

# Country Motor

## *Australia*



**Issue 47**



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

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**Katy Parish's (NZ) 3 litre Bentley**

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are available upon request

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

Please forward all editorial  
enquiries and contributions to  
David Vaughan

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# Editor's Entries

*Welcome to the forty seventh edition of Country Motor Australia*

Issue 47 has many interesting stories and what's more I have received several more for issue 48, including a story



on this unusual car. Not everyone will recognise it, all will be revealed in issue 48. Plus a very interesting story on Edsel Ford. For the moment issue 47 has enough excellent stories to keep you going.

Chester McKaige has once again provided more stories on his eclectic collection of historic cars on the other side of the Bass Strait. Don't mention that piece of the water as when we ferried across on the Princess of Tasmania about fifteen years ago I ended up lying down in a cabin sucking ice, having got thoroughly sea sick from the rough journey. On the way back we took quells on an empty stomach and wobbled all over the place until we had breakfast on the ship! However we did have an enjoyable stay touring in our Mazda 6 Luxury Sport.

A splendid 1905 veteran Darracq starts the magazine followed an equally desirable sporty 1927 DM Delage. Both reside in Chester's garage.

Our next story is again from overseas, this time from New Zealand, by Katy Parish. It is a story of a vintage 3 litre Bentley that has been in the family for many years and is now in great form and used on vintage car events.

Odds bods in the motor industry couldn't be any more interesting that the remarkable 1957 Aurora with lots of safety features that are standard (where practical) on newer cars. However the one off motor car had cost the owner/ designer his job and money. Fortunately it has been restored and is displayed at Britain's National Motor Museum at Beaulieu.

Brian Forth responded to my request for stories with a story a not so common German Maico Taifun motor cycle.

and later has provided a report on the huge British Motor Cycle rally in SA. Seeing 200 British motorcycles must have been a feast for sore for enthusiast eyes. Rule Britannia!

Not to be out done by the Gippsland 'Shed' Maffra the Motor Museum of Western Australia is a class act too. With a variety of cars from all ages in a splendid purposeful building, a must-go for anyone visiting Perth.

Many of us older folk would be very familiar with the Standard Vanguard, being a very popular car in the 1950s and 1960s. When my family arrived in Australia in 1960 my father bought a black 1951 Vanguard saloon and later traded it in for 1956 Phase III black Vanguard saloon. A lot less common is the Standard Vanguard Sportsman which is described in a contemporary road test.



Many car manufacturers produced or built prototypes of cars that were either made few of or didn't make at all. Ford's fastbacks of the late 1940s and early 1950s fall into this category. A brief story from the Early Ford V8 Club's publication illustrates these Fords from USA.

Stefan Nechwatal often sends in stories, in this issue he attended National Heritage Motoring Day at Trentham.

Finally Bits & Pieces with the usual

variety of notes and reviews of a few motoring books.



## David's Miscellaneous Ramblings

I am sure many of us buy copies of "Just Cars" magazine. I frequently get a copy just to browse through to see the hundreds of classic cars for sale in Australia. There are some absolute gems and rarities. Then I look at the asking price. Oh boy! In the past few years the asking prices have hit the roof and way beyond. Common garden models are priced way more than they ever have been. That's okay if you're the seller, but like trading houses these days you have to pay heaps more to replace the sold

classic. No doubt the economy will experience a down turn soon so don't expect the high level money exchange to continue. It is very likely many purchasers will loose on their classic car investments after buying at inflated prices.

Strangely enough some vehicles are recession proof. A friend who ran a Harley Davidson dealership just before the Keating Government's recession 'we had to have' sold the dealership as he believed it would adversely affect his business. However that was not the case, bikies continued to make what ever sacrifices to ensure they bought their new Harleys!

Those who live north of Melbourne will no doubt be attending the stalled Marong

Picnic on 28th August 2022. Hopefully the weather will be kind to us.

There is no need remind enthusiasts that the Bendigo Swap will be on 12th & 13th November 2022. Something to look forward to.

The Wedderburn Historic Engine & Machinery Society engine rally is on 10th/11th September and 8th National Tractor Trek Rally is on 29th Sept to 2nd October at Wedderburn.

*David*



# The French Connection

Chester McKaige

*Some would argue that Britain led the world in car manufacturing and design since inception with such luminaries as Fred Lanchester, Henry Royce and Montagu Napier producing outstanding "top end" vehicles in the early 1900s, but I would argue that it was France who "stole the show" in terms of foundry quality and attention to detail. I'll be honest in that I have had no experience with Italian or German designed cars although Lancia does hold a fascination with me, particularly the Lancia Lambda.*

My quest for a veteran car of one or two cylinders led me to a short list of Renault, De Dion Bouton and Darracq, the most notable thing is they are all French manufacture.

I happened to mention my "wish list" to a friend who immediately put me in contact with a chap in South Australia and before long I was the proud owner of a single cylinder Darracq.

"Josephine" was born in 1905 a single cylinder of 8 h.p. and displacement of just over one litre. She has a three speed gearbox (three on the tree) and conventional rear axle (bevel) with shaft drive. The four half elliptic springs included a transverse rear spring a feature of 1905.

The body was copied from a drawing of a similar car taken from the Darracq sales catalogue of 1905.

She is a very reliable and starts readily after many months of inactivity. On the flat roads around Tasmania she is a joy to drive, holding her own with veteran cars double her horsepower.

The 1927 DM Delage is interesting to compare with my 3 litre Bentley two years earlier. Both cars are 3 litre, and both have four speed gearboxes. The Delage has a plate clutch, the Bentley a cone. Both cars have four wheel brakes, the Delage servo assisted the Bentley by vacuum assist which was an accessory of the period.

French casting quality was far superior to that of the English

during the 1920s born out by the fully enclosed Delage crankcase and straight lines of the cylinder block and domed rocker box. The water pump, generator magneto and hidden from view the starter motor all in line on one side, the five jet Smiths carburettor and internal inlet manifold on the other. It's almost boring to look at!

The Delage is an out and out touring car a lot heavier than the Bentley and my car would have had a closed body originally whilst the Bentley was graced by a open touring body by Vanden Plas.

I bought the Delage after becoming Newsletter Editor of the Delage Club of Australia. The car was described as a "running chassis" and so I concentrated my efforts on the body. It was built by Dune Body Works at that time based in Sandringham my brief to them was it "had to look French".

The so called "running chassis" was in name only and after winning its class in Motorclassica in 2017 spent a month at Up The Creek Workshop in Castlemaine having most of its so called "gremlins" sorted out.

A bit more fiddling back in Tasmania has turned it into a lovely docile touring car that takes all before it.

After owning old cars mostly designed for smaller people, it was bliss to have legroom, adjustable seating and fully accessible controls.

Chester

*Single cylinder engine showing water tank in background. There was enough room in these chassis to fit two cylinder engines. This engine at one stage drove a generator that was used to power a South Australian picture theatre.*



*A single headlight was common on early French cars. Bonnet was one piece and radiator water tank positioned forward of firewall. Cane umbrella holder was made by Victorian Institute for the Blind. Seats are stuffed with horse hair and very comfortable. Gear lever and advance and retard lever on steering column.*



*1905 Darracq 8h.p. or described in France as Model N. Body taken from an illustration in 1905 catalogue. Top speed on the flat about 35kms. Can certainly smell the road kill*





## 1927 DM Delage



1927 DM Delage. Body built by Dune Bodyworks, Melbourne. The timber wood work is fiddle back blackwood.

This car had a Class win in Mororclassica in 2017.

The body was mocked up using brown paper and wire before the actual fabrication of panels. The brief to the body builder was that the car had to look French. The louvres in the bonnet match the curve of the front

The Marchal headlights set off the front of the car. The cover plate over the dumb irons hides the crank handle. The indicator lights are also Marchal sourced from Retromobile in France. The radiator mascot is a heron bird manufactured in the same year as the car.

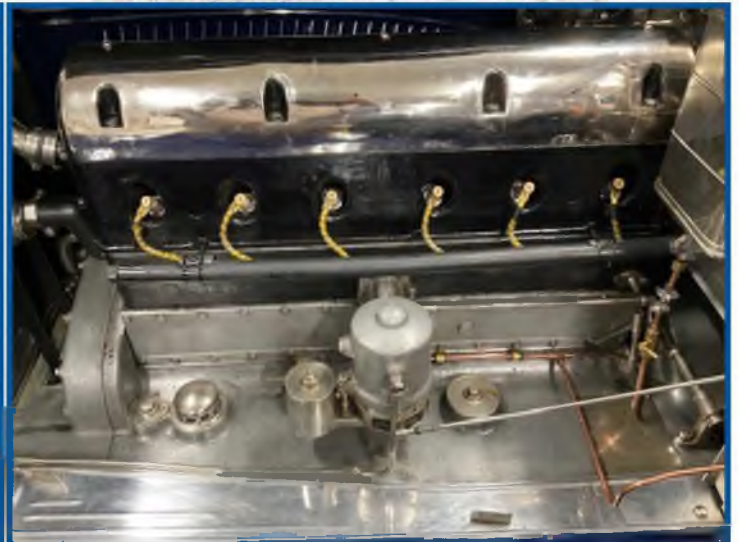
The casting quality of the crankcase that completely fills in the chassis is superb.

The Smith's five jet carburetor can be a bane of contention but once sorted gives no trouble.

The exhaust manifold is a lovely forging.

Front is water pump, generator, BTH magneto and below crankcase, the starter motor.

Everything is in easy reach of each other. A simple but very effective design. *Chester*





# The Life and Times of 3 Litre Bentley 348



Katy Parish (NZ)

*When I was asked me if I would write an article telling the story of our 3 litre Bentley, chassis 348, I answered "ok but once her 90th birthday present restoration is complete". That has given me a 2-year reprieve but now the time has come to put pen to paper or should I say finger to keyboard.*

I have known the car since my father, Edgar Ridgen, called into my boarding school in Timaru when first taking her home to Greendale after purchasing her in 1976.

Of course, 348's story starts a bit earlier than that, shall we say October 1923, her delivery date. She was the first Bentley to come to New Zealand, as she came here new in 1923, but is now not the oldest New Zealand Bentley.

Her first owner was Henry (Harry) Wardell of Wardell Bros. & Co, Tea Merchants & Family Grocers. Harry was the youngest in the family of four sons and one daughter, who owned a grocery wholesale business with stores in Dunedin, Christchurch and Wellington. Harry took over the management of the 47-51 Willis St, Wellington store when his brother Tom moved to Australia while brothers, John and William, ran the Dunedin and Christchurch stores respectively. They also owned a pig farm at Riccarton to provide bacon for their stores.

348's first New Zealand home was 4 Church St, Wellington which will take you to a parking building now not very far from the Beehive. All the Wardell brothers had a passion for motor cars. They owned one of the first cars imported to NZ - a Star Stuart built in England and

imported by PR Skeates in 1900. In 1922 the family imported not one, not two, but three brand new Lorraine-Dietrich cars after Harry's nephews were impressed with Lorraine-Dietrich ambulances during WW1. They had class.



Lorraine-Dietrich at LeMans 1925

When Harry imported our Bentley at the end of 1923 it may have given him bragging rights over the southern members of the clan after Bentley's 1924 Le Mans win, ahead of two Lorraine-Dietrichs in 2nd and 3rd, but he would have had to eat humble pie for the next two years. Lorraine-Dietrich's ruled supreme winning Le Mans in 1925 and holding the first 3 placings in 1926 before a 3 litre Bentley won again in 1927 to start Bentley's four-year winning streak.

*Taken near Kingston about 1952, from left Derek Studholme, Joe's brother, sister and mother. Note windscreen one piece and with shorter brackets on side of car, also angle of the screen, hence reason for change to longer brackets, this was changed by Trevor Timms as Kennedy photo's show same here.*

I should add that no Lorraine-Dietrich's entered the race after 1926 but that somewhat lessens Bentley's achievement so do so only reluctantly.

It is however pleasing to note that Harry's Bentley is still on the road today whereas all three of the Wardell family 1922

Lorraine-Dietrich's had to be combined to restore the one car that Ivan Bennett has at Outram near Dunedin.

Harry sold 348 in August 1931 to Edward Robert Maunsell and her new home was Ruru, Tinui on a Wairarapa sheep station. The homestead is now Tinui Station Country Estate, a Guest House, and inspired by John Ferguson's article on "Emily" I think will need visiting by 348 sometime in the near future.

Edward was the custodian for the

next 6 years. Her original ownership papers then show 9 short term owners from 1937 until 1950, including dealers, with no owner in possession for more than a couple of years. She worked her way from Wellington to Hastings then Napier before coming south to Christchurch. 348 was finally appreciated again when Derek Studholme of Coldstream, Ashburton purchased her in June 1950. Joe Studholme remembers the car well from when his father owned her and I included a letter from him with the history as he remembers it.

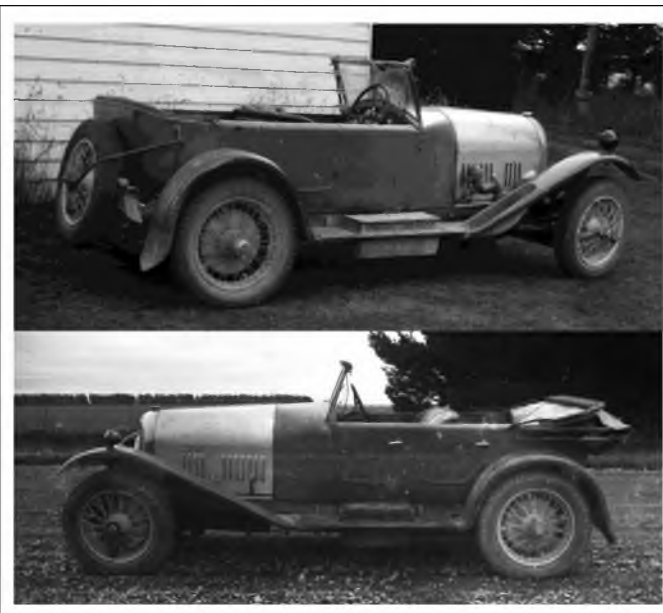
"Dear Katy,

*I have enclosed some photos of your Bentley taken in the 50's (sixty years ago). The car was brought from Ransley Motors in Fitzgerald Avenue in 1949. It had belonged to one of the Richard's family from Hororata. I think it was Hugh, who was killed using explosives making the road into the Mt Olympus ski field.*

*Apparently during his time, the engine was re-bored and valves ground by Julian Loughman, his friend. Julian was an amateur and fitted tractor valves and virtually wrecked the bores.*

*My father owned a 1934 Singer sports 4-seater and this was traded for the Bentley. His main car was a 1947 Rover 16 which he treasured. It was my first year at Christ College and I was taken to do this deal. It seemed wonderful at the time, but his trip back to Coldstream was terrible as it blew up at Rakaia and was towed home. Later it was taken to Percy Bull who owned Fendalton Motors where the Supermarket is now on the corner of Clyde Road.*

*Percy repaired pre-war exotic cars. His description of the engine when pulled out was depressing. That is how Lucy Will's spare engine was located and installed. My father wanted other things changed too. It was 1950 and the wool boom made sheep farmers affluent! A higher geared back axle from English imported gears, a vacuum gauge from a Daimler bus was installed and a multiple of toggle switches on a chrome plate virtually wrecked the original dashboard with separate switches for each magneto*



*crate fitted in the back seat. He used it for camping in January, often to Peraki bay, near Akaroa and once to Te Anau and Manapouri where that photo was taken. Very unfortunately, the beautiful door handles were replaced by a subsequent owner with cheaper handles from an Austin. You can't see the proper handles very well in the photos, but they*

*were slightly 'S' shaped like this made of nickel or brass, your thumb fitted in the leading end and the bulge fitted in the palm of your hand, they were a real treasure to use and they impressed everyone who used them. Auto restoration said that they could be recast if you wanted, also the bonnet catches are additions, I think the originals were brass little finger nuts, not high but lower down.*

*At that time, it would cruise happily at 60 miles per hour and would go up to 75 if pushed. Without a fan, it used to boil on Arthurs Pass and we had to wait a while for it to cool. But was very reliable, and gave the family great pleasure for many years. It was sad selling it to Mr Oddie, a Timaru chemist, for about £350. My father often got colds and pneumonia and decided on a late 1930's Lagonda drop head saloon from England, but sadly this never happened.*

*I hope this is of interest to you. It is a great pleasure for me to know that it is in such good hands, and is really appreciated as we did. With best wishes, Joe Studholme."*

*It was wonderful to get this information from Joe and I was able to source original type door handles from the UK which have met with his approval as he remembers them. These are now on the car. Also bonnet latches are now of the original type. As the letter states a new engine, LT1590, was purchased from Lucy Wills (sister-in-law of Bill Hamilton) and fitted at this time. This was a spare engine which BDC records state was never assigned to a car and when talking with Joe, he recalled it was still in its wooden crate. There is some question regarding the engine removed as Trevor Timms, a subsequent owner, told me that it was a service replacement*

*I was allowed to use the car and learnt to drive on it. The gears were quite a challenge but once mastered never forgotten and I've driven Tony Tripp's 4½ litre more recently with confidence. You must understand that these cars were in general use in the 1950's not valuable collector's cars as today.*

*While our Bentley was 12 months in Percy Bull's garage waiting for parts, there was a very nice 4½ litre with Van den Plas 4-seater body there also having the engine removed and a Ford V8 engine installed! This sounds terrible today but then it meant whether the car was usable or not. Another Speed Six Bentley had the engine replaced with a 6-cylinder Perkins diesel.*

*My Father used it for fishing, camping and to drive to Christchurch for the New Zealand Shipping Company board meetings. He bought a ram at the A & P show, and brought it back in a*

*and petrol pump. A steam tap fitted under the dash, which when opened, increased the air into the carbs and leaned the mixture. It worked when touring but if you wanted power for overtaking it would spit at you unless you shut the air down!*

*He fitted a Brooklands fish tail on the exhaust mounted horizontally which was apparently then legal to do away with a muffler. He was pulled up on the Kilmog hills by a cop who questioned this and my father agreed to fit a muffler, but at times, often going downhill there was a loud explosion which split the silencer right down the middle.*

*We were once following an army personnel carrier near Burnham. All the soldiers gazing out at the car. He was waiting to overtake suddenly there was an almighty explosion and the soldiers thought that a war had started!*

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engine which was fitted early in the car's life. There is no record of this on the build sheet but engine S 1973 was with the car from at least 1958, in their records, until Trevor sold it to Gavin Bain in the 1970's. Ron Hasell then purchased S1973 from Gavin. He took the later style sump off it for his car and then sold the engine back. This engine was the display engine Gavin had in Fazazz's showroom.

The BDC have told me the "S" stamp is an identification for service replacement but they also said service replacement engines never numbered as high as 1973 so who's to know - that is the number on the engine. The original engine for 348 was 353 and bits of this are in other cars within New Zealand. Ron Hasell told me the cam drive housing, stamped 353, was in his old car, chassis 260, but the block in chassis 260 was engine 908.

Joe also mentions a higher geared back axle - this may have just been a repair because the build sheet shows she had the higher ratio of 3.785:1 from new. As a late TT replica model, with a 1926 twin sloper carburettors, high compression engine, 348's specs are the same as the Speed model which was I introduced at chassis no. 356. She also has 4-wheel braking which was introduced a month before her completion.

As Joe states his father brought the car from Hugh Richards and the next owner was Don Oddie of Timaru but I understand Don was a photographer not a chemist as Joe states. The 3 litre was not quite up to Don's requirements as his mechanic of the time, Colin Westoby, told me and he had to have a bigger 4½ litre so he could beat Mike Haggitt and the likes in their 3 litres.

348 was sold after only a year in Oddie's ownership to John Kennedy of



*1986 1st Pan Pacific Rally, Akorua & Edger & Helen*

Dunedin in 1958. Don bought 4½ litre ST3008 to replace her. John Kennedy was the VCC Dunedin branch chairperson at the time. Photos from this time show that the spare wheel was removed from the driver's guard and placed at the rear of the car and the polished bonnet from the Studholme days was painted green.

Trevor told me there were a lot of Bentley's around Dunedin at the time and like the rest 348 was driven enthusiastically. After using the car for some time John decided that a restoration was required and proceeded to strip the car down in his mother's garage. Unfortunately, as Trevor put it, "John found it prudent to remove himself from Dunedin" and he moved to Australia. 348 remained in pieces in his mother's garage. I understand that other Bentley owners borrowed bits at this time and this is when Joe's lovely door handles and the bonnet latches went missing (They could possibly still be waiting to be picked up from a nickel plater?)

Trevor Timms made

several unsuccessful attempts to purchase her but persistence finally paid off and he was eventually rewarded. He then went about re-assembling her, tracking down all borrowed pieces and returning them to the car (except obviously exterior door handles and bonnet latches), and giving her a fresh coat of paint. Trevor intended the colour to be an Alfa Romeo red but he was disappointed in the dirty brown/maroon colour it ended up. By the mid 1970's Trevor was married with a growing family and not too many spare readies and so the Bentley had to go. This is when Father brought her and her longest term of ownership began. As I recall he paid \$16,000 for her which was 16 boxes of grass seed/clover mix that year. Father was her caretaker for just under 30 years and Bruce McIlroy recalls Father telling him he had travelled over 100,000 miles in her. We know from checking warrant records that she travelled 48,132 miles between April 1995 and December 2005 indicating Father's total may have been considerably more than 100,000 miles.

He took her anywhere and everywhere. Alan Wylie recalls her being lowered by ropes going into Carricktown off the Nevis Road and she did many, many Irishman Creek rallies through backcountry fords and rough farm tracks.

Father liked exploring and knew most roads in the South Island but he was patient and didn't drive her hard. She very seldom let him down though once one back wheel went bounding into a paddock causing some concern and I understand took quite a bit of searching to retrieve it. Hubs and splines were rebuilt after this.

Another occasion the electric fuel pump that had been fitted failed and Father got the autovac plumbed back in on the roadside and it got him home. She had one excursion to Australia in 1988 for the Australian Bi-Centennial Rally and had an electric fan fitting after that. I learnt to drive her in my teens and recall in about 1980 taking her in a big parade in



*Trevor Timms Invermay 1975*



Darfield at snail's pace where she boiled much to my embarrassment. She did not like the lack of ventilation but there was no way out. Father understood and said it wouldn't have hurt her but I didn't like it all the same. He was driving a tractor in the parade and I was very proud to be given responsibility of the 3 Litre.

One of the early changes Father made was to the colour and those of you who know the car in his Mercedes like colour scheme of ivory with bright red wheels may, or may not, appreciate my changing this - the rest of my family I don't think approve and our daughter Emma, who one day may inherit it, may return it to her grandfather's choice.

The original colour is not included on the build sheet but from observation of paint removed it was possibly a duck egg blue.

I inherited a third share in 348 after Father's death in December 2005. My brothers had been helped on to farms while my two sisters and I inherited three cars. Luckily for me my sisters don't share our passion for old cars and were happy to sell their shares to me and so I became the latest custodian of 348 in 2006. 348 had developed a knock in the engine during

the latter part of father's time and after I missed a gear down change on a steep hill out of Dolamore Park, worsening this situation, it was decided an engine reconditioning was due.

Father had had Auto Restoration recondition the engine in the late 1980's and it was decided another visit should be made and maybe they could tidy the body a little and give her a change of colour. 348 still sports her original Park Ward tourer body and has an Auster screen for back seat passengers.

The tidy up of the body ended up as a full body off restoration with the skin coming off and now any damaged timbers have been repaired or replaced and the original skin and guards have been repaired (For anyone interested there are photos on Auto Restorations web site <http://www.autorestorations.co.nz/current-projects/1923-bentley-3-0-litre/>. She is now back to her original form (as much as we know it) except for before mentioned spare wheel placement and strengthened windscreen brackets.

Auto Restorations initial mechanical report on the engine reads "Hi guys, we have now completely stripped the engine, there is a lot of wear on most working

parts of the engine. Listed are the faults we found number 2 big end bearing had failed there was excessive wear on main bearings broken piston rings, worn piston ring grooves, broken valve guides, broken valve springs, worn inlet valves, worn cam followers, worn camshaft, all thrust bearings (vertical drive and crank) will be replaced, there is a minor crack in one of the camshaft caps we will weld up and re-machine the cap. We will re-metal the big-end and main bearings. There is some good news! There is no cracking evident in the crankshaft or conrods. The crankshaft has had a light grind to remove the damage from the run big-end bearing, oil pump ok" Not pretty reading but it wasn't unexpected and it could have been worse. All fixed now. I'm sure I have missed things out, got things wrong or just don't know some things so if anyone can fill gaps or put me right, I would be very grateful to you.

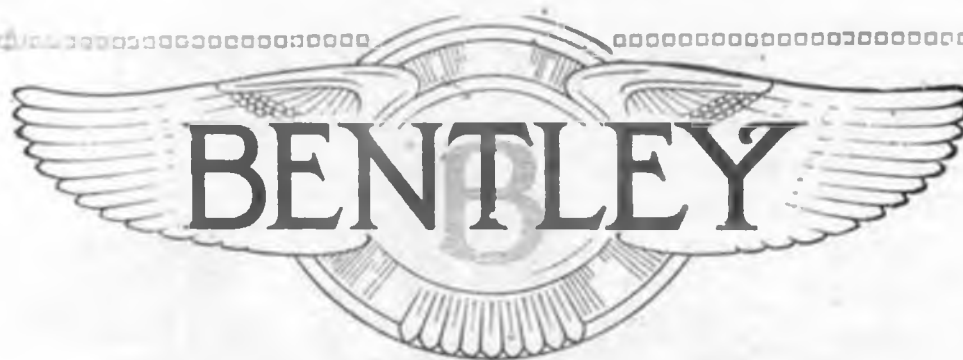
So where to from here? Father was my age when he began exercising 348. I can only hope I have 30 years and over 100,000 miles of enjoyment ahead of me as he had.

*Katy*



28/03/2015





**AN OWNER-DRIVER'S VIEW**  
of the  
**Three-Litre (15.9 h.p.) Bentley.**

Delhi, India.

" . . . As you know, I drove various Bentleys while I was in England last year, but it is only now that I have been driving one regularly—that I have been able to appreciate fully what a wonderful proposition she is. From an owner-driver's point of view I think she is far away better than anything else I have ever driven. In fact, considering all things—in my opinion, the Bentley is the embodiment of all my ideals of what a motor car should be—and without doubt she is one of the very finest chassis in the world.

*(The original letter may be seen on application.)*

Standard or T.T. Chassis,  
£1050.

Long Wheelbase Chassis,  
£1100.

Tax £16.



**BENTLEY MOTORS, LTD.,**  
**3, Hanover Court, London, W.1.**





The **Aurora** was an American automobile manufactured by Father Alfred A. Juliano, a Catholic priest, from 1957 to 1958. The Aurora is arguably the first Experimental Safety Vehicle ever made, even before the coinage of the ESV initialism. This safety car was to be available with a Chrysler, Cadillac, or Lincoln engine, built on a Buick chassis. However, the Aurora Motor Company of Branford, Connecticut, partially funded by Juliano's congregation, went out of business after producing just one \$30,000 prototype.

Juliano had studied art before entering the priesthood, and expressed a lifelong interest in automotive design. His family said that he had won a coveted scholarship from General Motors to study with Harley Earl, which arrived only after he had already been ordained. He maintained his interest in automotive design, however, which he combined with a belief that there was much which could be done to make current automobiles safer.

Conceived, invented and built by Juliano, the Aurora was an 18-foot (5.49 m) long fibreglass-bodied car that was two years on the drawing board and required three years to build. The high quality of the workmanship was "astounding", particularly in the fibreglass body and the plastic windows. At a retail price of \$12,000.00, it would have been priced just under the most costly car in the U.S., the \$13,000.00 Cadillac Eldorado Brougham.

The body, said to be dent, rust, and corrosion proof, was specifically designed for long distance highway travel. The vehicle had a tinted, transparent, plastic "astrodome" roof with adjustable interior metal shades. Dashboard controlled hydraulic jacks mounted in the frame assisted in tyre changing. The spare tyre, located under the front end, was mounted on a platform which would lower the tyre to the ground without manual contact.

The vehicle had many car safety-related features, novel at the time, some now routine. These features

included seatbelts, a roll cage, a padded instrument panel, side-impact bars, and a collapsible steering column. The placement of the spare tyre under the front end served to absorb impacts. The most innovative safety feature, which has not been incorporated into other cars, was the ability to swivel the seats to face rearwards should a collision seem imminent.

The Aurora is mainly remembered for its appearance, however and is often cited in lists of the ugliest cars ever, frequently as the single ugliest car. This assessment is largely due to two factors, in addition to the general overwrought "swoopiness" of the car typical of the "futuristic" styling of the time: the gaping front end and the bulbous windshield, both dictated by safety considerations. The bulging windshield was designed to eliminate impact with occupants' heads, in the era prior to air bags, while the scoop-like front end served as a large, foam filled bumper, designed to scoop up not only air, but also pedestrians without injury.

The prototype had a fiberglass body over a largely wooden structure built on the salvaged chassis of a 1953 Buick, which was not adequately tested before the scheduled public unveiling in 1957 and broke down 15 times on the way to the press conference, requiring towing to 7 different garages; mainly due to clogging of the fuel system, which had sat unused for the previous four years. After the inauspicious beginning of arriving hours late for its own unveiling, the car did not inspire the public due to its appearance, lack of performance, and high price, and there were no advance orders.

The company's finances were called into question; Juliano stated that that had been instigated by General Motors, and compared himself to Preston Tucker. He was investigated by the IRS, accused by the Catholic Church of misappropriating parishioners' donations, and forced to leave the Order of the Holy Ghost. But in fact, he himself had gone deeply into personal debt financing the company and eventually declared bankruptcy, forfeiting the prototype to a repair shop as collateral for

unpaid repair bills. It passed through several hands before finally being abandoned behind a Cheshire auto body shop in 1967. Juliano died of a brain hemorrhage in 1989.

In 1993, the car was discovered by British car enthusiast Andy Saunders of Poole, Dorset, in a sketch in a book about dream cars; "It was so ugly it was unreal. I said straightaway, 'I've got to own that'.

After several years of searching, he eventually tracked the car down by the name of the garage in the background of a



photograph of the car, purchased it sight unseen for \$1,500, and had it shipped to Britain for another \$2,000.

The fiberglass and wood structure of the car proved to have deteriorated terribly from exposure, as well as the interior and plastic windshield. Restoration was further complicated by a lack of adequate documentation or even photographs of the car, the absence of the late Father Juliano to assist as a consultant and the lack of replacement parts for a prototype vehicle.

However, restoration was completed in early 2005, and the car was unveiled to a newly re-astounded public at the Goodwood Festival of Speed and is now on display in the Beaulieu Motor Museum. (Story seen in 'Motor Torque' acknowledgement to Wikipedia)





# 1956 Maico Taifun 400cc Motorcycle

***Malcolm Grey passed away, he was a member of the Veteran and Vintage Motorcycle Club of SA.***

***The bike sold at Scammels Auction and Ian Thompson of Dunwich, Queensland purchased it.  
Brian Forth***

I am the current custodian of 1956 Maico Taifun 400cc serial number 600945, having acquired it through Scammels Auctions Norwood on 7 November 2020. Its previous SA registration was SA S93ACW, and your log book serial # is 033232.

This machine was previously registered to Malcolm Grey, who I understand is deceased. From the records I have, it seems Malcolm owned this bike from at least 2014, but could have been much earlier.

My interest in this bike stems from my ownership of an identical machine (different colour) which I purchased second hand in Adelaide in 1960. It was my first "real" bike and I loved it despite the issues with gearbox failures that plagued them. When this bike came up for sale, I decided I had to have it and bid up to \$22,000.00 to ensure that outcome.

When I first picked up the bike I took it to my brother Geoff Thompson at Merino, who had done a lot of work repairing my first Maico. Straight off the auction floor and with a new battery, the bike started and ran roughly for a short time.

On arrival at my home on North Stradbroke Island, I made a thorough inspection of the bike. It had metal in the gearbox, and the swing arm was frozen. I completely dismantled the bike, and over the past 18 months attended to all the mechanical issues. I had a new output shaft built by a very clever engineer and replaced all the gearbox bearings that were not modern replacements.

No cosmetic work has been done, but it runs beautifully. The only items outstanding are the speedo gear selector indicator, which has a broken cable, and some of the body rubbers, which resisted me due to stiffening. Otherwise, it is all correct and I intend to register it this week.

I am writing to VVMCSA because I know many of you will have known Malcolm and his bike. I am sure you will have been disappointed that the bike left SA, and that it is not now a



club machine. Be assured that I will treat this bike with measured respect, and will keep it as it is for as long as I can take care of it. I am 79 years of age and an active rider, but at some point, body failure will determine that I can't ride or maintain it. At that point, I will offer for sale through your club. My children have been informed that this is my wish and I know they will respect that. ***Ian***

The Maico Taifun 400cc version put out 22.5 hp (16 Kw), and it was designed like many German bikes of the day to accept a sidecar to carry the whole family. But by the late 50s, Germans were moving towards cars and this bike never caught on. Production was from 1953 - 1958. Single cylinder, 395cc, 2 stroke air cooled, 4 speed & shaft drive.

***The late Malcolm Grey along side his bike***



# Motor Museum of Western Australia



I'm a bit biased about the Motor Museum of Western Australia. I was one of the original committee who got it underway (and M.C. at the opening), was secretary of the Trust for seven years and after a break of a few years, am now back as one of the four directors. We only have one paid staff person (the manager) but some 60+ volunteers who keep the museum open seven days a week and some 363 days a year. Geoff Moore

**Story by Bill Buys**

Ever heard of a car called Cubitt? It was a British car, built in Aylesbury, Buckinghamshire, from 1920 to 1925 and its styling was similar to that of American cars of that era.

'The beautiful stream-line body presents an appearance of quiet dignity - the perfect smoothness of motion testifies to the sound efficiency of engine construction, design, and workmanship throughout' an early advertisement for the car read.



businessman who moved to the UK in 1871, grew up as a top cycle racer and became a leading businessman and racing driver in the early days of motoring.

However, the County Life ad did not mention that he just happened to be managing director of William Cubitt & Company at that time.

The company was a subsidiary of Holland, Hannen and Cubitt Ltd, a highly respected civil engineering and construction company that built a large part of central London, including the new east-wing of Buckingham Palace, Covent Garden Market and Queen Victoria's summer retreat, Osborne House, on the Isle of Wight.

Edge was mainly associated with selling and racing De Dion-Bouton, Gladiator, Clément-Panhard, Napier and AC cars, but also ran the Cubitt operation for about three years.

The first Cubitt offered for sale was a 16/20 horse-power car priced at £298, which turned out to be too cheap, so the price rose by a £100 within the first year.

The original production target was to build 5000 cars a year but the 1000-strong workforce was struggling to produce even 60 cars a week. The company lacked the experience in applying American mass production techniques

and it was shut down within five years.

Of the approximately 3,000 cars built, only five are known to exist in the world today.

Despite being extremely rare, the last Cubitt known to have been sold, at an auction in 2006, commanded a figure of only US\$15,000.

However, one of the 'Fortunate Five' is in Australia, in the WA Motor Museum. It's one of the first cars built, a 1920 model, and it sits alongside another



rarity: a Rockne.

That too, has quite a history. The Cubitt and Rockne are among the many cars of all sorts, sedans, coupes, racers, early electrics, microcars and one-offs that pack the vast purpose-built premises in Whiteman Park, a scenic bushland area about 20km north of Perth.

Rockne was a lower cost American car produced by the Studebaker Corporation from 1932 to 1933. The brand was named for the greatly respected University of Notre Dame football coach, Knute Rockne.

However, on March 31, 1931, only 12 days after being appointed sales manager, Knute was killed in an aircraft crash.

Advanced features of the Rockne included hydraulic shock absorbers, key start, self adjusting spring shackles, electro-plated pistons and a counter-weighted crankshaft.

The Rockne used a six-cylinder engine, offered lively performance and about a dozen different body styles were catalogued in 1933, its last year of production.

Stiff competition and the Great Depression combined to shut down the company and many other US brands and businesses.

All up, about 38,000 Rocknes were produced. The one in the museum is a 1932 model.

In 2016 Shannons sold a comparatively rare 1933 model for \$23,500.

Then there's the Giocattolo, a



In 1921 an ad in Country Life magazine quoted Mr S F Edge who wrote a column in 'The Autocar' magazine: 'The world's best car. If money considerations were quite disregarded, the Rolls Royce does more things nicely from an automobile point of view than any other Car. If one merely sought value for money, I should think the Cubitt is the British Car that comes nearest to this point.'

That Mr Edge was Selwyn Francis Edge, the super-successful Sydney-born



spectacular modernistic sports coupe that, despite its exotic Italian name (which translates to ‘toy’), was an Australian-built car.

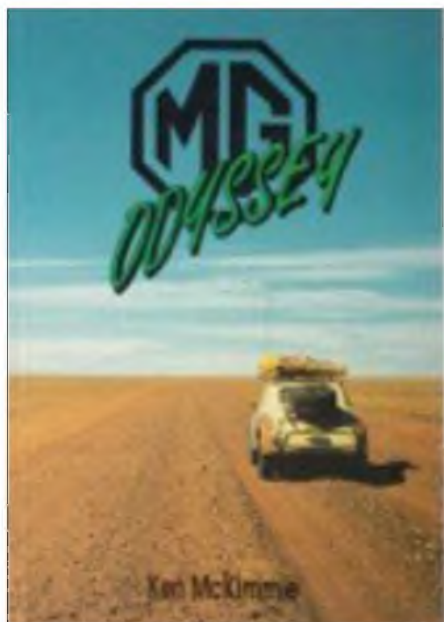


It used an Alfa Romeo Sprint body, much modified by former McLaren Formula 1 engineer Barry Lock, and it first four appeared in 1986 with a mid-mounted Alfa V6 engine. But the V6 engine had proved to be too expensive to import, so the company replaced it with a locally-developed HSV V8. Only 15 Giocattolos were built before the company folded in 1989. Thirteen are believed to still exist.

Then there’s a musty 1955 MG Magnette ZA in one corner, with its engine partially hoisted out. It looks somewhat forlorn, but it also has quite a history.

It was once known as the ‘white whale’ while running in saloon car racing in Western Australia in the late 1980s, then in 1991 it had a change of colour scheme and Perth pharmacist Ken McKimmie drove it 7000km across the middle of Australia to attend an MG gathering in Queensland, where it won its class at a hillclimb - and drove it back again.

He then wrote a book about his adventures, called MG Odyssey. It’s a great read, but good luck trying to find a



copy. From memory, only 500 were produced - and that was 31 years ago. Ken died in 2019.

Other motoring gems include a magnificent 1929 Packard, a 1924 Vauxhall 30/98, said to have been ‘Britain’s best sports car’, a lovely 1934 Triumph Gloria Speed



Tourer, alongside a naked 1953 TR-2 undergoing restoration, some magic old motorcycles, among them a delightful ‘Round Tank’ BSA of 1924 and a 1914 Australian-made Liberty.

Formula 1 star Daniel Ricciardo’s Red Bull Renault, B10 the one he won his first GP in (in Canada) is on display; there’s a Stanley Steamer, a few all-electric cars that preceded today’s models by some 120 years, a replica of an early gold-mining site with a 1924 Rugby ute and an old Buick with a ‘Rust in Peace’ epitaph - though both still have good working engines - and about 200 more vehicles, each with its own story.

Allow at least two hours



to tour the museum, or a day for a proper look.

There’s a lot to see and diecast scale model fans will be astounded: the museum’s ever-growing collection of thousands.

**Bill**





# Standard Vanguard Sportsman



Sportsman seen at Marong Picnic a few years ago

A performance model, the Vanguard Sportsman, intended to be badged as the Triumph Renown until shortly before launch, was announced in August 1956 with a tuned 90 bhp (67 kW; 91 PS) engine having similar features to the Triumph TR3 sports car.

These included an increased compression ratio to 8.0:1, twin SU carburettors, and improved pistons. However, the Sportsman's inlet manifold and carburettors sat at a different angle from those of the TR3 and its engine had the same 85 mm bore as the Vanguard's, not the 83 mm bore of

the TR3. The final-drive ratio was lowered to 4.55:1 to give better acceleration, and larger 10 in (254 mm) drums fitted to the brakes. The standard version had a bench front seat but separate seats were an option.

Although sharing the same basic body shell with the other Vanguard variations, the Sportsman had design variations, including a squarer front grille, which gave the car a slightly higher, squarer appearance than the regular models.

Just 901 examples of the Sportsman model were made up to 1958. Sportsmans then became available to special order and around another fifty (mostly estate cars) were built between 1958 and 1960. A small number were built before the Vignale makeover in 1958. *Popular Classics* magazine's test of a Sportsman in 1994 stated that a total of 962 were built.

A Sportsman with overdrive was tested by the British magazine *The Motor* in 1956 and it recorded a top speed of 90.7 mph (146.0 km/h), acceleration from 0–60 mph (97 km/h) in 19.2 seconds and a fuel consumption of 25.6 miles per imperial gallon (11.0 L/100 km; 21.3 mpg  $\square$  US). The test car cost £1231 including taxes.<sup>[25]</sup>



The Vanguard Estate Car



The Vanguard Sportsman

Magnificently miles ahead – these Vanguards certainly are – and our after sales service keeps them there.

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ST. ANNES-ON-SEA  
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STANDARD AND TRIUMPH DISTRIBUTORS

We could tell you about the spectacular performance, styling and road ability of these new Vanguards, but you can get the full story right now at our showrooms, in a meeting with the greatest Vanguards yet – now setting a standard for motoring the world over.







## A Fast Version of the Vanguard Series III, Giving a Maximum Speed of Over 90 m.p.h., Excellent Acceleration and a Very Fair Economy of Fuel

The Vanguard Sportsman is the fast version of the Series III Standard Vanguard, and for a 2-litre saloon it offers commendable performance for a modest outlay and a decent economy of petrol.

We conducted a road-test last year, which, although curtailed somewhat in deference to the petrol cuts announced while it was in progress, covered a distance of over 780 miles, ample for accurately summing-up the Vanguard Sportsman's demeanour and performance.

The initial impressions are of a brightly-finished car of individual appearance, although seen from just off a  $\frac{3}{4}$ -front-aspect the very eye-catching radiator grille is low in relation to the hooded Lucas inbuilt headlamps, giving rise to a rather squat outline. The bright exterior was matched on the test car by star-spangled upholstery and a washable plastic head lining.

This is a roomy 5/6-seater saloon with an 8 ft. 6 in. wheelbase and to gain leg-room for the back-seat passengers a shallow front seat cushion is used. This has given rise to criticism on the grounds of discomfort but we could not seriously fault the seat, which on this car was of bench type, although a back-seat passenger found the bulge at the top of the rear squab somewhat hard under his shoulders, but it was otherwise extremely comfortable, especially as ducts supply warm air to the rear compartment. Separate front seats are available as an extra but large folding armrests in both seats on the test car

held driver and passengers securely and no other arrangement seemed desirable.

The Vanguard Sportsman has plenty of useful stowage space. Each door has a rigid "well," there is a wide parcels' shelf in front of the front-seat passenger and the usual one behind the rear seat, in addition to a cubbyhole and a further stowage-well in the dash if radio isn't fitted. The cubbyhole is lined but the interior is somewhat obstructed, while a weak point is that the lid can only be opened or held closed by a detachable key, which is inconvenient if removed and a nasty obstruction if left in place. Surely the designer has seen the simple press-button catch which does this job so sensibly on other cars?

This good stowage arrangement extends to the luggage boot, which has a lockable lid with over-centre hinges, and which provides good accommodation, as the spare wheel lives in a well below it, from which it is wound down, as required, with the wheel-brace.

All doors trail, which is a good safety factor and the Standard design-team is obviously safety-conscious, because there are crash-pads on and along the dash before the front-seat passenger (the end-on pads hardly thick enough to be very effective, however), and those enormous rear lamps, combining the stop-lamps and "winkers," which glow like twin electric fires and, to our way of thinking, are so bright as to be embarrassing. The designers are also "American-conscious," for, as well as the "Vanguard Sportsman" motif on the tail,

the word "Overdrive" is added, quite unnecessarily.

In the driving seat the occupant is confronted by the low-set steering wheel with centre horn-button, and before him is the Jaeger 100-m.p.h. half-arc speedometer, with very clear luminous figures and total and trip odometers, set neatly side by side. Under the speedometer in the same plastic casing it is nice to find fuel-gauge, oil-pressure gauge, ammeter and water thermometer as separate, square-dial Jaeger instruments. Oil pressure varies with engine speed, being normally 75 lb./sq. in., and water temperature was steady at 85 deg. C.

Neat knobs along the dash control the two-speed self-parking screen-wipers, a press-button in its centre operating the Lucas electric screen-washers with their powerful jets, the choke, the lamps and the cigar-lighter. The lamps-switch turns for side lamps and again for headlamps, which we prefer to a turn/pull action, and it is not *too* inconvenient for use as a "flasher" at night. The dip-switch is a big rubber floor knob, from which the left foot was inclined to slip. The cigar-lighter lacks a tell-tale.

The ignition key turns to start the engine but to work the wipers it has to remain in the ignition-on position. Under the speedometer is a knob which brings in the instrument lighting with rheostat control, the luminous figures of the speedometer being clearly visible with no lighting of the smaller dials.

Warning lights of subdued aspect



are used for ignition, lamps main-beam and "flashers," the last-named winking rather obscurely down by the steering column.

Centralised below the dash is the heater control unit, with slides to control heating, demisting and de-icing, and an accurate, large clock set within it in a position where the rear-seat passengers can also see it. Much plastic is employed about the car, with unhappily sharp corners to hurt one's fingers as the heater slides are operated. We did not admire the crude metal exterior beading round the windows.

The window winders are well placed, those for the front windows needing just over two turns, up-to-down, those for the back windows nearly three turns. All four doors have ventilator windows, stiff to close, with mediocre catches lacking tamperproof locks. There are side armrests-cum-door-pulls, set rather low. Novel, pull-out-to-operate, plastic interior lamps on each door pillar provide excellent interior illumination and come on when the door is opened.

From the foregoing it will be seen that this £1,200 Vanguard Sportsman is fully and sensibly equipped. To complete the story, there are twin anti-dazzle visors, which swivel for side dazzle, the passenger's having a vanity mirror; they are non-transparent visors. Externally, there are push-button door handles. Rather crude pull-out ashtrays are fitted at each end of the dash, with two more in the back of the front-seat squab, for those who are not content just to motor and must smoke as well.

Visibility from the driving seat is good, the bonnet falling away sharply and both wings being in clear view, but we felt we could have been spared the revolting mascot. There is a raised intake for the heater on the scuttle before the windscreen. The screen side-pillars are thick but slope back sufficiently steeply to prevent obstruction. The wrap-round back window is also productive of good visibility, for reversing and for the rear-view mirror, but the latter hangs from the roof and tends to spoil left-downward forward vision. The pedals are pendant, with a treadle accelerator that has rather short travel and works in opposition to the arc of the control link.

The gear-lever extends on the left of the steering-column and works as this form of gear-change is expected to do, the movement from first to second rather

long. There is no stop for reverse-position. The lever is spring-loaded to the higher ratios. The overdrive switch is very conveniently positioned on a stalk on the right of the steering-column.

So much for the initial impressions of a driver trying the Vanguard Sportsman. After driving it for some distance he or she will be impressed with it as a very useful, comfortable saloon, getting very briskly through traffic, round corners and along unrestricted roads, albeit a car possessing no particular "character."

The suspension seems at first unduly supple for a fast car but experience shows that corners can be taken fast, the degree of roll remaining constant, and the nose not wanting to curtsy under crash-braking. On long, fast bends there is faint understeer, changing to a trace of oversteer on tight corners. Only very fast changes of direction cause the Dunlop tubeless tyres to protest. The i.f.s. uses coil springs and wishbones and is undoubtedly helped by the anti-roll bar. The ride over bad going is excellent, except when the rigid back axle tramps on its cart-springs. The clutch action is heavy, accentuated by a tendency for a rubber-soled shoe to slide up the hanging pedal.

The brake pedal went down some distance before anything happened and then firm pressure was required, but otherwise the Lockheed 2LS brakes are powerful and entirely vice-free, being silent, progressive and fade-free. It was not possible to lock the wheels under emergency conditions but there was the advantage that the car pulled up in a dead-straight line. The hand-brake is actuated by the right hand, and it is necessary to reach forward slightly under the dash to operate it. It turns to release the ratchet and holds securely.

The steering, which needs three turns lock-to-lock but provides a very small turning circle (35 ft.) is very heavy for manoeuvring and not entirely light at speed. There is useful castor-action and the wheel is generally free from road-wheel return action, but there is some column vibration. It is dead, at times spongy, steering, but very little play had developed after some 3,000 miles.

These, then, are the handling characteristics of this brisk Vanguard Sportsman, but its charm is enhanced by the splendid performance available from the rugged 2-litre, wet-liner, four-cylinder, push-rod o.h.v. engine.

Outwardly this looks like the Vanguard engine except for polished valve cover and twin 45-deg. HD6 S.U. carburettors, but, with a compression ratio of 8 to 1, it delivers 90 b.h.p. at 4,500 r.p.m., having received the benefit of research devoted to developing the well-trying and dependable TR3 sports-car engine. This endows the Vanguard Sportsman with excellent acceleration, of the 0-50 m.p.h. in just over 12 sec., 0-70 m.p.h. in a shade over 25 sec., or a s.s. ¼-mile in 21.7 sec., variety.

The three-speed gearbox is converted into a five-speed box by intelligent use of the Laycock overdrive, and it is very convenient to be able to flick down from the 3.55-to-1 overdrive top into the normal 4.55-to-1 top gear for better high-speed acceleration, or to hold the 5.93-to-1 overdrive second gear to nearly 70 m.p.h. We were unable to check speeds in the gears because the speedometer became hysterical and finally ceased to record in the course of the test, but something like 26, 54 and 68 is obtainable in first, second and overdrive second, while there is little to choose between maximum speed in top or overdrive top, 85 to over 90 m.p.h. being attainable according to conditions; at about 93 m.p.h. the speedometer needle shows an impressive 100 m.p.h.!

The rapid and willing pick-up of the twin-carburettor, high-compression engine of the Vanguard Sportsman is one of the car's endearing features. It is not a noisy unit, but some odd noises emanate at times from the overdrive, and the indirect gears hum.

Driving hard, the Standard gave 24 m.p.g., less prolonged use of the lower gears and full-throttle raising this to 26 m.p.g. This gives the fairly useful range of approximately 300 miles. The engine showed no vices and started reasonably after a night out in a heavy frost. The Smith's heater works well and isn't unduly noisy. The headlamps did not give an adequate beam for fast driving at night and were positively dangerous in the dipped position; fog lamps are not supplied as standard.

In 780 hard miles the engine required no water and consumed about a pint of oil. The bonnet has over-centre spring-loaded hinges and a press-in safety-catch. It opens to reveal excellent accessibility of the essentials, the big A.C. air-cleaner possessing two forward-facing intake funnels, the dip-stick being in a useful guide, and distributor, plugs, fillers, screen-washer reservoir



and Lucas battery all in easy reach. The "globe" badge on the radiator grille, formerly exclusive to Triumph cars, is a pleasing "vintage" touch.

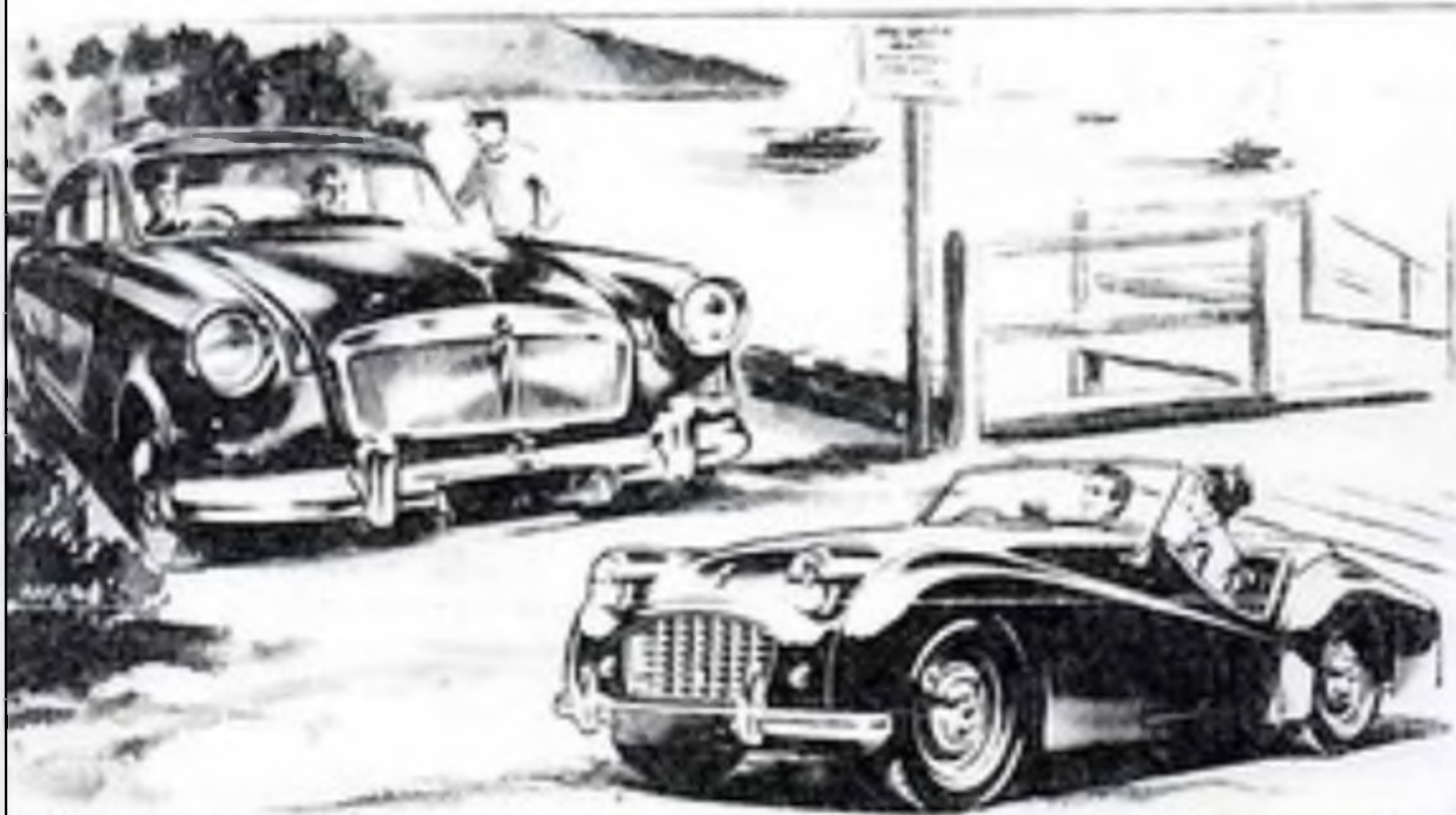
Body rattles betray the car's unitary construction. There is a four-point

jacking system.

For those seeking a medium-sized car of reasonable economy and outstanding performance, and who can tolerate a steering-column gear-lever in a sports saloon, the Standard Vanguard

Sportsman is worthy of careful consideration. Its basic price is £820, inflated by purchase tax to £1,231 7s. W. B.

## TWO OUTSTANDING, HIGH PERFORMANCE **SPORTING CARS**



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**VANGUARD**

*Sportsman*

Here it is — the ultimate in motoring luxury — the sensationally new Vanguard "SPORTSMAN" — a car that breathes prestige in every gracious line — a car that combines superb finish and appointments with a performance to delight the enthusiast. Here is real sports car performance — 90 mighty horsepower under your foot — tremendous getaway — superb handling qualities — in a car that cares for the whole family . . . with room for six passengers, with every luxury refinement as standard equipment, including electric overdrive, radio, air-conditioning, windscreen washers and armrests, to mention but a few.

*. . . and the record-shattering*

**TRIUMPH TR3**

Here's the sportscar all women admire and all men envy! Even in standard touring trim, and without recourse to its electric overdrive, it is capable of an effort of 100 m.p.h. and better. Its competition successes are legion, yet it is so docile and easy-to-handle in traffic that it remains an ideal car for private motoring.

And, despite its magnificent acceleration and performance it retains an astonishing 35 m.p.g.!



From **San Diego Early Ford V8 Club Newsletter**



## The Ford Motor Company's Forgotten '49 Fastbacks

Detroit's streamline era was a brief but memorable period in auto styling—roughly 1940 through 1952, give or take—that inspired a number of dramatic rooflines. While General Motors was the leading proponent of the look (see our feature on the GM streamliners here) but the other carmakers joined in, too. Nash, Hudson, and Plymouth all offered slope-roofed body styles, to name but a few.

The Ford Motor Company also flirted with the look, as shown in the lead photo above. When the Ford passenger car line was totally reengineered and restyled for '49, serious consideration was given to a fastback two-door body style. The '49 Ford styling story is a complicated one from a number of angles, and this adds some more interesting complication. As we know now, the model never went into production, but it's fun to imagine it on the showroom floor.

A long with the '49 Ford, the Mercury was also all-new for '49, inside and out, and it was also slated at one point to receive a streamliner body style. While the Ford was essentially a two-door club sedan, the Mercury version was an elegant four-door with front-opening rear doors and large quarter windows, as demonstrated in the scale model above.

Sidebar: Pictured with the never-was '49 Merc is Benson Ford, the least-well known of the three grandsons of Henry Ford. Henry Ford II was his older brother, while William Clay Ford Sr. was the youngest. Ben, as he was known to his friends, served the family car company in a number of roles, but took an early retirement due to health problems and died in 1978 at age 59.

Unlike Ford or Mercury, the Lincoln division actually produced a streamliner body style in 1949, but only for one year and only in one model: the '49 Cosmopolitan Town Sedan. Identical in price and equipment to the conventionally styled four-door Sport Sedan, the Town Sedan sold in far smaller numbers and disappeared from the model catalog in 1950. The streamliner era in Detroit was quickly fading by then, and the hot selling body styles of the '50s would include station wagons and pillar less hardtops.

*Article submitted by Francis Kalvota— Thanks to Rumble Sheet Newsletter*



*Close call for the popular Shoebox!  
What a difference a Roofline makes!*



-----Shoebox-----



-----Ute-----



-----Yike-----



# Annual National Motoring Heritage Day at Trentham

**Stefan Nechwatal**

Trentham hosted this event for our region last weekend. Such an important event for the calendar, yet overall it is not promoted to the general public. It seems if you are a member of a club, you might hear of it, ahead of time.

In my case, I had Googled, "where is an event in my area" and Trentham came up and I found a poster on the website of AOMC, which is Association of Motoring Clubs, Inc.

On Sunday I travelled to the railway precinct and found the event was placed in the Eastern paddock, behind the station houses and a third larger section either side of the railway tracks at the North. Probably about 300 hundred cars and trucks and motorbikes.

A refreshing change to observe, that there no rules, any vehicle no matter what type of age was welcome and owners had not needed to be up half the night polishing chrome, it was non-judgemental and therefore no prizes, I'm sure this makes the job of organizing much simpler.

It was interesting that drivers came from everywhere, including a large contingent from the Geelong Classic Cars and Machines Club.

The catering was splendid. Coffee vans, sausage sizzles, Devonshire teas put on by the Trentham Cool Classic Rides auxiliary and a hamburger van which made the most exquisite double chicken schnitzel burgers, in a sweet bun, with homemade coleslaw and a fiery Peri Peri sauce. I had one of those, as the winds were a bit wintry!

My three favourites for the day were:

Bill Farrugia had driven his concours condition 1951 2-tone Buick 2 door coupe from Riddells Creek. This car was immaculate wherever you looked. The model was fitted with the Fireball Dyna Flash 8 engine and an unusual for the time, Dyna Flow, auto gearbox.

Peter Smith had come from his home at Sugar Loaf Creek, near Broadford in his imported LHD 1930 Ford Sports Coupe. He had gone to the States and found this deceased estate, Oregon beauty. He found that superficially it was good, but had needed a lot of work. The unusual duco is called Taupe and the canvas top is fixed not retractable as the brackets are for show.

My third choice was the green Chevrolet salvage wrecker, in original condition and a local truck from Trentham. The wrecker winch and crane were impressive and I took a photo of the petrol tank at the side because it was so small!

All in all an enjoyable day for drivers and visitors and it got me thinking, Why don't other towns consider running this annual event?

*Stefan*







## The Hills Were Alive With the Sound of... Motorcycles!

*Story: Rob Elliott and Diana Waters*

*Photos: Diana Waters, Adrian How, Rod Bailey, Michael Griffin, Lew Hylton*

### Inaugural British Motorcycle Day, 27th February 2022, Balhannah SA

The inaugural "British Motorcycle Day", held at Balhannah Oval, exceeded all expectations, with over 200 British motorcycle entrants and about 1000 spectators throughout the course of the day. Every British motorcycle which turned up was included in the display on the oval and there were also over 100 non-British motorcycles parked outside the oval. The balmy weather was perfect for motorcycle riding and outdoor events.

British Motorcycle Day was the brainchild of the Festival of Motorcycling SA (FOMSA)

replacement event and in only four weeks had organised "British Motorcycle Day", to be held on February 27th at Balhannah.

FOMSA team graphic designer, Trevor Jones, designed the BMD logo and trophy artwork, while Lew Hylton organised commemoratively printed baseball caps and polo shirts for the event's merchandise stall. The event was open to all British motorcycles, from antique to current models.

With effective promotion amongst all the motorcycle



committee. The impetus to hold an additional event this year, in February, arose because All British Day was unexpectedly cancelled.

The Festival of Motorcycle SA (FOMSA) committee promptly clicked into gear to initiate a

clubs of the state, entrants for the display started rolling in as soon as the gates opened.

The event was a roaring success. Static displays commemorated the 120-year anniversaries of Norton

**Top:** Marie and John Williams enjoying the day

**Middle:** Brett and Lyn Mitchell with Bob Mather.

**Above:** Marie and Sandy How

**Left:** The "120 year Anniversary of Norton" display by the Norton Motorcycle club





**Top:** Audrey and Dean Govan at the Scammells display. The Bantams are soon to be auctioned as part of the Phil Reeves estate on the 21st of May.

**Above:** The author with his 1925 Norton 16H, previously restored by Jeff Schaeffer. The team effort rebuild, after an accident in 2020, was covered by Shannons Insurance.



**Top:** A couple of the beautiful Triumphs that were part of the Triumph 120 year Anniversary display organised by Daryl Rosser.

**Middle:** late model Triumph and stylishly dressed rider.

**Above:** Triumph Hurricane - "Best Triumph" winner.

**Left:** Simon Gore, club member and Scammells employee was one of the judges. Pictured here with Bruce Colwell's immaculate Black Shadow.





and Triumph motorcycle manufacturers. Race-bike start-ups were an entertainment feature enjoyed by many thanks to Brian "Nipper" Kuerschner, who organised a massive display of competition bikes and provided start-up rollers.

There were food stalls and British-themed rock-and-roll music provided by V&V club member and DJ Jess Mallia.

Sarah Weiss, representative for FOMSA's charitable partner, The South Australian Health & Medical Research Institute (SAHMRI), presented trophies and distributed material about their research program. Event sponsors were Shannon's Motor Insurance, Scammell's Auctions and Old Bike Australasia Magazine.



**Left Top:** Phil Baughan from the Historic Racing Register with his TRIBSA at the Competition Bike display.

**Left Middle:** Brian "Nipper" Kuerschner, organiser of the Competition Motorcycle Display and promoter of the day.

**Bottom:** Winners of "Best Competition Bike", Andy and Chris Flaherty with their speedway Vincent outfit.





**Left:** Jess Mallia, club member and DJ for the day, with his son and very capable assistant Max.

**Below:** Sarah Weiss from SAHMRI presenting David Long (club member and also BSA Club President) the award for "Best Exhibit".



**Above:** The "Show and Shine" judges performing their challenging task: Sarah Weiss (SAHMRI), Jon Chittleborough (retired director of the National Motor Museum), and Simon Gore (Scammells).

**Below:** The BSA Club display, not visible in the photo is the line up of 20 or so BSA's next to the marquee on the left.

**Below:** The "Best of Show" winning immaculate B series Vincent Rapide with locally manufactured Tilbrook sidecar. The lucky winner also got a 7-issue subscription to Old Bike Australasia





## Bits & Pieces

WANTED for Ford F100, restorable cabin  
Paul Lucas 0408398058

Hi David, I liked your section about tools I too find them interesting. Several months ago I started a facebook group for people to buy or sell garage tools you and your readers may wish to explore? [facebook.com/groups/1637139489959110](https://www.facebook.com/groups/1637139489959110)  
regards *Val Bugeja*

**FOR SALE** Restored 1942 WLA military Harley Davidson, with 3 speed plus reverse gear box \$38,000 neg. Plus  
**Dusting** sidecar complete in Army green, good condition \$7,900 neg Contact Paul Wallis 0449 737 945



The Bridgewater Bakery is a very popular stop for refreshments on the Calder Highway. Often classic cars are seen, like this 1964 Buick Skylark coupe.



Hi David

Thanks for the Country motor magazine. I hope all is well with you. The painting is finished and the FJ panels are starting to go back on, also wiring going in. All chrome work is finished and ready to go back on. The Front end is also ready to go back in, Diff assembly is in the car. Once the body is assembled I will take photos and send them to you.  
Thanks *Ian Lumb*

Hi David, Loved the article on the Springfield Ghosts – I was able to drive Holmes a Court's vehicle from time to time when he had it – photo attached with



my wife behind the wheel in the early 1990s. The WO Bentley next to it was also his collection and was sold off over the years after his death. The W O Bentley is now owned by Kevin Cochrane here in W.A. The late Maurice Brockwell bought the car and left it to Kevin.

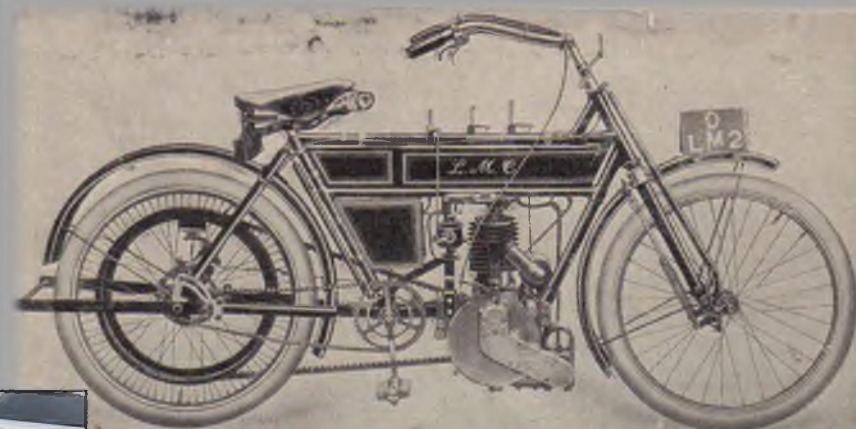


Lovely car to drive although I must admit that the Brockwell Ghost I drove regularly later on – a UK model - was much easier. Unfortunately the owners of those cars have both now deceased – probably why I don't borrow Ghosts anymore

and now revert to my 1928 Dodge for rallies. *Geoff Moor*

*Above: 1990 Joan in the 1925 Springfield Rolls Royce Silver Ghost at Heylesbury Oak horse races in Pinjarra and Geoff Moore in a Rolls Royce Silver Ghost 2007*

**Parts wanted** for a 1909 LMC 490cc motorcycle, particularly a camshaft. by David Lutze holdups@dodo.com.au





The Gippsland Vehicle Collection presents



## MOSTLY MOTORCYCLES & MAFFRA CARS



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John Kirkpatrick's International Auto Buggy/Truck.  
Sent in by *Stefan Nachwatal*



Dear David,

At the recent Rally in Warrnambool to celebrate the Centenary of the Austin Seven, I was admiring the cars (130) assembled in the magnificent gardens of the old Fletcher Jones factory, when a fellow viewer made cynical and derogative remarks about Herbert Austin and his ability. He followed this up by saying that Austin had started working for Lord Nuffield and had finished up working for Lord Nuffield - and I'm sure he wasn't winding me up. When I asked from where he got that information he said it was in an article he had read, but didn't say where. He said that Austin started working for Wolseley "which was owned by Lord Nuffield" and "finished working for owner Lord Nuffield when BMC was first formed". I only had the chance to point out that BMC came into being in 1952 and Austin had died in 1941, when my informant walked off.

If any of your readers have read the same article and are not familiar with the two motor producers concerned, here are a few facts that may be of interest.

Herbert Austin joined Frederick Wolseley in Melbourne in the late 1880s, then later in England produced the first Wolseley car in 1895. Austin started his own company in 1905 producing cars, but remained Chairman of Wolseley Sheep Shearing Co. for some years (I think until 1920).

William Morris started as W.R.M. Motors in 1910 and their assets were taken over by Morris Motors Ltd in 1919. They were competitors and bitter personal rivals from 1910. More so when Morris got under Austin's guard by buying the Wolseley car concern in 1927. Morris had no previous connection with Wolseley. William Morris was knighted in 1935 and only then the name Lord Nuffield came into being. By no means did he have a main directive force when BMC was formed. Most of his vehicles then emanated from the Austin Drawing Office.

Austin was Knighted in 1936 mainly for his efforts for the Country during WW1 (aircraft, ammunition, transport). He was put in Charge of all the Government Shadow factories, plus was still producing cars under his own name up to his demise, so obviously he never could have worked for Morris.

I believe that History should be Fact. If any readers agree and are familiar with the alleged article, I would be grateful to learn in which magazine or book it appeared. I'd love to get hold of a copy so I could enjoy a daily laugh! My number is 0435 582 294. Yours etc

*Bill Sheehan.*

The Benz 6/18 hp (Baby Benz) was a sporty companion to the larger, more formal cars of the post war years.

*From Alex Gow's Volume 201 of old photos.*





Seen in the service station at Bridgewater was this 1951 Vauxhall Wyvern. It had been recently exhumed from a local shed where it had been for many years.

### 1906 Ford K

Bob Trevan, friend of Trevor Poulsen, reports that the flood waters through Lismore were 6ft higher than historical floods and as a result, his beautifully restored 1906 Ford Model K is one of nine veterans that suffered severe



damage. Bob also says that he lost a life time collection of written records, photographs and other memorabilia. Our heartfelt sympathies Bob, we hope you can get your beautiful car back to its previous pristine condition.

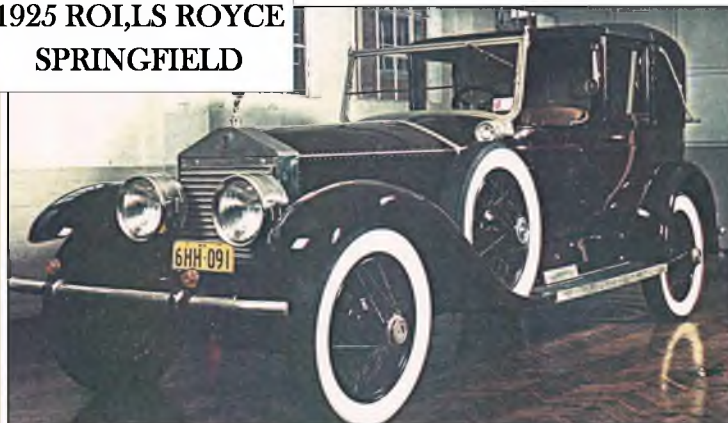
Hello David,

As a member of the VCC WA, I subscribe and receive your excellent monthly publication. This month I read with interest the article on the Rolls Royce 'Springfield' Ghost by David Forward. It jogged my memories of the Heytesbury Collection that I curated in the early 1990's and for which I have a few photos and documents, wherein I found a photo and description of the 1925 Springfield Ghost previously owned by the Collection. Unfortunately this car had been sold prior to my tenure with Heytesbury so I have no further information as to where it was sold or if it remained in Australia.

In later years I was Curator for the Motor Museum of Western Australia until my retirement some 4 years ago. The museum has a couple of Rolls Royce's permanently on display, a 20hp limousine and a Phantom VI.

**John McLean**

### 1925 ROLLS ROYCE SPRINGFIELD



Date of Purchase: June, 1980  
Cost of Purchase: A\$87,243.00  
Current Valuation: A\$250, 000

The Heytesbury car is one of the 1,703 cars made by the Springfield factory in the United States of America. The Springfield factory was completely independent to the United Kingdom operation and although cars were made to the same basic concept and design, some "Americanisation" did take place. By 1925, for example, English cars had brakes on all four wheels, - American cars still relied on rear-wheel brakes only. On the other hand, English cars used one coil and one magnet to fire the twin ignition system - American cars had already moved to two coils.

The American factory, unlike their English counterparts, supervised coachwork

and the Heytesbury car has a formal Sedan de Ville body designed by famed American house Brewster, but in this case actually manufactured by Willoughby's of New York. This supervision by the factory resulted in bodies of a generally higher quality than the English cars and the Heytesbury car is delightful in that everything still fits perfectly - a tribute to the coachbuilder.

The car was delivered new in 1925 to a New York Financier, Thomas Ryder of Washington Square in New York and has led a very sheltered life since that time, clocking a meagre 30,000 miles since new. The car is basically unrestored with some small re-touching having been executed to one or two areas. The paintwork still bears Mr. Ryder's Crest on the doors.

Inside the formal "carriage" there are two armchairs in petit-point and two occasional fold-down seats. The doors and front division carry marquetry cabinet work and armour fittings. The chauffeur's seat is upholstered in brown leather and left hand drive is carried. Rolls Royce moved to left hand drive only and this car is probably one of the earlier such cars in view of its early chassis number.

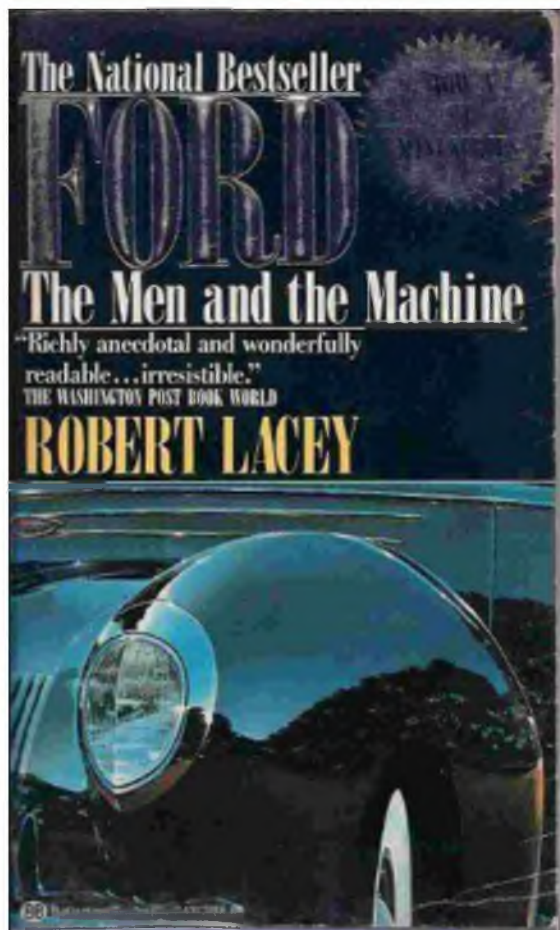
The car is well known to enthusiasts in Western Australia, having been seen on many rallies and functions, and filmgoers may recognise the car as it was used in the 1970's version of the film "The Great Gatsby".

In the 1981 Combined Clubs concourse in Perth, the car was awarded best in class 1919 - 1930 saloon car.

June 2022



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I enjoyed reading the 700 odd page novel and increased my knowledge on the Ford Motor Co. from the start until late 1970s.

It is fairly heavy going sometimes but does give you another side of the Ford family that a lot of people would not be familiar with. **Brian Love**





The Southland Branch invites you all to the  
**2023 National Motorcycle Rally**  
 Join us for a fun-filled weekend in Invercargill  
**3 – 6 February 2023**  
 Registrations open now



Stay on to attend the Burt Munro Challenge  
 8 – 12 February 2023  
 Visit our website for updates and to enter:  
[www.sporty.co.nz/nationalmotorcyclerrally](http://www.sporty.co.nz/nationalmotorcyclerrally)

**The Sinclair Austin Seven Odyssey** is written by Nick Sinclair (mail@sinclairempire.com) and is available for \$20.00 (inc Postage)

The book follows the life of an Austin 7 Chummy that came into the family in 1956 when living in New Zealand. Nick now lives in Queensland.

As any Austin 7 owner can testify it's a fun car, but often leads to some drama just when you least expect it or don't want it to happen. The little car has been restored after many years of hard service and continues to chug along to Austin 7 Club events.



This excellent book is specifically about Austin the 12/4. It covers a lot of territory and it is evident that author Jim Stringer has left no stone unturned. The information is relevant, the history of the model comprehensive and derivations of the 12/4, particularly taxis that were produced until 1939 are included in the ten chapters of the book. Even the Melbourne Bodyworks 12/4 tourer I owned for 32 years and John Blythe's Holden bodied roadster are shown. Thoroughly recommended for any Austin enthusiast.