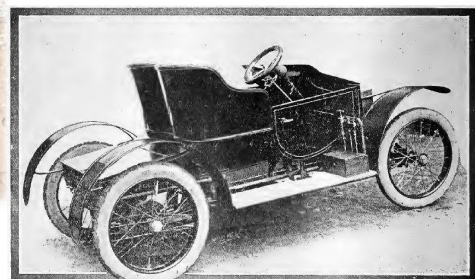
In 1890, William Riley diversified out of the weaving trade and purchased the Bonnick Cycle Company of Coventry, ostensibly to provide a secure future for his four sons. In 1896 it was renamed Riley



Cycle Co. Ltd. Also cycle and gear maker Sturmev Archer was acquired as well.

He built the above tricycle with a Minerva/de Dion type single cylinder

engine. RAC rating 2¼ hp. 239.5cc B 66 x S 70. The transmission was constant drive (single gear) Final drive ratio 8:1. No suspension. Brakes were spoon brakes at front and band at rear. Performance was negligible! Dunlop wheels tangentially spoked, tyres 26x2½ with a fuel tank of 1½ gallons



9hp V twin engine Riley

The Riley Vee-Twin Tourer, first produced in 1905, was the first proper Riley car. The Riley Engine Company expanded the following year. William Riley reversed his former opposition to his sons' preference for motorised vehicles and Riley Cycle halted

motorcycle production in 1907, to focus on making automobiles, powered by his sons' engines. Bicycle production also ceased in 1911.

At a time when wooden-spoked car wheels were semi-permanent attachments, some with detachable rims, Percy invented and patented a detachable, wire-spoked wheel that became a profitable side-line for the Riley Engine Company, with 183 car brands using the Riley design.



1951 Morgan Plus Four

Chassis P2106

Chris Powell



I think I have spent a great deal of my life buying a Morgan. In 1970 while working in the UK I placed an order with the Morgan Company, after seeing one at the Earls Court Motor Show. Being born in Hereford in the Wye Valley, UK, which is only a thirty minute drive from Malvern, I had often seen them around on the odd rally or two as a lad.

On returning to Australia I was, after some years, being offered some choices by MMC, did I wish to continue with the purchase and if so what colour, type of seat, badge bars, bumpers etc? Regretfully I declined to go ahead with the order and since then have been "sort of looking" for a Morgan- preferably a four sealer Plus 4 as we now had children.

So me 30 years later after placing that rather wishful order with the children no longer wanting to travel with their parents, I came across P2106 a two seat roadster. It's condition was such that I was compelled to make an offer, that was in January 1999.

This was one of the very first Morgan Plus 4s to arrive in Australia, (the sixth one built) it having been dispatched to Brylaw Motors on the 6 February 1951.

When Peter Hay in South Australia purchased this green two-seater (chassis P2106, engine number V3ME) it was

second hand, having been previously owned by a Managing Director of an Adelaide car distributorship. It had around 2,000 miles under its belt

Peter raced it at Collingrove Hill climb, Sellicks Beach and at the Port Wakefield circuit in the early fifties along with Gavin Sandford Morgan. He later sold the alloy engine cover when he was transferred to Sydney after returning his car to standard form.



Peter Hay holds off Bob Browns TC at Port Wakefield for a win, 1953 (P Hay collection) courtesy Morgan Sports Cars The Early Years, by Alderson, & Chapman.

I have been in contact with Peter (now in his eighties) and received a lovely letter in reply in which he talks about his racing days.

Other known owners: Ian Ferguson NSW, John Middleton NSW, Brian Rowe Sportscars NSW, Robert Hains SA, John Braybrook Vic and Julian Donegan Vic

The car has been taken from TR2 to TR4 capacity (the original motor V3ME

whereabouts is unknown) full balancing, twin 42 DCOE Weber Carburetors, enlarged inlet and exhaust valves, rack & pinion steering with radial tyres on 15in Dunlop disc wheels.

Brakes original, of the

hardly noticeable variety.

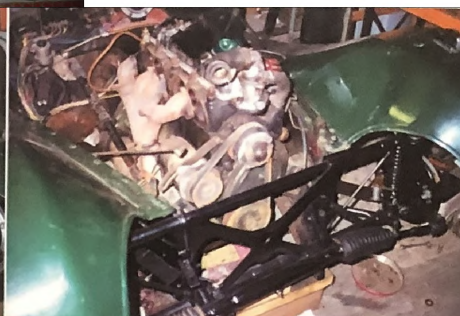
When I purchased the car it had been sitting in a damp environment from the early 80's and had suffered as a consequence, with all chromed parts

rusted, brake cylinders/drums "fused as one", leaking fuel tank rusted through, the rear timber section had parted company with the chassis and many chassis cracks. In other words fairly sad but the body was straight with most other woodwork intact, until I looked a little harder.



It was fortunate that most parts were either on the car or stored with some new components, leaving very few items to be sourced.

Restoration started with of all the electrics, generator, starter, regulator, clock, re-chroming of many parts, conversion of the black faced tachometer to original brown on cream, re-wooding the rear section, new aluminum surround on the tail and door sections. The front end and a myriad of small details were all able to be handled in-house.



The Morgan photographed over 45 years ago

A new radiator grill was required to be made and new leather upholstery to replace the rather tatty vinyl.

Building a new windscreen surround along with the mounting of the three wipers (all useless) which fit through the windscreen glass was a big challenge.

Revising and restoring the Weber carburetors was also an interesting exercise. As a person is reluctant to give work to others having some skills, I took it upon myself to become familiar with the wonderful "go fast" devices.

Coming from a background the more simple SU carburettor these were somewhat more complex! I am still having fun learning about these carburetors some years on.

A major issue was the bonnet, which I believe tried to take flight after a previous owner neglect latch the bonnet catches and was run over by a truck. A subsequent repair the time had not been well executed does not fill the space intended!

This was now my last major

vehicles.

I have also enjoyed retracing the vehicle's history and visits to the Morgan factory.

The Morgan is on club plates and I have enjoyed numerous events in the car.

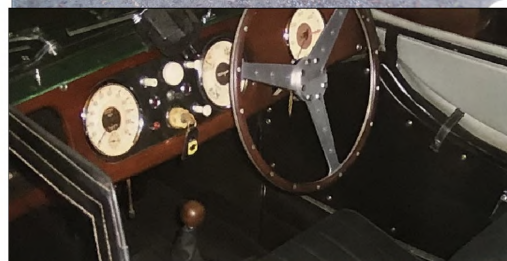
I would welcome any information/history, tall stories re the car and past owners. Please

contact me, Email:

Chris

chris.powellmorgan34@gmail.com

Further note: Production of Plus 4 cars started at chassis no: P2101 and P2102 drop head coupes along with P2103, a two seater roadster were shown at the Earls Court London Motor Show in October 1950. All three are known to survive.



Modern Morgan Three Wheeler

Chris Powell



Back from leave spent with Margaret in the Netherlands and UK, principally with relatives in both countries, sight seeing, museums, concerts all very pleasant.

I'm a 10 pound pommie from Hereford, Wye Valley area on the Welsh border which is very close to Malvern and the Morgan Motor Company. We stayed at Stratford Upon Avon in a little village called Wilmcote the home town of Mary Arden, Shakespeare's mother.

Wilmcote also being close to Malvern (40min drive) I managed to talk my brother into coming on a pre-booked factory tour.

It is five years since my last visit and many changes have come about principally driven by the Centenary celebrations, new models, new technologies etc. In fact, MMC is growing in staff numbers due to the demand and model variety, 12 new apprentices put on in 2009 for example.

The tour of the factory is a little more organised than in previous time, the just follow the green line and we will see you after is now driven by OHS issues and an authorised tour guide.

We were welcomed by Charles Morgan describing the background of the MMC and of course some video clips of the history etc



Charles Morgans everyday runner

This was done in the new show-rooms/auditorium/museum/shop area and down alongside one wall was a string of 3 wheeler pedal cars.

The new 3 Wheeler was my principle reason for another visit and we were not disappointed.

We started off the tour by viewing Charles every day drive. He seems to drive it fairly hard as it had quite a few marks on it. He happened to walk by

chatting with the workers on the job.



3 Generations under construction



The beginnings of a new 3 Wheeler with templates in the foreground

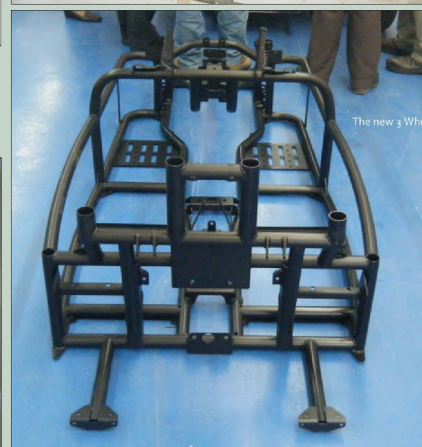


60th Anniversary model

and said g'day to our little group.

We were then taken into the delivery area and given a rundown of the extensive range of models. Here is an example of the 60th Anniversary of the +4 dashboard, only 60 manufactured.

The famed MMC protective owl.



The new 3 Wheeler



Toys for boys paddle your heart out!

There is a distinct air of productivity and all seemed very busy.

An interesting tour with the emphasis now firmly on commercial outcomes which is fair enough but a little sad to. Having been quite a few times to the factory and being greeted personally by Peter Morgan in his original factory office and welcomed to have a look around it was a touch to formal. For a first-time visitor like my brother, he thought it wonderful like in his garage! **Chris**





worldwide fame and expansion after World War II the legend of Morris Garages was firmly established in the years prior to hostilities.

Australia punches well above it's weight when it comes to the variety and quality of MGs from the Cecil Kimber era of MG.

The 2025 Pre War MG Biennial National Rally was held in Ballarat ensuring that at least half the contents of the cars were multiple levels of clothing.

Possibly the award for the most hardy has to go to the Queenslanders who brought a stunning array of cars to the rally.

Just driving from Daylesford to Ballarat in high winds and drizzle was a bit of a challenge sans windscreen and roof.

My passenger who had arrived from Port Douglas in the days prior was obviously delighted at the prospect

The rally involved dinners, a display at Lake Wendouree, a visit to the Blue Pyrenees Winery and a tour through the Goldfields region including a stop in Maldon over a period of four days.



*Replica of the first MG Old Number One.
An absolute tool room copy*

unique being a replica of the racing special built by Cecil Kimber and effectively the first MG.

J2s and the supercharged J3s sat together along with the first Midgets, the M-Types.

P-Types were well represented, one example being driven from Newcastle.

T-Type MGs were also represented along with the larger six cylinder Magnas and Magnettes. Examples of the larger SA and WA models provided an interesting contrast to the more diminutive MGs.

Post War MGs from the 1946 TC up until the end of MG production at Abingdon in 1980 are the best known of MGs. However like many marques the real gems lie back in the foundations of the marque.

I think there was around 50 - 60 cars all up. A little hard to know as not all cars were there for all the events.

Keir



MG K3 (K3004) owned by Ross Kelly



MG Q-Type



The MG PreWar register of the MGCC Victoria in conjunction with the Ballarat Register of the MGCC Victoria invited all owners of MGs manufactured prior to 1940 to the PreWar MG Biennial National Rally in the Historic Gold Rush City of Ballarat over the weekend of the 7th to 10th of November 2025.





An outstanding restoration by Matt Spoljarevik, a replica of the earliest MGs ever produced – a 1925 MG of obvious Morris Bullnose descent. Notice the “Sloper” carburettor forerunner of the SU we are familiar with and the Hotchkiss engine from the factory that Morris took over in England after WWI.



Compare two of the latest Pre-War MGs – the 1938 MG SAs of Harry Hickling – the red car is the Keller bodied two door cabriolet that Harry and his wife Cathy drove in the Peking to Paris rally in 2007. Details of this epic drive can be read in Harry’s book “To Finish is to Win”. I believe this book is in the VSCCA Library. On this occasion it was driven by Harry’s friend Robert Smith. Harry has just completed the restoration of the two tone blue Tickford bodied MG SA.



The people’s choice of the rally, the MG VA of Ray Abikhair.

Matthew Magilton’s MG NA



Ed Taylor’s wonderful MG J3. Ray Abikhair’s 1930 MG 18/80 driven by Charlie Morgan. Ray owns the “MG Museum of the Marque” at 3 Curtis Street, Belmont, Victoria – well worth a look, if you are ever there.



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Imperial

There is nothing like being in the right place at the right time. Just ask Bob Wagner

In the early 1930s, Chrysler offered several of its "Eight" series models, divided into the Series CP Eight and the higher-end Series CH and CL Imperial Eights, featuring distinctive "de Sakhnoffsky" styling and available in a choice of sedan, coupe, or convertible, all boasting four-wheel hydraulic brakes and a new lower "double drop" frame.

The five-passenger sedan was by far the most popular of the range and that's what classic car enthusiast Bob Wagner spotted one day in 1973 when he was driving through a town in Wisconsin.

He'd spotted a good-looking and shiny old classic parked at the kerb. What was it? It was too big and classy to be a common Ford or Chevy. It was definitely worth driving around the block to get a better look.

It turned out to be a 1932 Chrysler, and by its length and appointments, such as dual side-mounted spares and a fancy trunk on the rear, it couldn't be a Six, it had to be an Eight.

Closer inspection showed "Chrysler Eight" on all six chromed hubcaps; four on the wheels on the ground and two on those in the side-mounted spares.

For being 40 years old, the car was in remarkable condition and didn't appear to have been restored.

The dark blue body and black mudguards and waistline sash had not been repainted, and most of the original white pin striping was likewise intact. Everything about the car was so symmetrical: there were dual chrome hooters protruding below the bold, chromed headlamp buckets, dual rear view mirrors on the side-mount covers, dual cowl lamps and air vents in front of the new-for-'32 split windscreen and dual round taillights on chromed stalks attached to the rear mudguards.

Closer inspection inside revealed that the car had some additional options that were rare in 1932, but would become much more common years later.

Like the heater. The name on it was Ha-Dees, which probably meant to imply that it would make the interior warmer than, um, usual.

A small electric fan attached in the upper left corner of the ceiling served the dual role of defrosting the windscreen in winter and cooling the driver in summer. And both halves of the windscreen could be wound open for more ventilation.

Far ahead of its time, the radio had one knob to switch from "city" to "country" to "streetcar," the latter to cut down interference from electric trolley lines, and another to adjust for music, voice or "mellow."

The Motorola unit, a 1935 model that the previous owner installed, had six sliding buttons set to tune in the most wanted stations.

Though a radio was a rare option, Bob said Chrysler wired an aerial into the roof of all its cars.



The 1932 Series CP Chryslers were built on a new "double drop" frame on which the side rails curved downward slightly between the front and rear axles,



setting the body lower than previous models.

That design and a switch from 18 to 17-inch wheels gave the cars a slightly lower profile. The wheelbase span was 125 inches.

The Chrysler Eight engine displaced 298.6 cubic inches (4.9 litres and produced 100hp (74kW) at 3400 rpm.

The cars came with a four-speed transmission, which apparently was problematic and most, like this one, were recalled by the dealer the following year and replaced with a new Chrysler-built three-speed.

This car was equipped with the optional automatic clutch that operated off engine vacuum.

There's also a device attached to the thermostat housing, which opens and closes the grille louvres to regulate the coolant temperature.

While wooden spoke wheels were standard, wires were increasingly in style, so it's safe to say most of the eights had them. All Chryslers had four-wheel hydraulic brakes in 1932.

Having stopped to check out the car that day in Wisconsin, Bob met the chap who had parked the Chrysler there. "He told me the Chrysler had belonged to his best friend, who had died some months before," Bob said.

"He got it out and 'exercised' it every few weeks.
 "I left my name and phone number," he said.

"A few months later, I got a call telling me that no one in the family was interested in the car, so it was for sale." Bob Wagner bought it and has maintained it in its original condition since.

"Only the tyres and battery are not original," he said.



The smart box on the back of the Chrysler was made by Potter Manufacturing, which used to make manilla-paper products, but switched to war material during World War I.



It then ventured into the motor industry, assembling and trimming the passenger compartments of General Motors products and found a new niche building steel trunks to carry luggage.

The firm made trunks for many car companies and its output of 100 trunks a

day increased to more than 10,000 a month during the firm's heyday around 1927, when it employed 100 workers.

Then came the Depression in the early 1930s, coupled with most new cars by then having built-in trunks, or luggage spaces, the Potter plant closed in 1937.

Bill

More on the Chrysler Imperial 8

The all-new 1931 "Chrysler Imperial 8" introduced the new in-line 8-cylinder engine which was shared with the Chrysler Eight Series CP in smaller displacements.

The car received a new 384.4 cu in (6.3L) Chrysler flathead Straight-8 with a Stromberg Model DD-3 carburettor. The Imperial introduced a vee-type radiator, a long straight hood that displayed "torpedo" styling, and wide flowing fenders with a split and slanted windshield and showed visual similarities to the Cord L-29.

Various features considered luxurious in nature at the time included dual sun visors, adjustable front seats and steering column, rust-proof fenders, wire-spoked wheels, automatic heater control, safety glass and Lockheed supplied hydraulic brakes. To minimize engine vibration from being felt by passengers, an isolation feature called "Floating Power" was introduced.

The Imperial Series CG offered four sedan coachwork choices from Briggs, while LeBaron offered four convertible coupe and sedan choices. At least ten Individual Custom 2-door coupes were documented from individual coachwork providers Waterhouse, Drauz and LeBaron.



1931 Chrysler LeBaron dual cowl phaeton with gravel shield on radiator

1933 Chrysler Imperial Series CQ Sedan by Briggs & 1932 Chrysler Imperial Custom Series CL Convertible Sedan by LeBaron



1924 Sunbeam 14/40 Sports Tourer



Graeme Jackson

Produced by STD Motors Ltd at the Moorfield works, Wolverhampton, 14hp and later 14/40 cars were manufactured in-house between 1922 and 1926 by a workforce of 3,000 hard toiling Englishmen.

Complete tourers wore a Sunbeam manufactured body painted in Smoke Blue with black wings and black button leather upholstery and Rotax lights. They cost £685 in 1924.

The 4 cylinder 2122cc OHV motor was of desaxe design, where the centre line of the bores is offset to that of the crankshaft. It drove through a three-speed gearbox and torque tube to the rear axle located by cantilever springs.

A notable feature was the efficient Perrot brakes on all four wheels. Wire wheels which were thought to be stronger for Colonial road conditions than the home country Sankeys, are standard equipment on the export cars. Most were supplied to Sunbeam by Rudge who appear from time to time to have been unable to keep pace with the 35 cars per week being completed at the works, so with no discernible pattern, Dunlop wheels and hubs were also sporadically fitted.

Despite the quality of design and high standards of build, of the 4,000 14hp and 14/40 cars manufactured, only 80 are thought to survive worldwide, a rate of just 1 in 50.

At the time Sunbeam was a pre-eminent British manufacturer. Car sales were boosted by Henry Seagrave's winning the 1923 French GP for Sunbeam, the first time a British car and driver had won a European Grand Prix. Sunbeam held the Land Speed Record at Brooklands, set in 1922.

It should be also noted that a 3 litre twin cam Super Sports Sunbeam finished

second at Le Mans in 1925 trouncing the Bentleys, as it would.

Sunbeam offered an elegant Sports Model 14/40 tourer, costing £750, with a unique shaped sloping windscreen, and a narrower body initially with two doors, nearside front and offside rear.

With a larger Claudel-Hobson carburettor and perhaps higher compression, the Sports Model produced a claimed 50hp.

After October 1924 the 14/40 Sports gained four doors and a wider body. Seven Sports Models are known to survive, four in Australia, only two with the early two door coachwork. Five still retain an original engine.

14/40 Sports Model, two door Tourer, Chassis Number 5539D

The date of manufacture is June 1924 and it is most likely that the car was exported to Australia for sale from new, given its subsequent history.

In the Sunbeam chassis numbering system the prefix 5 signified a 14 or 14/40 and the suffix B through to F, the year of manufacture (sanction) from 1922 to 1926.

This vehicle is for sale. The writer was fortunate to have spent a day in April 2002 with a previous owner of the car, from 1969 to 1978, Stuart Campbell and his delightful wife Molly, at their home at St Ives in Sydney.

His memory of this 14/40 Sports Model went back to the immediate post war years when the Sunbeam was only 30 years old. He described the car as a fortunate survivor, in excellent unmolested condition. A history of the NSW owners from the 1960s is known.

Stuart advertised the car for sale in the Sydney Morning

Herald in 1977 asking \$3,000. It was purchased by Jacob (Jack) Philips who owned three other Sunbeams including a twin cam 3 litre. He embarked on a 24 year long restoration of the 14/40 which was substantially completed when the current owner bought it to replace his 20/60 Sunbeam which he found to be a bit big. When Jack bought the car from Stuart it had fitted its original sports engine 5675D and three speed gearbox.

Jack had rebuilt an engine and the mechanicals and fitted a four speed gearbox from a contemporary 20/60 Sunbeam, which in truth, transforms the car. He had the radiator core renewed in England. The woodwork and panels were sound, and the body repainted Smoke Blue. The origins of the splendid black leather button upholstery and original pattern trim are unknown. A hood is fitted and a tonneau cover, but no side curtains. The car uniquely runs Dunlop wire wheels.

It is worthy of note that the hood has only been erected perhaps half a dozen times in the last 23 years. Once was on an Alvis Rally at Dinner Plains near Mt Hotham where six inches of snow fell overnight and for a wedding to deliver the bride in a wind-blown but dry condition and sufficiently presentable to prevent the groom choosing one of the bridesmaids.

Following the current owner's



purchase of the Sunbeam in 2002, he discovered that the reconditioned engine fitted, 5299E was not the original but from a 1925 model. Jack had purchased a shipping container of Sunbeam parts from New Zealand and for some reason decided to fit the almost identical 1925 motor, thought to be of New Zealand origin. He was a Dutchman with strong, unchallengeable ideas. Subsequently all of his 14/40 spares were sold on to Kevin Piggott, another Sydney based Sunbeam authority. Kevin contacted the writer who was able to buy the original undamaged engine, and gearbox which are with the car.

In an article "Sunbeams between the Wars", Motorsport December 1945, the

authors John Coombes and John Wyer (who worked for Sunbeam after starting as an apprentice in 1927) claim that the valve timing on the vintage Sunbeams was so conservative that it was almost fascist.

A new camshaft with mild overlap has lifted performance without undue stress. The updraft Claudel Hobson carburettor and tortuous inlet manifold sit preserved on the shelf in favour of a lovely pair of SU carburettors from a 1930's Riley. A stainless exhaust pipe passes beneath a new fuel tank, so no sludge problems. New cast iron (with a rumoured 7% unobtainium) finned brake drums had been specially designed by Kevin Piggott, cast, machined and fitted.

Sunbeam's Chief Designer, Louis Coatalen's pet name for his wife, Olive, was "Toodles". The highly successful Sunbeam racing car which achieved 86mph at Brooklands in 1911 was called "Toodles 2" and the 1911 world record racer "Toodles 4". So when a name was contemplated for our newly acquired 14/40 Sunbeam in 2002 it had to be Toodles and it has stuck.

Time has moved on, and after 23 years it is time for Toodles to find a new appreciative owner who will enjoy the car. The Sunbeam lives in Melbourne and the asking price is \$50,000. The current owner can be contacted on g.jackson01@optusnet.com.au

Graeme



Sunbeam 20/60 Sports

The time has come to sell the Sunbeam as I need the room to assemble my current project – another Sunbeam.

It is a 1924 20/60 model, of which about 1500 were made, with a 3.1 litre 6 cylinder engine.

The car was rebuilt c2000 with a body inspired by the specially commissioned Park Ward 'continental style sports car' on same chassis, described in Autocar August 1924.

It is a comfortable touring car with large luggage capacity, long range and great presence on the road. I have regularly run it for 18 years, so it is not concours. It most recently completed the George Green Rally, the return trip from Cowra to home being a pleasant day's run.

Offers approaching \$75,000 will be welcome.

Rees Mackay 9419 4251

FOR SALE

1923 Amilcar C4 roadster in excellent condition Monobloc engine of 1050cc, 3-speed gearbox, inline, four-cylinder, with two main white-metal main and big end bearings, splash-feed, thermo-syphon. Electric starter motor or hand crank to start.

During our ownership it has had new coachwork, and a complete engine and gearbox rebuild.

In nearly 30 years, doing over 60,000km it's never once let us down and is a delight to drive. Exceptionally reliable and good to work on.



Price: \$40,000 ONO including a spare engine block and some tools. Located in Melbourne with club permit. Engine/ Chassis no. 9198 **Contact Bruce 0458 590 773, serious buyers only.**





2026 New Years Day at Muckleford

The VSCC Muckleford picnic has come and gone again, with what is reckoned to be a record attendance.

The event started in the 1980's when VSCC member Stuart Middlehurst invited members to his property at Shady Creek near Warragul to a spit-roast each New Year's Day.

When Stuart died c1995, long-standing members Graham and Jane Quinn held the event at their property in Barkers Creek, with Ian Barker from Shepparton supplying a large

ham on New Year's Day. As time went by, the Quinns found it hard to cope with the increase in attendees and in 2007 handed over to Max Foster, who held the event at his place in 2008, before finding the present site at the historic Muckleford School, holding the first event there on New Year's Day 2009.

The VSCC continued the tradition of Stuart and Ian by supplying a ham to this day. Max ran the picnic until

2017 when he handed over to Roger Rayson, who, in turn, passed running the event to John Cox for 2026.

The long-running picnic is now an official VSCC event, run by club members. Although the event originally only catered for members of the VSCC and their pre-1939 cars, it is now open to members of any club and individuals, with interesting vehicles, as the VSCC encourages the old car movement in general to hold combined events in this day and age.

Above: Morris Cowley of Stephan Hands, Morris Cowley and Morris Minor of John Cox



Ian Bevan Davies' Delage D6/70, a masterpiece of pre-war French design

Brandon Price's Vauxhall 14/40 and Peter Coburn's Vauxhall 30/98



Bodied by Steve Barnett of Harcourt, his 'Tank' Austin Seven. The body style is based on the Type 32 "Tank de Tours Bugatti". Named for resembling the tanks of WWI that ran in the 1923 French Grand Prix at the Tours circuit in France. The Austin 7 was previously Max Foster's Austin 7 racing car.



The Austin Seven Ruby and an Austin Seven Meteor of Glenda and Chris Athey



John Davey's Special: a 1936 Triumph Gloria chassis paired with an Alfa 104 engine

Richard Stanley's 20hp Sunbeam and Victoria Morris's Kieft represent the best of British engineering



Ernest Friderich driving Bugatti "Tank" Type 32 at the 1923 A.C.F. GP

The Bugatti Type 32, commonly called the Tank de Tours, was a streamlined racing car built in 1923. It was built to compete in the French Grand Prix, which was held on July 2 in Tours on the same year.

The nickname of the car comes from its particular shape, which resembles battle tanks of its era, as well as the location of the Grand Prix.

Designed especially for the 1923 French Grand Prix in Tours, this original car by Ettore Bugatti was designed to be simple and quickly assembled. The first prototype with an aerodynamic aluminium body was built in six months around the 1,991cc in-line 8-cylinder engine used in prior Bugatti Type 30. The engine rated 90hp for the competition and weighted for approximately 650kg.

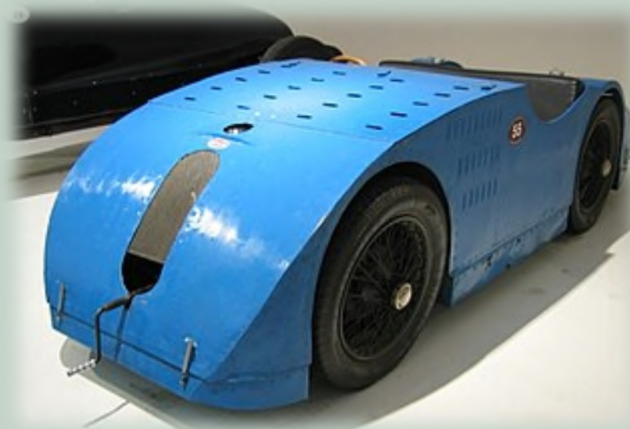
Type 32 was small in size, with a wheelbase of 1,994mm, like the Bugatti Type 13. Five cars of Type 32 were produced. In addition to the prototype, four racing capable cars were made,

Each model came with the 2.0 L (1991 cc/121 in³) straight-8 engine based on that in the Type 30. It was a longitudinal engine with eight cylinders in line and five bearings with main bearings on the crankshaft. It had 3 valves per cylinder, two intake and one discharge, operated by a single camshaft. Brakes hydraulically actuated at the front and mechanically actuated (metal cable) at the rear.

The Type 32 was the first Bugatti to be fitted with roller-bearing big ends in order to improve the bottom-end reliability.

The Type 32 also broke new ground by using a three-speed and reverse transaxle unit, the exceptionally short wheelbase and long straight-8 engine making a conventional gearbox difficult to accommodate. It also heralded a hydraulic front brake actuation.

Despite the low center of gravity, its grip on the road was not good. The reason for this was due to its aerodynamics being similar to that of a wing profile, which meant that the vehicle could tend to rise at high speeds. Also, its short wheelbase contributed to the problem.





The 1953 Dellow Mk III, using Ford Prefect components to compete in post-war mud trials



A 1954 Chevrolet Blitz military truck parked alongside a dignified Post-Vintage Humber



Robert Sales' Fiat Balilla alongside Mark Sycamnias' Austin Seven



Brian Canny's 1933 Sunbeam Speed 20, with a 3.4-litre Jaguar engine under the bonnet



Two Alvis 12/50s, the 12/50 is one of the most popular vintage touring cars in Australia



The sleek lines of a 1964 Studebaker Gran Turismo Hawk

A Rat Rod, proving that the New Year's gathering welcomes "all sorts."



Autocar U70 Truck in Ceylon



Roger sought to identify the make of truck in the above photo.

The 'setting' is an RAF base in Ceylon during WW2 and the aircraft is a Beech C-45 Expeditor, military version of the Beech 18 light transport.

A C-45 was used as the personal aircraft of Lord Louis Mountbatten, to fly him to/from the Mawatagama airstrip (no longer extant), which was then the closest airfield to Peradeniya, near Kandy, where Mountbatten was based as Supreme Allied Commander of South East Asia Command (SEAC) during WW2.

A second photo below of an RAF C-45 at another unidentified airfield in Ceylon, which has just flown in bringing George Formby (*middle*), accompanied by his wife Beryl, to entertain Allied troops stationed in Ceylon.



For the benefit for those who are younger George Formby (1904-1961) was an English (Lancashire) entertainer, actor, singer-song writer and comedian.

He was particularly known for his witty songs accompanying himself on the ukulele or banjulele.

During the Second World War Formby worked extensively for the 'Entertainments National Service Association' (ENSA) and entertained civilians and troops. It was estimated he had performed in front of three million service personnel.

Before he rose to stellar fame, Peter Sellers was another entertainer who visited Ceylon during WW2 as the drummer in a band that was probably like the one in *It Ain't Half Hot Mum!*

Thanks to a knowledgeable motoring and aviation expert in the UK he identified the truck as a RAF tanker-truck in Ceylon as an **Autocar U70**, manufactured in Ardmore, Pennsylvania.

Almost certainly supplied to Allied forces for the war effort under the Lend-Lease scheme, as were Chevrolet and Ford CMP (Canada Military Pattern), or 'Blitz-wagon', trucks.

After the war some of the latter CMPs were converted to private buses in Ceylon, with many more used for the same purpose in Burma, where several survive today, although no longer as public transport

vehicles but instead with upmarket hotels and resorts, or balloon safari companies. At least until the military coup on February 1, 2021, which effectively killed off what was a thriving tourism industry in Myanmar which Roger was fortunate to experience during two weeks in that fascinating country in March 2019. An advert for Autocar trucks, as well as a photo of a similar tanker-truck serving what appear to be Canadian troops in India in 1945 (note the maple leaf insignia on the Autocar and the Douglas C-47/Dakota in the background).

Photos of CMP 'Blitz-wagons' in Myanmar in 2019. Note that the buses in Myanmar have their steering wheels on the right (as supplied during WW2), but are now driven on the right side of the road; as in the USA, Canada, Europe, South America, etc. It was subject to a Burmese government edict, that was enforced almost overnight in 1970, decreeing that for 'auspicious'



reasons traffic must henceforth drive on the right, not on the left as before when Burma was a British colony (like Ceylon, India, Singapore, Malaya, Hong Kong, etc).

The three pensioned-off CMP 'blitz buses' in Myanmar serve as cabins, with tables and seating, at a coffee shop in a remote region not far from the Myanmar-Thailand border.

Over the page is a view of the tanker truck, this time with C-45 Expeditor in the background.

Those RAF bods must have gone back to Blighty after the war looking like bronzed, brown-skinned natives! **Roger**





Norman Douglas Simpson

Was born in Carlton Miniott, near Thirsk in the North Riding of Yorkshire on 23 September 1890. The son of a vicar, Reverend James Douglas Simpson (died 1936), and Elizabeth Saunders of Airy Hill, Whitby, Yorkshire, who was the daughter of a wealthy landowner, Charles Saunders.

In 1904, Simpson attended Clifton College, Bristol, and in 1908 he went to Trinity College, Cambridge (his father's college) and read Botany and Zoology graduating BA with a third in Natural Sciences Tripos in 1911.

Simpson was a keen mechanic, motorcyclist and motorist and in 1915 he joined the Red Cross as a motorcyclist and was sent to the Hospital at Poperinghe in Belgium. In November 1915 he enlisted in the Army Transport Corps and rose through the ranks being promoted to Captain and served until 1920 when he was discharged.

After the war, Simpson went to live at 'Maesbury' (aka Isaac House) 3 Cavendish Rd, Bournemouth with his father, who had retired in 1916 and moved to Bournemouth from Yorkshire. After his father's death Simpson lived at 'Maesbury' until his death.

In September 1930, the Colonial Office offered him a job as Systematic Botanist in the Agricultural Department at the Peradeniya Botanic Garden, Ceylon, on a wage of £720 per annum and a pension. He bought his beloved car, the Alvis 12/50 for £395 which he took to Ceylon and was still driving his car until his death in 1973.

The post ended abruptly in 1932 as they abolished his post and he returned to England in September 1932 via the Far

East, Japan and the United States of America.

Simpson then settled at 'Maesbury' and as his family were wealthy, he never sought paid work again. He spent his time collecting, indexing and arranging his Herbarium. He travelled much in order to collect specimens and map the flora of various countries, such as Morocco, Algeria, Tunisia (Simpson had a knowledge of Arabic), Ireland (where he botanised Ireland with various others) and Jordan – all in his Alvis car which had a plant press in the boot. Simpson died on 29 August 1974, just short of his 84th birthday from a heart condition. On the death his Herbarium included 5,800 sheets from Egypt, 1,580 from the Sudan, 400 from Jordan, 600 from Morocco, 800 from Algeria, 500 from Tunisia, 600 from Cirenaica, 18,100 of British and Irish plants and 1,300 of Continental European plants which he collected from 1903-1973.

The Sudan, Egypt and Jordan collections were deposited to The Royal Botanical Gardens, Kew and the rest to the Natural History Museum. His main collections of botanical books were presented to the Botany School at Cambridge, The Natural History Museum, Royal Botanical Gardens, Kew and Reading University.

His father Reverend James Douglas Simpson owned Alvis Silver Eagle TC 19.82 Mayfair Drophead Coupé LJ 7368 from new on 30 March 1933 until his death in 1936, when it passed to his son Norman Douglas Simpson (the botanist), until his death in 1974.

Roger

Roger Thiedeman

In Ceylon. 'G' number plate allocated by Kandy Municipal Council



Sunbeam History - Leadership Under Louis Coatalen *Continued from issue 71*

After these wonderful achievements both Coatalen and Sunbeam were becoming well known in the British racing world.

In the same year the company first competed in European road racing by entering a car in the Coupe de L'Auto at

Boulogne on 25th June. The car, driven by T. H. Richards was basically a standard 12/16.

Unfortunately the car was forced to retire whilst in 7th place, due to a broken steering connection after a bump with the kerb.

Sunbeam however would go on to greater things and much effort was made for the following year.

**1912
SIX-Cylinder**

Sunbeams

FOR RELIABILITY, FLEXIBILITY, and absolute SILENCE.



**1912 25-30 h.p.
SIX-CYLINDER
SUNBEAM
DOUBLE LANDAUETTE**

£740 All complete with luxurious
Body and Detachable Wheels

Apply at once to obtain early delivery.

The Sole Sunbeam Agents for the South-East of England:

J. KEELE, LTD., 72, New Bond St., W.

Telephone—2206 Gerrard.

Telegrams—"Keelemotes, London."

In January 1912 Coatalen was appointed to a seat on the Board of Directors, in recognition of his valuable work at Sunbeam.

The company engaged some of the best continental drivers including Dario Resta, Emile Medinger, and Victor Rigal. Four 12/16s were entered in the Coupe

de L'Auto, held over a 47 mile circuit at Dieppe.

The cars were basically standard machines with small modifications to the engine and special tuning. Only cars of up to 3 litres could enter the race, which was run at the same time and on the same course as the French Grand Prix, in

which there were no restrictions on size.

The Sunbeams performed extremely well with Rigal finishing in first place, Resta second, and Medinger third. Due to their astonishing speed they were also placed in third, fourth, and fifth places in the Grand Prix itself, beating many, much more powerful machines.



The 1912 team. Left car: Dario Resta and Tommy Harrison, middle car: Victor Rigal and Jean Chassagne, right car: Emile Medinger and Isaac Strothers.

Rigal averaged 65.35m.p.h. over the 956 miles, only 3mph less than Boillot in his 7.6litre Peugeot.

Coatalen and the team; Dario Resta, Emile Medinger, Victor Rigal, Georges

Caillois and their mechanics were invited to a celebration banquet by the RAC committee on 11th July.

During the proceedings Louis Coatalen was presented with a beautiful

silver cup to commemorate the victory, gold medals were presented to the three winning drivers, and bronze medals to the mechanics.

Victor Rigal during the race

To celebrate and capitalise on their success in 1912, Sunbeam produced what was possibly the world's first sports car, the Coupe de L'Auto Replica. The cars were produced in 1913 and 1914 and were available as a 2 seater from £425, or a 4 seater from £440.

Coupe de L'Auto Replica



Coatalen decided to take part himself in the 1913 French Grand Prix at Amiens, clearly spurred on by the victory in 1912. Four special cars were built for the race, each powered by a 4.5litre, 6 cylinder engine.

Jean Chassagne, driving one of the Sunbeams finished in 3rd place at an

average speed of 70.3m.p.h. over the 579 miles. Later that year, one of the cars, fitted with a single seater body, broke many existing records during a meeting at Brooklands.

The car, driven by Jean Chassagne, Dario Resta, and Kenelm Lee Guinness ran for 12 hours during which it

succeeded in breaking all of the world's records from 2 to 12 hours and from 200 to 1,000 miles.

The average speed over the 1,000 miles was 90m.p.h. and for the 2 hours, the car averaged 97.5m.p.h. A great success indeed.



Jean Chassagne leaving the pits

**107.95
MILES!**



The 'Hour Record'

—the blue riband of the racing track—is held by the supreme

SUNBEAM

When the Sunbeam went to Brooklands in October, 1913, not a single World's Record stood to its credit. It took just two days to capture no fewer than 23! On October 1st saw every World's Record from Two to Twelve Hours, and 20 to 1,000 Miles in possession of the Sunbeam, and on October 10th 100 Miles, 150 Miles and the coveted Hour Record. And for 1,000 miles it travelled at an average speed of over 90 miles per hour! That's record-breaking.

1914 MODELS: 12-16 h.p. 4-cyl. £390 Complete with stream-
line Touring Body
and Duals Covered
AND PRICES: 16-20 h.p. 4-cyl. £510
25-30 h.p. 6-cyl. £635 price as standard.

THE SUNBEAM MOTOR CAR CO., LTD.,
UPPER VILLIERS STREET, WOLVERHAMPTON, MANCHESTER.
Agents for London and District: J. K. Lee, Ltd., 72, New Bond Street, W. 112, Deansgate.

From the Newsletter for The Sunbeam Car Clubs Of South Africa

Bits & Pieces

For Sale 1947/48 Singer tub-bodied Ute

1947/48 Singer tub body Ute. All parts are there. Radiator is fine and been cleaned but needs to be soldered back together, 4 brand new tyres, car is stripped down to chassis. Location: Hervey Bay, Queensland Australia. Contact details: Dave and Meg Mulhare Mobile: +61 418 796 119 Email: spidermeg1@bigpond.com



1927 Willys-Overland Whippet 30hp tourer

Willys-Overland introduced the Whippet in late 1926 as America's smallest car. It featured advanced specifications including four-wheel brakes, a seven bearing crankshaft, and full-pressure lubrication, all for under \$1,000.

Available in 30hp 4-cylinder and 40hp 6-cylinder versions, the Whippet sold 110,000 in its first year helping Willys-Overland to reach 3rd place in US auto sales by 1928. Smaller than a Ford or Chevy but offering newer styling, more standard equipment and an attractive price The Whippet was an immediate hit.

One nifty feature was Finger-Tip Control, which placed starting, lighting, and horn in a single knob in the steering wheel hub. Unfortunately, this success didn't last and production of the Whippet ended in early 1931 due to the Great Depression.

From 'The Defender' Austin Magazine of NSW



1953 Chevrolet Sedan

One of our locals disposed of a deteriorated 1948 Ford Mercury coupe and replaced it with a 1952 Chevrolet two door, which was imported from California.





Officially register your display vehicles for Historic Winton

Clubs including anniversary vehicles and individuals wishing to display an anniversary vehicle may register with our new online form. Once vehicles are approved, then free display passes for the driver and one passenger per vehicle will be posted prior to the event. Club groups of 10 vehicles or more (without anniversaries) may also express interest. All kinds of vehicles are welcome - cars, motorbikes, trucks,

buses, three-wheelers, specialty vehicles. If you have a novelty vehicle, you are also welcome to complete the form to register. **Please email historicwinton@gmail.com with "Leanne - Displays" in the subject line and we'll whizz you the link to the online form.** Featured include: Cars racing - the early ones to mid-80s, Shannons Car Park display and special displays, on-track parades, automotive market, great food and beverages, courtesy bus around the track.

NEW BOOK — by prolific writer Robert Young who has many titles under his belt regarding motorsport in South Africa

SPECIAL BREW

THE STORY OF THE SOUTHERN AFRICAN FORMULA ONE AND LIBRE SPECIALS



BY ROBERT YOUNG . FOREWORD BY PROFESSOR GORDON MURRAY, CBE

"Books on motor sport history come in many shapes and sizes but the majority are written to laud the successes of winners and champions, whether they be human beings as racing drivers, manufacturers like Ferrari or Jaguar, or even individual models of successful racing cars, but real history goes beyond that laudatory principle.

"....an important documentation of this fascinating part of South African motor racing history... a great story of our pioneering designers and their machines." *Gordon Murray*

The story of the unique home-built specials that supplemented the starting grids as South Africa transitioned from Formula Libre to the 1500cc Formula One Championship.

The book features numerous contemporary photos of cars and personalities. Like Australian motorsport many specials were built up by mechanics and drivers, who pursued their ambitions to win at races on the many circuits in South Africa. A typical special in the somewhat relaxed and sporting racing environment after the war when gentlemanly John Gurney Hanning, at the age of 41, decided to take up the sport in late 1953.

He acquired a pre-war Aston Martin Ulster chassis that had been fitted with a 230 cubic inch six cylinder Nash Ambassador engine. The car had been owned and built for Peter Burroughs, an accomplished performer. Below another Nash powered Aston Martin driven by Vic Proctor. (1948)

USA \$70.00 CAN \$90.00
ISBN 978-1-918070-02-6



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Bits & Pieces

continued:



The Naracoorte Historic Vehicle Club invites members of your Club/Society/Association to attend the **43rd Naracoorte Swap Meet** to be held on Saturday 2nd and Sunday 3rd May 2026.

Location: Showgrounds, Smith Street, Naracoorte, South Australia.

Outdoor sites will be allocated on arrival and cost \$30, including driver. No pre-bookings are necessary. Gates open 12 Noon until 9pm on Friday 1st May for site holders and from 6.30am Saturday.

A limited number of indoor sites are available on Saturday only, at \$45. Trestles can be hired.

Also, a limited number of powered outdoor sites for \$30 for both days.

Enquiries to Andrew Shouksmith on 0404 080 684. Public entry is \$5.00. Trading for outdoor sites: Saturday 7am – 5pm. Sunday 7am – 12 Noon. Indoor sites Saturday 7am – 5pm. Public car parking will be available on the grounds for \$2/car.

Show n Shine competition on Saturday will be open to cars and motorcycles pre 2001. Registration 8am – 10.30am. Entry fee is \$5 per vehicle, including driver. For reasons of public safety, **dogs will not be allowed** on the grounds.

Swap Meet enquiries: Phone 0408 854 658

Email: naracoortehvc@gmail.com Naracoorte Swap Meet PO Box 807 Naracoorte, South Australia, 5271 Bruce MacDonald, President, Naracoorte Historic Vehicle Club Inc.



A 16-20hp. Sunbeam staff car and ambulance

From Bryan McGee

Bentley B195HP Burgundy Prince Philip tribute has had her annual service and is fine fettle for her winters rest. Bryan & Cherry McGee, Derbyshire, UK

From Cam Impellizzeri

I receive your magazine through the Bayside Vehicle Restorers Club in outer Brisbane.

As a car enthusiast myself, I have had an "Italian Love Affair" with Fiat cars since 1969 when I owned my first Fiat 850 Sport Coupe. This was a huge leap from the Austin A40 I had been driving!

Since that first experience, I have had many different models and I have restored a 1949 Fiat 500C Topolino, a 1971 Fiat 124 BS Spider and a 1950 Fiat 1400 Cabriolet.

The Fiat 1400 is my most recent resto, certainly the most challenging resto but perhaps my most rewarding resto. Each car has its own "magic".

The Fiat 1400 Cabriolet is the only restored example in Australia and one of only two left in the country. I believe there were only 7 brought into the country in 1950.

Cam



Bits & Pieces

continued:

For Sale

1927 Star 20/60 Vela Tourer

6 cylinder OHV 3.2 litre engine with 4 speed gear box 4 Wheel Brakes Rudge Whitworth wire wheels

I have owned the car for 50 years and regretfully have not touched it for the last 40.

Most of the bodywork has been attended too. The motor has been rebuilt and the chassis is good. The car is very complete and all lights and instruments, door handles etc are there.

I have some history of the car as they were only available in Australia by factory order.

The car is registered on the Star, Starling register in England and is number 123 on their register on the web.

It was ordered by Dr Vivers, a well-off gentleman from Glenn Innes with a steel body for colonial conditions".

I have the invoices for much work that has been done as well as the original handbook.

The car is available for inspection by contacting me.

Price is negotiable. Unfortunately, I have to clear the garage.

Ian Roughley Booragul. 2287. roughley@exemail.com.au 0407 233 264



Riley Kestrel

A "rebadged" car: Like other Riley models of the era, the Kestrel was a luxury, upmarket version of another BMC vehicle, the Austin 1100/1300.

Engine specifications: According to Classic & Sports Car, the 1300 engine was initially offered with a twin carb, 65bhp unit in April 1968, followed by an uprated 70bhp version in October 1968. The 1300 model's performance as 0-50 mph in 13.1 seconds and a top speed of 83.7 mph.

The Riley Kestrel 1300 featured a unique front grille and more traditional dashboard trim, including walnut veneer, to distinguish it from its Austin and MG counterparts.

The interior was upgraded with plush materials for a "quiet luxury" feel, including higher-quality upholstery and standard leather trim.

Transverse engine and front-wheel drive: The car's innovative front-wheel-drive layout with a transversely mounted engine created more space inside the passenger cabin compared to rear-wheel-drive competitors.

End of an era: British Leyland Motor Corporation (BLMC), which acquired BMC in 1968, discontinued all Riley models in July 1969 as part of a brand rationalization program.

