

Country Motor

Australia



Issue 29

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

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Mark Taxis Bentley Special

Back copies of Country Motor
are available upon request

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

Please forward all editorial
enquiries and contributions to
David Vaughan

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Editor's Entries

Welcome to the twenty ninth edition of Country Motor

Having many stories to share issue
29 has expanded to 28 pages.

The first four stories are on
specials. Two provided by Phil Stafford.
His MGY special has been on the road
for many years. His son-in-law and
daughter are keen to enjoy 'special'
motoring and Phil is building up a car
for them. Mark Taxis's father wanted a
Bentley sports car and took advantage of
a body provided by Harry Rose who has
enabled over 60 Bentley specials with
his fibre glass kits. A 'special' expert
Bernie Jacobson shows his talents on a
vintage Renault. Bernie has been
responsible for numerous specials over
the years, often starting off with a rusty
chassis and a pile of parts.

A more up to date station wagon
has been restored by Alan Hillman who

has made some modifications that has
improved his car for modern motoring.

A brief story on the Subaru is a
reminder of the Japanese genius when
manufacturing small cars.

More on Archie Marshall's interest-
ing life story.

We hate to see old cars smashed up
but that has been a source of entertain-
ment for years. Terry Parker tells of his
experiences on the speedway.

In the last issue we saw a Dennis
fire engine, here is the Dennis story.

Bit & Pieces has its usual variety of
information and pictures.

Finally I thought readers might like
to know what registered cars I have
owned. In over fifty years of motoring
they total 27 cars so far.

David

1949 MG Y-TYPE SPECIAL

BUILT BY PHILIP STAFFORD

I first joined the MG Car Club in 1973 as the owner of a 1961 MGA 1600 and have owned a number of MG's and Austin Healey Sprites over the Years. In 1998 I restored an MG TD and fitted an MGA motor with a view to using it in Club level competition. The TD was an exceptional Motorkhana and OST vehicle but lacked sufficient torque for hill climb competition, so I set about building an MG "Square Rigger" that would be better suited to Hill Climbing.

I decided that the Y Type chassis was ideal for my purpose as it is a pre-war design (originally designed in 1937) with an underslung chassis, but 5 inches longer than the TD chassis. This extra length enabled me to fit a 6 cylinder engine in place of the 4 cylinder Y Type engine and



use a body with similar dimensions to the TD without compromising ergonomics or aesthetics.

Using AutoCAD I designed a roadster body that would mount to the original chassis using all the original mounting points and without modifying the chassis other than to add a new gearbox mount. This meant that the requirements of VSI33 have been met for all aspects of the "new" vehicle.

The Y Type was the perfect chassis to use as it allowed the use of late model MGB front suspension and brakes without any modifications as well as the installation of a Wolseley 24/80 engine and rear axle using the original mounting points and mounts. This is because the Y Type suspension, designed by Alex Issigonis (the designer of the Morris Minor and Mini) with lower wish-bone, kingpin shocker and steering set up was used by MG virtually unchanged until the end of MGB production in the 1980's.

The Wolseley 24/80 engine is a 6 cylinder Australian designed B Series motor, effectively a Morris Major Elite 1622 cc engine with two cylinders added. This meant that the engine could be upgraded to MGA specifications using all standard MG parts. Even the 3 carburettor inlet manifold is made from two MG manifolds joined together. Engine modifications include, high compression pistons, balancing, lightened flywheel, high lift camshaft, electronic ignition and a polished, port matched big valve head using lightweight valves and fittings.

The body is constructed from MIG welded square aluminium tubing with sheet aluminium riveted

to it using solid hand peened aircraft rivets. Except for the cowl and mudguards all curves are single plane which enabled me to build most of the body with only the cowl and guards being made by a coach builder. The complete aluminium body with plywood floors fitted only weighs 37 kg but is immensely strong and because it has no doors and is cross braced with tubular bracing under the cowl exhibits no scuttle shake.

The original gearbox has been replaced with a late model MGC gearbox to deal with the additional torque and this also bolted straight to the engine and mountings only requiring relocation of the starter motor by about 25mm. The Wolseley rear axle fits to the original spring mounts and utilises the original Y Type Panhard Rod. Other than the body and a couple of minor components all mechanical parts used to construct the car are from BMC vehicles, either Morris, Austin, MG, Rover or Wolseley.

The completed car has fulfilled its design promise as a better hill climb vehicle and I have competed in it at Rob Roy, Myrning, Mt Tarrengower, Morwell and Collingrove Hill Climbs as well as other speed events at Calder Park, Sandown, Eddington, Maryborough, Avalon and others.

A more detailed description of the car is available at

<http://www.mg-cars.org.uk/imgytr/specials/y4608.shtml>

Phil





Phil's MG Y Special below at (right) Mt Wycheproof on a local run in 2016 and at the challenging 2016 Mt Tarrengower Hill Climb.



Charabanc Notes

Many thanks for your efforts with Country Motor.

Attached is a photo of a charabanc body I found in Brisbane in the late 1970s. It was from the old Ryan's Transport Depot. They had a small fleet of veteran Fiat and International trucks for general carting business during the week. Of a weekend, one would be reversed into a shed and the tray top body removed. In the next shed, the charabanc body would be lowered from the rafters onto the truck.

Gilltraps Auto Museum got the trucks, painted them bright colours and used them for roadside advertising of the Museum. The late Reg Schuster restored the 1914 Fiat and it is now owned and campaigned by Ian Fordyce of Sunnybank, Brisbane.

Sadly, it is unlikely on present indications that the charabanc and the Fiat will be reunited. The current charabanc owner has an early vintage International destined to wear the body.

John Day



Many thanks for the magazine again David.

A friend of mine had a Rolls Royce Merlin (with the prop on it) mounted on a large block of concrete in his shed in Toowoomba when I was a young fellow.

I don't think that he ever started it, if he ever did, it would have blown the shed apart from the wind generated - I often wondered what became of it. Cheers, and keep up the good work.

John Winter

Another Special in the Making

Philip Stafford

After I had been competing for the last 15 years in my Wolseley powered 1949 MGY Special at a variety of vintage and classic hillclimb and sprint events, my daughter and her partner decided that they should join me and as they loved driving my MG special so much that I should build one for them. So began my 2020 lockdown project.

I was able to source a good straight MGY Tourer chassis from a MG Car Club member in Wollongong but due to travel restrictions had to get it couriered down to country Victoria where I live.

The Y Type chassis is the strongest chassis that MG have produced, with box section chassis rails and heavy cross members as it was designed to carry an all steel 5 seat sedan body. It also retains some pre-war features such as being underslung and having a floor mounted pedal box.

I decided that as my 150hp Wolseley powered special had spent the last 15 years competing with no ill effects that I could increase the power in the new car substantially whilst maintaining similar mass and weight distribution, so I settled on a 202 Holden 6 used in the LJ GTRXU1 Torana. (In which Peter Brock won the 1972 Hardie Ferodo 500 at Bathurst)

This motor produces around 200 hp but with some additional minor head and exhaust work is easily capable of 220 – 230 hp. The engine fitted very neatly enabling the use of ‘off the shelf’ high performance 2¼ inch exhaust extractors designed for the GTRXU1. Which originally ran cast iron headers similar to the old 186S and X2 engines with a two inch exhaust.

I sourced an engine and gearbox locally and set about installing it into the chassis whilst trying to retain the same

body dimensions of my existing car to save having to “reinvent the wheel”.

Some minor changes allowed the engine to be set back 100mm further than the Wolseley engine but required other changes such as using a concentric clutch slave cylinder as there is no room for a clutch fork between the bell housing and the underfloor pedal box.

I also extended the body-work back to where the slab tank was mounted on my original car to enable the use of an underfloor foam filled fuel cell behind the rear axle and the installation of a foundation for a fully CAMS compliant, braced roll bar. This foundation also supports telescopic gas shock dampers



in lieu of the lever arm type used on my original special. The spare wheel is mounted on the angled back of the body like a Morgan plus 8

Some other minor design changes were to revert to original MG rubber suspension bushes all round and the use of slightly softer front and rear springs for increased roadholding as many of the events competed in are less than smooth asphalt and the original car spends a lot of time “skating” over these ripples. This combined with better dampers should see a marked improvement in handling.

Wheels have been upgraded to 5.5 inch 72 spoke wires such as used on BJ8 Austin Healey’s to cope with the extra power. The rear axle is a 3.9:1 Wolseley 24/80 one the same as my first special which has stood up well to competition starts.

Steering is via a Triumph TR4 steering rack which bolts directly to the MG chassis rack mounts with no modifications. The Triumph rack allows the steering column to clear the bigger engine as the pinion is mounted further outboard than in the MG.

Instead of the expensive polished aluminium coach built bodywork on my current car I decided to build a “Fabric Body” similar in looks to pre-war Bentley, MG and Alvis, but with modern materials.

The body is constructed of MIG welded square hollow aluminium framing with 1.2 mm aluminium riveted and bonded to the frame using Sikaflex adhesive.

The cowl is moulded plywood with a covering of epoxy-soaked light weight fibreglass. The body will then be sheathed in a satin black UV stabilised

Vinyl fabric and trimmed with satin black powder coated aluminium trim. Satin black aluminium bonnet, Cycle Guards and Brooklands Aero screens will complete the exterior.

I am a long way from finishing but look forward to the day when motorsport restrictions are lifted and we can compete both cars in historic events.

Triple SU 2¼ inch carburettors on the 202 Holden engine. To be eligible for historic racing all parts have to be up to 1975.

A Riley radiator shell has been used as a good suitable MG shell was considered too expensive.

An aluminium skin covers the new tubular steel frame, in time it will be covered in a fabric.

Wheels have been upgraded to 5.5 inch 72 spoke wires as used on the BJ8 Austin Healy

Phil



1951 Bentley Mark VI Special

Mark Taxis

My father had always wanted to own a Bentley sports car but he was fully aware that the cost of such a car was well beyond his means. The idea remained as a dream until the late sixties when he met Harry Rose. Harry had just started producing the body shells and had done the engineering for the chassis modifications. He convinced my father that building a Mark 6 special was both feasible and affordable.

The original donor car was delivered to Mr.E.R Ostler on 11th January 1951; Chassis number B145JN, - Engine number B197J. Registration number ERO 87 In 1965 it was sold and re-registered as PKR 854, at some point the



engine was replaced by Engine number B173L In 1968 the car was used in the film "Ice Station Zebra", I can only assume that it was looking pretty rough by then as all the shots of the car were during the night. In 1970 the car was purchased by my father from a scrapyard in the Midlands; the price including delivery was £85.

The engine was seized and the body riddled with rust, but the chassis was in good condition thanks to the liberal amount of oil and grease that had accumulated on it in the preceding 20 years. Then came the task of transforming this wreck into a useable car..

The old bodywork was removed and the chassis had 12 inches cut out at the central

cruciform and a similar length was inserted just behind the front suspension retaining the original 10 foot wheelbase. The engine and gearbox were moved back about 14inches to give better weight distribution.

The fuel tank was retained and rotated 90 degrees. The Engine, gearbox and running gear remained as original. A two seater fibre-glass body fitted.

The suspension was lowered to compensate for the removal of the steel body work, the radiator was lowered and the steering column angle reduced to match the new body profile.

My father commissioned a fellow workmate to rebuild the engine, one of my vivid memories was getting this engine out of the chassis using a chain hoist attached to the main steel girder of the garage, this achieved we waited for the guy to arrive with his truck to collect it. There was some surprise when he turned up in a Mini utility, once the engine was loaded the front wheels of the Mini were barely touching the ground. The engine was gone for about five years.



In the meantime work on the car proceeded slowly, progress was hampered by lack of



Not only could it be the fastest Bentley you ever own, it could also be the least expensive.



funds, a freezing cold garage in winter and at times a loss of enthusiasm. There were many people who thought that the car would never be completed.

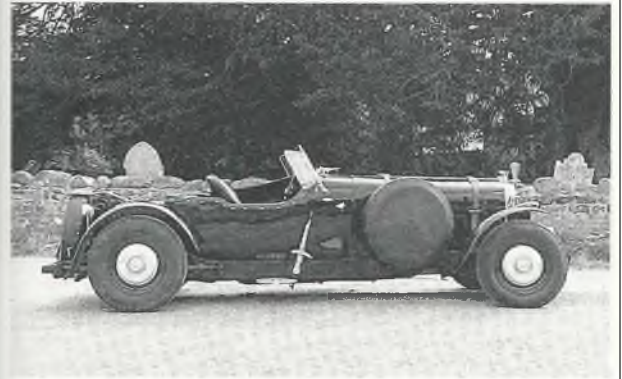
In 1981 the car was finally completed and road registered. My father had undertaken all the work except for the painting, hood trimming and upholstery. During the next 25 years my mother and father toured extensively in the car, throughout Europe and UK and made two trips to New Zealand with the Bentley Drivers Club.

In December 2006 after a short illness my father passed away and I became the custodian. The car was imported into Australia in 2007. After a bit of fettling and general maintenance – mainly stopping the oil leaks, it was given a roadworthy and registered in Queensland. In 2011 I had the opportunity to purchase a 4.5litre engine number B60P, the existing 4.25 litre by pass engine had a cracked block and was showing



A. (Alexander) E. Taxis took eleven years to build this Special. He deserves congratulations on his perseverance, for so many projects involving 2000 to 3000 hours of work fade away over such a long period of time and never get completed.

This car was bought in 1970, the usual rusted 4¼ MK VI saloon, and the new owner determined to build a sports car and to undertake all the conversion work himself. The original chassis was cut just behind the central cruciform and about 12" removed; a similar length was inserted just behind the front suspension thus retaining the 10' 0" wheelbase. After lowering the suspension, the car was assembled utilising standard parts and the finished chassis was fitted with a Harry Rose two-seater fibreglass body with many individual design points incorporated by the owner.



signs of excessive bore wear.

In 2013 due to the high cost of replacing the existing Dunlop road speed tyres I decided to replace them with radials, whilst not quite looking as good as the cross ply's it has transformed the handling of the car.

In 2015 the interior was renewed and new seats fitted. This work was carried out by Coastal Auto Upholstery at Moffat Beach, Once the interior was done the rest of the car looked shabby. New mudguards were fabricated and the body was resprayed in 2016 by Classic Ridz of Warana.

I treasure the car as it is a reminder to

me as to what can be achieved by an ordinary person on a limited budget, every time I drive the car it reminds me of my father – I just wished I had paid more attention to the built but as a youngster there were greater priorities.

Recent research has located 70 cars with bodies of this design, there may well be more, Each car has its own individual features depending on the owners preferences.

Tech specs.

Engine: 6 cylinders 4566 cc, Bore 92mm, Stroke 114.3mm, Maximum RPM 4500
Twin SU carburettors, Overhead inlet valves and side exhaust valves. Gearbox: 4



-speed manual, Synchromesh on all gears except for 1st and reverse. Hydraulic servo assisted brakes on the front wheels and rod activated brakes on the rear wheels.
Weight 1.5 Tonnes

Mark



The Mk VI Special.

The splendid beast on the right was once little more than a decaying wreck.

It was one of almost seven-and-a-half thousand Mk VI and R Type Bentleys built between 1946 and 1955 with coachwork of inferior post-war steel.

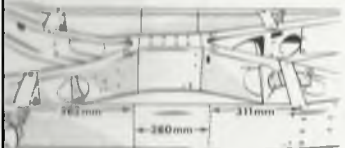
And because of its poor condition, it was acquired by its present owner at minimum expense.

Like all other Mk VI and R Type Bentleys, however, its chassis was in perfect condition. So onto this chassis was fitted a new Harry Rose fibreglass body.

With these Bentleys in cheap and plentiful supply you can do the same thing yourself. It's this simple:



After removing the original body, 260 mm are cut out of the chassis as indicated below.



When welded back together again the chassis is ready to accept its Harry Rose body.

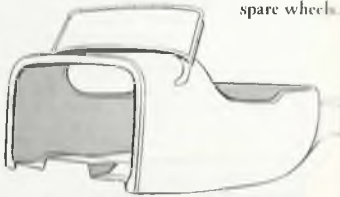


The body shell itself (which incorporates a capacious, fully sealed boot) is constructed from three thick layers of

fibreglass with a final fire-retardant gelcoat outer layer brushed on. It can't rust of course, and weight for weight it's as strong as steel, so it can take the blows.



It's also very light. The approximate weight of a Harry Rose bodied car is just 26cwt—including two spare wheels.



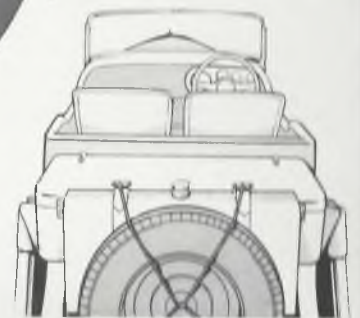
So the big Bentley engine can whisk the car to higher speeds than ever before. Supercharged versions have topped 125 mph.

Road holding, too, is vastly superior, and improved still further by the addition of widened wheels.

We also supply wings and a wide range of seats, including race-proven bucket seats (wings and fibreglass seats, like the bodies, have a fire-retardant coating). Also available are wood-and-alloy steering wheels, leather bonnet straps, hoods, and tonneau covers. (When ordering a body specify whether a hood and/or tonneau cover is to be fitted).



You don't even need a Bentley chassis to build yourself a Harry Rose conversion. With slight modifications our bodies will fit many other types of chassis.



But when the opportunity presents itself of becoming the owner of a truly blue-blooded sports car at a bargain price, why settle for less.

Flood Bodied Cars

David Neely sent in the following letter stating that Rachael is a descendent of James Flood and requesting any suggestions of leads for her?

From: Rachael Flood
<info@rlfcorporation.com>

Subject: **James Flood**

Hi David (Neely) How are you? Just thought I'd email you as Tim copied us all

into an email and said for me to contact you. You sound like a key person I would like to talk to about for my documentary I am doing.

I used to frequent Sydney every month but not so much anymore. However I am way overdue to come up but when things in Melbourne get better I'd say sometime next year. I will have to have a look at the book you co-wrote as well.

Do you know of any cars we made that are still in Melbourne at all? I do know of one Bentley which has been offered to me to purchase.

Rachael Flood

RLF Corporation

www.RLFCorporation.com

Ph 0457 123 159

1927/9 Renault RY1 Monastella. 6 Cylinder 1500cc. Skiff-tail Roadster

For Sale

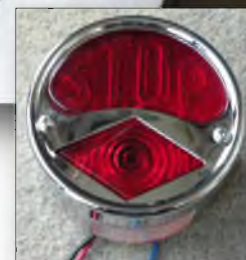
Now considered extremely rare. New aluminium panelled two seater has new dark green upholstery and trim.

There is sufficient new dark green carpet to finish the interior. The gearbox is currently with Old-car Gearboxes and will be fully rebuilt. The motor is part dismantled but ready to assemble and drive. Brakes on all 4 wheels have been relined. The five wheel have new tyres mounted on new rims. There are two owners handbooks, one original in English and one photocopied in French. At present there are no mudguards leaving the purchaser with a choice of styles. The headlamps have original glass and there are two (new reproduction) stop/tail lamps. All the original instruments are in good condition, These have the addition of a New

electronic Rev Counter and a (Lucas) combined ignition (Key) and light switch. The Renault needs only paint, electric wiring and windscreen glass to complete. The original Renault (Coal-scuttle) bonnet is in excellent rust and dent free condition. This includes the original Renault diamond badge.

An extensive range of spares are available from Bureau Depanoto <bureau@depanoto.fr> in France

A rare opportunity to obtain a unique car at an absolute bargain price. \$15,000.00 Bernie Jacobson twooldlugs@gmail.com (03) 9842 5808





1962 Morris Oxford Station Wagon Series 6

Alan Hillman

I would like to say thank you, for your input to your Country Motor Magazine. This publication must be invaluable, to many people interested in our motoring history, not to mention your personal knowledge and pictorials

Having a little more spare time at the moment, (given the recent events) I thought this little piece of history, regarding the purchase and restoration of my 1962 Series 6 Morris Oxford station wagon, maybe of interest to some.

My interest in BMC vehicles was probably instigated from my father's choice of vehicles. The I first remember was, a 1950 Austin A40 (reg NB-108). Next was a new 1953 Austin Hereford A70 sedan (XU-003), two or three years later he purchased a new A40 panel van (GDE-062), for his work, finally he traded the A70 on a new A90 Westminster 6 cyl (GMT-572), this was his final BMC purchase.

Much later, I wanted to restore a similar vehicle and I preferred an auto station wagon, but, my choices were limited in the BMC range. When the opportunity came up to buy the Oxford, I didn't hesitate.

This vehicle was originally purchased new, in London, 26-1-1962 by Mr P V Symons (an Australian guy) from Sydney, whom at this time was employed by the Bank of New South Wales, which had a branch in Berkeley Square London, that the following documents will substantiate. The price of the wagon (Traveller) is recorded at £992.18.1

Because Mr Symons was working in England for more than 1 year he was able to obtain a reduction of (£305 tax) It is interesting to note that, on the "International Delivery Purchase Order" the delivery date was to be 16-2-62 at 47 Berkeley Sq, Piccadilly, with the distributor's name being Morris Garages

Nuffield Ltd, St Aldate's, Oxford.

The chosen exterior colour was Smoke Grey, with Blue/Grey interior, the original rego was (London) 639-DGF (I still retain these plates). The optional extras ordered with the vehicle were -wing mirrors, drivers door w/ shield, clock, and w/shop manual (still has it's tar paper keeper)

As this was a working holiday for Mr Symons, he toured around the UK and some of Europe. Consequently some of the service books reflect this with entries from Scotland, Ireland, Holland and Germany. The service books do not record any major problems other than lube ,plugs, points, tyres etc. It is also interesting to note that when Mr Symons finished his term in England, the vehicle was to be shipped to Australia.

The "Nuffield Exports Ltd" shipping document reads : Mr P V Symons A/c of BMC (Australia) Pty Ltd Joynton Ave, Zetland, N.S.W. for shipment to Sydney, per, The SS Himalaya - sailing on 3-5-63 from shed 32, Tilbury Dock London, By order of Escombe McGrath & Co, 4 Lloyds Ave, London E.C.3.

Upon arrival at Zetland, the vehicle was thoroughly washed down, including underneath and engine bay, it was also checked mechanically, then registered in Sydney with rego DAO-482. It was then used as his every day transport, until the mid-seventies, when he became ill and was unable to drive. The records show that the vehicle had its last service on the 19-10-78 at 72,130 miles, at around this time it was shedded but was kept registered until 20-6-81. It languished



beside two 1920's Packards from 1978 until around September 2004.

Mr Symons recovered after some years, (well enough to drive) and purchased a Range Rover. In September 2004 Mr Symons (spurred on by his daughter) re-commissioned the Oxford and Club registered it, further records show a list of parts and labour required, it was club used from October 2004 (72,465miles) until the last record on 27-6-09 (79,872 miles). his health was failing again, the Oxford went back beside the two Packards, where it remained 'till June 2013. When I purchased it from his lovely widow (who also gave me a lot of unrecorded history)

I trailered the Oxford home, as the brakes needed some attention from sitting. At this time I was employed in a mechanical capacity for a firm in Sydney and was fortunate to be able to garage and work on it in their premises. It was convenient, as I had made the decision to renew, reco or replace whatever was required

As these wagons were largely identical to the Austin Freeway and

Wolseley 24/80 it made it a little easier to source parts, (the series 6 was not marketed in Australia because of the coming Freeway)

All work including steering, suspension, auto, diff, motor, shocks, etc. have been done to Mk 2 (Aust specifications) I sourced most parts in Australia, but had to get a few from the UK, eg (tailgate window rubbers with provision for chrome trim) As for the interior, all seating, carpets, insulation, were removed and replaced with new materials, whilst keeping in mind originality.

The roof lining and door cards were retained as replacement would have been little benefit

Of the exterior, the engine bay was repainted, a small dent in one of the rear doors, and one behind the number plate, were repaired. The body was given a good cut and polish, culminating in a good presentable condition, with the most pleasing aspect being that no rust repairs were needed (I expect this was because it sat shedded for along period)

A few upgrades that were done for safer motoring, incl all springs re tempered, new power brake servo, electric w/screen washers, reversing lights, roller thrust races under the king pin trunnions, radial tyres.

In conclusion I would like to thank a couple of friends in John Curley and David Walker for supplying some helpful information and parts along the way and whilst I have put in over 900 hours of blood sweat and tears, we now have a reliable and useable unique old Morrie

P S These vehicles were made/assembled in several different countries, eg, UK, Australia, South Africa, New Zealand, Argentina (where they were marketed as Siam Di Tella) and Ireland, Australia was the only country to use the Blue Steak 6 motor in these Farina style bodies.

Alan

Top: the previous owner at the wheel on a rally. Various documents relating to the purchase and export of the Morris Oxford.



For Council of Heritage Motor Clubs NSW Inc.

Easter Rally 2005

Herbivore! And a Motor Club

Morris Oxford Estate SW1962
Phillip Symons

TABLES HELM LONDON W.1 TELEPHONE ROBERT 5088 TELEGRAMS HELM, PLYC LONDON

NUFFIELD EXPORTS LIMITED
PROPRIETORS:- MORRIS MOTORS LTD.
PERSONAL EXPORTS DIVISION
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YOUR REF. OUR REF. FED/RETAIL/JK/GBM/Ex.12

P.V. Symons, Esq.,
c/o Bank of New South Wales,
47 Berkeley Square,
London W.1.

26th January 1962

Dear Sir,

We would refer to your visit in our London Showrooms when the writer had the pleasure of accepting an order for a Morris Oxford Traveller and, as promised, we enclose the carbon copies of both the official Purchase Order and Purchase Tax Agreement Forms for your retention.

We would like to take this opportunity of thanking you again for your extremely valued order, and remain,

Yours faithfully,
NUFFIELD EXPORTS LIMITED
(Personal Exports Division)

J. KERR

MORRIS OXFORD

Make MORRIS Model OXFORD Body TRAVELLER Colour Choice 1st BLUE Colour 2nd BLUE Colour 3rd BLUE Colour 4th BLUE Colour 5th BLUE Colour 6th BLUE Colour 7th BLUE Colour 8th BLUE Colour 9th BLUE Colour 10th BLUE Colour

Speedometer (Miles or Kilometres) PALES Heater (Yes or No) YES

Compression Ratio High/Low

Additional Equipment (i) Production Line Fixed (ii) B.M.C. Accessories

DELIVERY CHARGES (i) Plans 1 and 3 (Payable in U.K. to Distributor delivering) (ii) Plans 2 (Payable to Supplier on date of purchase - Transit as Cash to (iii) Plan 4 (Payable to Supplier on date of purchase) (iv) Shipping charges to Port

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TOTAL Payable to Supplier (Exclusive of charge payable in U.K.) £ 620 0 0 Less Deposit Paid/Received £ 68 0 0 BALANCE £ 612 0 0

INCIDENTAL SERVICES REQUIRED IN U.K. AGAINST PAYMENT AT TIME OF DELIVERY (i) Car Insurance: Fully comprehensive cover, Tax paid value, (ii) If NO state name of Purchaser's Insurance Company (iii) Road Fund Tax: To be paid, and number-plates provided (Obligatory for Plans 1, 2, and 3) (iv) British Driving Licence: To be renewed, (Yes or No) (v) Club Membership: A.A. and/or R.A.C. join/renew and club badge obtain/fit

Wolseley's signature Purchaser's signature Signed for and on behalf of (Supplier's name) Signature of Supplier's official

Date 23.1.62



NUFFIELD EXPORTS LTD.

Proprietors: Morris Motors Ltd.
COWLEY, OXFORD, England

Date Proforma No. Programme Car at Antropodis Import Licence Garage 1.5.63 Credit No. Order No.

To: P.V. Symons, c/o The D.M.L. (Australia) Pty Ltd, Poplar Avenue, SYDNEY N.S.W., AUSTRALIA

Marks and Numbers Foreign Resident, Mr. P.V. Symons, Reg. No. QX 2357 Sydney.

Consign To: 50 Sherb, Talbury Dock, LONDON.

Order Of: Escobe No. 0/Grath & Co. Ltd, 4 Clerkenwell Avenue, LONDON E.C. 1.

For Shipment To: Sydney Per SS: SYDNEY 20/1 3/3/63 Closing

Serial No.	Chassis Pfx	Chassis No.	Eng. Pfx.	Eng. No.	Colour	Battery	Qty
	1/125	1004	16 AMRUE	2357		61P	

Quantity 1 Description Morris Oxford Traveller, QX. 2357, Passenger Accompanied.

D 90-482

Subaru 360

The cute Subaru was imported from 1960-62. 16bhp and top speed of 83km/h with a non-synchromesh 4 speed gearbox

As is my habit if we go in an opportunity shop I always check two things. First to see if there are any model cars, they rarely they do. Secondly check out the books for anything relating to cars, which happens more frequently.

Recently we dropped off a pile of novels at the Bridgewater op shop and then had a look around. I picked up a small book for \$1 called "Subaru the Innovator Down Under" compiled by writers Pedr Davis and Tony Davis. (1999)

In the late 1960s I used my vintage Austin 12/4 for country trips and went to Ballarat to stay with my older sister who had her first posting as a Salvation Army Officer at Wendouree. Passing through the main street of Ballarat I noticed in a locked up Victorian shop several dust covered tiny cars. These were Subarus which had disappeared from the new car scene many years before.

The Victorian shops I am referring to are now McDonalds family restaurants. The fast food outlet was going to do Ballarat a big favour by bulldozing the row of Victorian shops but the locals were not having it!

It has always intrigued me why these 'new' Subarus were in the shop window until I read the book I recently acquired. Frank O'Brien of Ballarat had the franchise to sell the Subaru brand in Australia in 1960.

He imported 73 cars and evidently some did not sell. When



he stopped importing them in 1962 several remained in his shop showroom window for many years later gathering dust.

The Subaru model 360 was a well developed and reliable little run-a-bout introduced in 1958. It was also available as a sports car. It proved unsuitable for Australia conditions as the engine could not run flat out in hot weather.

It was called the 360 as it's horizontally opposed two stroke twin cylinder was 356cc; 16bhp at 4,500 rpm the larger engine produced 20bhp at 5,000 rpm. The exported cars

had the 423cc engine.

The significance of the size of engine was that in Japan 360cc and under attracted only \$4 road tax and engines over that size it was \$38pa and they did not require an expensive driver's licence.

The engine was similar to the VW air cooled, rear-mounted, rack and pinion steering, fully independent suspension and a monocoque body.

In the first year of the typical early Japanese economy car production numbers was 604, in 1959 5,111 were produced with 22,319 two years later.

Since that occasion in the late 1960's I have not seen any examples of this diminutive model except a few abandoned in a paddock near Monagetta (Vic) about 25 years ago.

David



A Post-War II Entrepreneur

Life Story of Archie Marshall

Following the events described in last month's article, it was obvious that driving about in West Africa with a wife and three children was unwise and I resolved that in future I would leave them at home in Ibadan when I had to travel. For business reasons I could not avoid extensive travel which I enjoyed in any event.

Although the places I wished to visit were often not far as the crow flies, the road distance might well be many times longer. This was due to the limited road coverage and the availability of ferries to cross numerous rivers.

Possible breakdowns were another problem due to the lack of availability of spares other than in Lagos. I well remember one occasion when I was driving my Fiat 1800 station wagon in a remote area when I suffered a blown head gasket. On that occasion I had my stepdaughter, aged about 12 years with me. We had no spare gasket and limited drinking water.

I was looking under the bonnet wondering what I could do when a passing driver stopped and offered to help. My options were pretty dismal. I could not let myself and the girl be stuck there indefinitely but on the other hand, I was reluctant to leave the car to the mercy of passing thieves who would have it stripped in no time at all.

An old man was walking along the road and he agreed to guard the car until I returned for five shillings. We gratefully accepted the offer of a lift from the other motorist to the nearest point where we could get transport back home to Ibadan and said goodbye to the Fiat.

It was some months before I was able to return with a head gasket and tools

to do the job and I was agreeably surprised to find the old man still there camped by the side of the car which was untouched. After paying him his five shillings, plus of course something extra he simply rolled up his bed and carried on walking up the road as if nothing had happened. This was a good example of the kind of thing, which could happen on any trip of long distance from base. Whatever spare parts I carried it always seemed to be something else which failed.

Only once after the events at the Dahomy border described last month, did I drive to Ghana. That drive was by myself and became truly traumatic.

The coastal road from Lagos to Accra was pleasant as usual and of course, involved crossing the border again where I had the problem previously. I was relieved not to encounter the same official as last time.

On arrival in Ghana I booked in at a new "motel" which was being constructed at a beautiful location close to the ocean. The main building was still under construction and comprised a huge concrete "mushroom" with a central "stalk" accommodating the reception area etc. The area surrounding the "stalk" was quite open intended to become a restaurant and dance area. There were windows right around the perimeter with slender columns between each window to provide support for the roof.

Accommodation for guests was provided in small chalet units in the bush area surrounding the "mushroom". In order to get income during construction these units were open for business whilst work was continuing on the main building. Food was served in the units.

I was enjoying my breakfast early in the morning when there was an almighty crash outside. Hurriedly I ran outside to find the huge concrete mushroom had collapsed to the ground with workers on the roof and others underneath the concrete rubble! Cries could be heard from under the concrete and other workers ran onto the top of the pile and started bashing the surface with sledgehammers. I was certain that they would cause death or injury to the person underneath if they carried on like that and managed to persuade them to stop hammering and let us all try to get underneath to rescue the man. They agreed to stop hammering but were afraid to crawl under the concrete. Needless to say it became my lot to strip off my clothes and wriggle underneath. I managed

to get the injured man out but there was another man underneath who was dead. He was quite close to the edge of the concrete and some of the Africans were able to remove his body. I was asked to put the body in the back of the Fiat, which had a drop tail gate and a nice flat area on which the body was laid. We drove to the village and handed the body over to the family.

There did not appear to be any Police or other authorities to inform only the headman of the village. After hearing the story of what had happened, I was advised by the head man that what I had done was most foolish as I would have been blamed if I had not succeeded in getting the injured man out alive, after preventing the Africans from doing it their way!

When there is trouble in these places, it is the white man who they look to for assistance and it is the white man who gets the blame if something goes wrong!

One of the first lessons to be learned by whites in Africa, is to keep the big mouth shut and not buy into other peoples problems. Easy to say but I was never able to bring myself to do it.

The twin curses of Africa are tribalism and corruption. Although the slave trade was undoubtedly the greatest crime in history, carried out by British traders in the main, there was one great positive which should not be forgotten.

In Nigeria alone there are about 400 different tribal groups each with its own language and customs. These groups have little in common with each other and wars between them have been going on since time began.

When these different people were crammed into slave ships to be sold in America and the West Indies, they were forced by adversity into becoming one people and gradually adopted English as a common language. The result is that Afro-Americans today are without doubt the most developed and well-educated black people in the World.

In spite of all the difficulties which no doubt exist between blacks and whites in USA, the fact is that Black Americans have made huge contributions to their societies in sport, music, entertainment and so many other areas.

Corruption is rampant all over West Africa and probably over the whole continent as indeed many other countries. At the higher level, during my time in Nigeria, Government Works contracts were only awarded to Nigerian Nationals. It was usual for a proportion of the contract value to be paid as an advance of probably 20/25% the purpose being for the purchase of plant and equipment to be used for the contract.

In fact, the contract was then usually sublet to a foreign concern who carried out the work for 75/80% of the original figure with the balance becoming a kick-back to the Nigerian contractor and political figures. Where plant and equipment had to be purchased overseas, secret



Fiat 1800 station wagon

commissions often found their way into bank accounts or credit accounts with business houses who paid for motor cars, holidays and school fees for Nigerian students.

Since most of the original monies had their origins in Foreign Aid schemes of one kind or another the people involved seemed to think it fair game to grab what they could for themselves. The result of all this was to be seen in poor quality work, equipment ordered which was unsuitable or unnecessary and total lack of maintenance for capital items. As a small private trader selling used ex military equipment I found it impossible to make sales at the higher level as I was not able to provide kickbacks. It was all very frustrating. At the level at which I operated things worked differently. Let me give you an example;

One day my sales manager Festus and I were driving along the road between Lagos and Ibadan in a Leyland Hippo six wheel truck which was not carrying any load. Suddenly a man in Police uniform stepped out into the road and signaled us to stop. Festus stopped the truck and got out to see what was the reason we had been stopped.

After some minutes of conversation with the Policeman he told me that the man wanted us to drive with him to the weighbridge to check the weight of the truck. What on earth for I asked, we are not even loaded? He wants to see if the Tare weight painted on the side of the body is correct, Festus replied.

Since the nearest weighbridge was fifty miles away it would have been a great inconvenience to us, which we could avoid by paying the policeman twenty Pounds! I think we managed to settle for ten after much haggling!

Festus explained to me later that every Policeman had to take bribes the reason being that he had to pay a bribe to get into the Police Force in the first place. Every month thereafter he had to make a

payment to his Sergeant who in turn had to make payments to the Inspector and so on up the line. Apparently it was quite common for a policeman to lend his uniform to a friend when he had a day off so that the friend could stop motorists who would pay up and go on their way.

When I was importing goods I had to go down from Ibadan to Lagos to get Customs clearance and unless I paid the Customs clerk a few Pounds for himself, my documents would sit in his "in" tray for maybe a week costing me plenty for hotel and food etc.

Another story is worthy of the telling and concerns an occasion where I had a need to borrow the sum of three hundred pounds for a few days.

I had an account with a small African Bank in Ibadan and made an appointment to see the manager who listened patiently to my request. Finally he said that he would have to submit the application to Lagos head office and the result would be advised in about ten days!

I explained that my need was immediate and ten days was useless, as I would be able to repay by then. In that case let's not worry about the formalities said he. The safe was open and he simply took out the three hundred and gave it to me wrapped in newspaper! No forms to be signed, no cheque written, nothing whatever!

I insisted that he accepted my passport as security, which he locked in the safe. A week or so later, I went to the bank early in the morning in order to repay the loan. In front of the entrance was a Nigerian Police officer sitting on a box behind a Vickers heavy machine gun, W.W. 1 vintage, complete with gallon can of water connected for cooling!

Across the street was a large crowd of people who were howling and wailing with the machine gun pointed at them. What on earth is all this? I asked the policeman.

"Sorry master, bank done die!" was the reply. The doors were locked and there was no way I could enter and repay the loan, I went to find the manager at his house and explained the situation to him. What do you want me to do with this money I asked? Give me a hundred and fifty and keep the remainder for yourself! Was his reply.

Many months later the British High Commission replaced my passport with a new one, the original is probably still in the safe in Ibadan!

At the top level of government, corruption was rife and quite blatant. I remember an occasion where the Minister for Trade was a man named Chief Fetus Ecoti-Ebo. He was also Minister for Customs and I think Business Development. I remember when he granted some colossal loan to his wife on terms, which made it almost a gift. The purpose of the loan was being to establish a shoe manufacturing facility in the Eastern region of Nigeria. The next step was to impose a huge Customs Duty on imported shoes to protect the local industry!

On another occasion some years later, cement was purchased from an Eastern bloc country in such vast quantities that all the warehouses were full. Lagos harbor was congested with about twenty ships full of bags of cement and nobody seemed to know who had ordered it or for what purpose. No doubt the commission paid by the supplier was a tidy sum!

Ultimately of course, the people who pay for such a dreadful state of affairs, are the poor and hungry for whose benefit foreign aid is intended. The results of years of corruption can now be seen on our TV screens and newspapers every day of the week. Next month I will write about more cheerful things, see you then. *Archie*

Rob Whitehead is selling his motorcycles

bob.whitehead10@gmail.com Contact Rob if you are interested **Amal carbies** to suit a 750 Norton. Two (2) Type 930/68 and 930/69 (left and right side). These carbies have been reconditioned and are in mint condition in the original boxes. \$450.00

Moto Guzzi 750 Navada motor cycle, used and good condition, S/A rego TID-342. \$4,500.00

1953 BSA 500 twin, plunger model, was on historic registration with VVMCCSA, is still eligible for historic club registration, S/A S08-ANT, \$8,000.

1918 Healing Jap, with a JAP 770 V twin motor, has a kick start, 3 speed gearbox, belt drive. This motorcycle was built in Melbourne Victoria (Australian made) and is a veteran motorcycle, it is complete and running ready to rally. Australian made motorcycle in excellent and reliable condition, qualifies for National Veteran rallies held around Australia. The motorcycle has been ridden in many rally here in SA **1918 JAP motor 770 V twin**. This motorcycle is complete but not yet registered for road and rally usage. Petrol tank has "GCS" which stands for a motorcycle manufacture of George Cyril Stillwell commenced business as George Stillwell & Co. at 392 Post Office

Place, Melbourne. An other Australian make of motorcycle, built to be ridden, but it is a complete replica of that model.



Having a Smashing Time!



Demolition Derby, Stock Cars, Hot Rods, Banger Racing all mean one thing the destruction of the remaining vestigial of life in these competitive cars being crashed and bashed for the sake of entertainment

I have to admit a while ago I attended numerous speedway events that many older cars spent their last days being smashed up. Above is a shot of the trend from America that used their huge surplus of old cars for stock car racing. It is quite hard to identify what models they were with their roll bars, no windows, no chrome or fittings. The two-door Chevrolet is obviously a favourite as it was in sedan racing.

My father took me to stock car racing when I was a boy in England and we later attended Tracy's Speedway in Maribyrnong when we came to Australia. It was great entertainment.

The speeding cars with open exhausts doing broadsides on the dirt track throwing chunks of mud at the spectators on each corner. The smell of high octane aircraft fuel contaminating the air. The smell was familiar as my father, who worked for an airline, occasionally brought home discarded fuel that gave his Vanguard

a bit of pep! The crashes and cars flying in the air and rolling several times sent roars of approval by the crowd like gladiators being mauled by tigers at the Colosseum. The inevitable brawls towards the end of the evening when rowdy alcohol soaked yobbos decided to take the spirit of competitive conflict off the track and onto the embankment.

It was a sport taken seriously by the competitors who spend hours constructing their minimal steeds. Only a basic shape of the original cars could be deciphered from the tangle of tubular steel and iron bumpers, that would ensure the radiator and oil cooler acquired little damage when shoving obstacles out of the way.

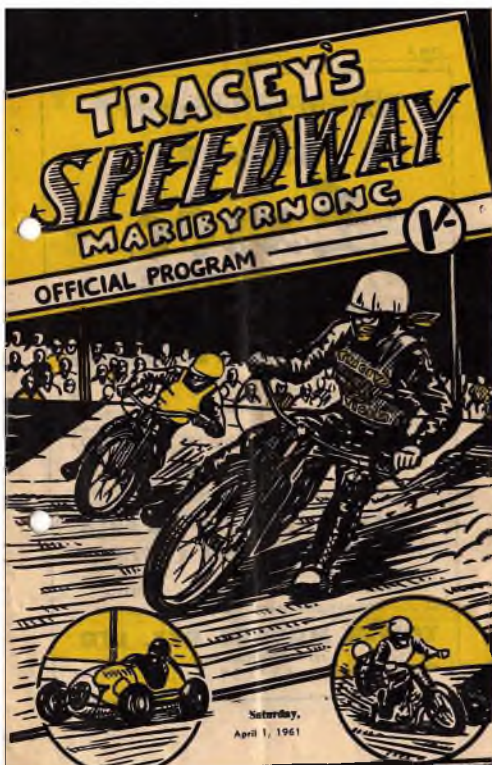
The last time I went to a speedway (late 1960s) was a track near Portland (Vic) My sister's Salvation Army posting was there, so I spent a few weekends in the town. While I was driving to, I think it was Hayfield, in my MGB I was challenged by a hotted up Holden that passed me. I chased

him, the new speed limited was 70mph, however that was ignored and we were travelling at 90mph when the cops pulled us over. They ticked me off for not having a front number plate but it appeared the Holden was getting a full roadworthy inspection while I motored off.

Maribyrnong Speedway was established on 26th October 1946 and called Kirjon Speedway by the promoters. Fred Tracy took over the Speedway in 1951 when it had a temporary closure.

The suburban neighbours united to close the speedway on 11th April 1964. The plot has been cleared for a park and a plaque is displayed in recognition of the track. The new venue was the Melbourne Speedway operating from 1965 to 1974 at Brooklyn.

I saved a half a dozen Tracy Speedway programs (one shilling each) dated from April 1961 to March 1962. Below is the standard cover and a few cartoons by Norm Clifford of the activities.



Having a Smashing Time!



Various shots from newspaper cuttings of hot rods in action. No 49 of R Forbes was leading in California when he blew a tyre (7.6.1955). At Tracy's Speedway No 25 of Ray Skipper (see Terry Parker's story) at Tracy's, Ian Cakebread takes tumble at Tracy's practice, stars Graeme McCubbin, Barry Williams (in his new car) and Johnny Mills fighting it out at Tracy's (11.1.1962), "Bandstand" compare Brian Henderson borrows a hot rod to run on a Sydney track. Rodders Barry Lewis and Peter Lee later built a hot rod for Brian to race according to the stipulations of SCODA (Stock Car Owners and Drivers' Association). (13.9.1961) Typical crunch time at Tracy's Speedway in the early 1960s, they are all supposed to be driving the same way! Drivers being J Edmonds (10), G Rose (7) and Barry Williams ((79)

Racers at Rowley Park Speedway

I had a '33 roadster when a teenager, then a '38 coupe and another at speedway. Later I was able to buy dismantled the motor which left all behind, including 313 Chryslers. I sold the Historic race car I had built, trouble with CAMS, but kept the Ardun, now together and running.

Rowley Park Speedway was known as 'The Place Where Champions Gather', and I was there too. The speedway (1949-1979) was run by Kym Bonython for most of its life, and was the best in the

country.

Ross Hill and my father, Murray Parker, were both at Skyline Motordrome in the Adelaide hills when it opened in 1955 and remained lifelong friends. Ross's father, Alby (Pop) Hill was a machinist and had been involved with speedboat racing, so he had experience in improving Ford V8 motors. Alby, Bob and Ross built a car, number 55, which was way faster than most, and it was without factory made high performance parts. Alby Hill had made a dual ignition system which allowed more revs than was possible with an 8 lobe distributor. In about 1960 Ross had won enough prizemoney to buy an Ardun OHV conversion, and went even faster. When he retired, the Hills helped my father build a new car, (23) still a Ford Mercury powered sidevalve, which won everything for about three years.

Ray Skipper (25) had bought a car from one of the Victorians, and took it back to Tracy's Maribyrnong Speedway, to win their 50 lap title and I travelled as mechanic.

The Hills built a car for Kym Bonython the same as Marshall Sargeant had in USA, and Bonython brought him here to drive it. When he left at the end of the 1963-64

season, my father bought the car, a 1932 Ford with a 313 Chrysler motor, and continued to win most events. In the 1964-65 season I drove the sidevalve while he had the Chrysler. In the 1965-66 season I drove the Chrysler, which became lame, knocking a lobe off the camshaft. By then it had done three seasons, so we didn't blame Chrysler.

Sprint cars replaced

Terry Parker

Rowley Park Speedway
COMPANY OF SOUTH AUSTRALIA

TORRENS ROAD, BROMPTON PARK.

THRILLS!

GRAND OPENING WEDNESDAY NIGHT
DECEMBER 21ST

WITH 12 SPEEDCARS
including ALF BEASLEY (Vic.), V60, ART LIDSEY (Vic.), ART GEARY (Vic.), V60, SAMMY BRIGHT (S.A.), RAY HUPPARTZ (S.A.), SAM ELSWORTHY (S.A.).

10 LAP BUTCHERS' PICNIC.

SOLOS — SIDECARS
KEITH RATTEN (Vic.), GEORGE ROBERTSON (S.A.), MAX SNOW (Vic.)
ADMISSION 2/6. ADMISSION 2/6.



ROWLEY PARK SPEEDWAY

GRAND-FINAL "NOSTALGIA" MEETING!
1949-1979
an end of an electrifying era!

SEE THE GREATS OF THE PAST 30 YRS OF SPEEDWAY HISTORY

SEE THE NAMES IN ACTION!

JACK PRIME *KYM BONYTHON * JACK SCOTT

Jack Young, Bob Leverenz, Brian Elliott, George Robertson, Harley Hammond, Len Bowes, Stan Smith, Bob Finlay, Brian O Shea, Cheek McConnell, Neil Murray, Joe Grainger, Len Golding, Murray Holman, Bruce Rickard, Dave Cooper, Rex Seedy, Al Shields, Frank Nankville, Kevin Fischer, Ray Skipper, Allan Jones, Moss Marchant, Kevin Green, Lou Jarron, Bill Hambly, Clark and Murray Parker.

PLUS - SPECIAL APPEARANCE BY GEORGE TATULL (3 times Aust. 1)

The greats listed above with an asterisk before their names will be in action this week. The others will do a special lap of honour. There's old style bikes and cars... there's a special race between the classic HRO Vincent sidecars and there's a special STOCK RIDE race. All this and a regular night's racing as well. Join us in celebrating a great era. Nearly everyone has been to Rowley Park - bring back the memories this week - it's the last meeting before speedway moves to its new home! Re-live the early days in this special grand finale nostalgia night!

FRIDAY 7.30pm - Adults \$3.00 Child \$1.00 BOOKINGS 463104



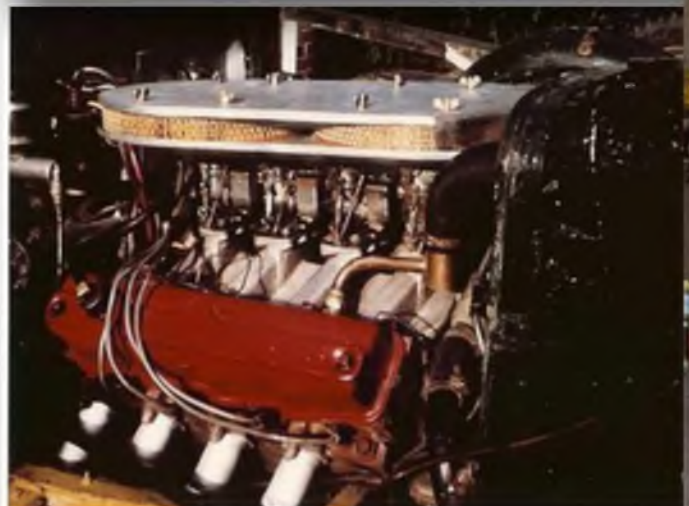
stock cars and sponsorship was needed to finance what had been mainly an amateur sport and as they say, life is what happens while you are making other plans.

In the 1980's there was a growing interest in historic circuit racing, and I

built a car based on a period road race car from the 1930's, when 'Specials' were raced. It was a Mercury motor in a modified 'A' Ford frame. I built the car with room for the Ardu motor in mind, as it had been sold to someone who offered too much for Ross Hill's car to be refused. He had collected three by then, always intending to rebuild and race again. The owner saw the car I built, and vacillated, sometimes verging on selling it to me, other times, not. After his passing, I

rebuilt one Ardu for the owner's son and was able to buy the Hill's motor, along with the remains of number 55. The local CAMS official heard that I had the Ardu motor and made sure I was not permitted to fit it to the historic race car, so I sold the car, but not the Ardu motor.

In the 1980's Classic Speedway started to emerge, and number 23, 25 and 55 and USA2 were rebuilt, all by the original builders from 1955, and so the wheel had turned the circle. *Terry*



DENNIS BROTHERS Ltd

The following interesting story was borrowed from the 'Crank Torque' Newsletter of the Parkes Antique Motor Club with permission.

John and Raymond Dennis were brought up in Huntshaw in Devon. John then moved to Guildford where, whilst working for an ironmonger Filmer & Masons, he started making bicycles in his spare time. These sold at a profit and in 1895 he set up his own business, the Universal Athletic Stores in Guildford High Street, selling his Speed King bicycles and other sports goods. Here he was joined by his brother Raymond and the enterprise expanded. Bicycle manufacturing continued and other products were made were tricycles and quadricycles. The first motorised vehicle built in 1898, was a tricycle fitted with a single cylinder De Dion engine. This was followed by other motorised vehicles with the first proper car being built in 1901. At about this time, the business became a private limited company, Dennis Brothers Limited..



1912 Dennis Fire Appliance

Technical development was a key aspect of the enterprise and an early innovation was the worm drive rear axle which was used from 1903. The brothers were successful with their cars, competing in various speed and endurance trials but realised that the market was limited. Cars at that time were mostly bought by the gentry so they took the decision to move into commercial vehicles, the first being made in 1904 - a 15 cwt van for Harrods of London.

This was soon followed by the first bus chassis, fitted with a 28 hp Aster engine, which went to Benjamin Richardson. Like other vehicles at this time, the engine and transmission were mounted on a sub-frame to reduce stresses.

The worm drive axle was patented

in 1904, originally with the input shaft above the drive gear.

Production expanded and in 1908 Dennis made their first fire engine. This featured a centrifugal pump, in which a rotating vane, rather than pistons, developed the pressure.

It was so successful that they concentrated more on fire engines and acquired the rights to a powerful turbine pump designed by Italian engineer Tamini

Dennis moved to a larger factory at Woodbridge, on the outskirts of Guildford. Commercial vehicle production volume had overtaken that of cars in 1905 and in 1913 it was decided to discontinue making cars and concentrate on commercial vehicles. A variety of

goods chassis were made ranging from 15 cwt to 5 ton capacity and these were fitted with either lorry or van bodywork for haulage work, or bodied as single or double deck buses. At first they used Aster engines but turned to White & Poppe from which they finally purchased the manufacturing rights.

The Government subsidy scheme had already begun by 1913 and Dennis submitted the 3 ton lorry for approval. 7,000



1902 Dennis Rear Entry Tonneau

were built and other war work comprised pumping sets, and a small number of lorries and buses for civilian use and export.

Big changes following the war saw Dennis export business growing and expanding into the field of vehicles such as road sweepers and vacuum gully emptiers. Lawn mower production started in 1922.

Bus and lorry chassis were updated and a typical double decker was offered on a 4-ton chassis with seats for up to 48, 24 on each deck. During the time of economic depression, the diversity of products kept the firm going and in 1925 they launched their first purpose-built low framed forward control bus chassis. This was the E type and featured a monobloc engine, unit mounted gearbox, underslung worm drive axle and pneumatic tyres. The separate engine sub frame used in earlier models was discontinued at this stage.

Pneumatic tyres were introduced on single deckers in 1925 and were permitted on double deckers in 1928, many older chassis being so converted.

1933 A Model dropside truck took a payload of 2½ tons



Lorry production was not buoyant during the years of the 30's depression, but the firm kept going with its export business, fire engines, municipal vehicles and passenger chassis.

During the Second World War the Ministry of Supply restricted Dennis to lorries and allocated bus production to Daimler and Guy. Over that period Dennis built some: 3,000 6/8 ton capacity Max and 1,500 3-ton Pax lorries, 3,000 infantry carriers, 17,000 engines for landing craft, 7,000 fire pumps, 750,000 bombs and assembled 700 Churchill tanks. Meanwhile, 'municipal vehicles' were built for military bases. The plant operated around the clock and the number of workers doubled to 4,000.

1948 Nationalisation of road haulage British Road Services, Britain's state-owned road haulage operator, didn't buy any trucks from Dennis.

New products were developed but were not attractive to British Road Services. The suppliers to British Road Services were prospering. Leyland, AEC and Foden's technical advances and greater truck experience let them build even better buses to compete with Dennis buses. Only Dennis's light Pax trucks sold well and they went to businesses still permitted to run their own short distance transport. Yet buses and fire engines remained in demand.

The 1940s and 1950s still managed to be Dennis's best years. 1960's Potential bus customers preferred their new vehicles front-entrance and rear-engined and Dennis had no bus in production to meet those requirements. Dennis chose to end bus manufacture in 1965 and concentrate on lorries which also faced declining demand.

In late 1965 a significant block of shareholders dissatisfied with the performance of their business asked that Dennis Brothers cease production and liquidate its assets. Dennis Motor Holdings was formed as a holding company with all part-time directors.

In 1972 Dennis Motor Holdings was renamed Dennis Motors Limited and the manufacture of trucks for haulage ceased. New rear-engined single-decker and double-decker buses were announced in 1977 after a bus-building break of eleven years. At the time of the announcement the workforce was 875 and Dennis Motors remained Guildford's largest employer.

A new range of fire appliances, the



1931 Dennis 30 cwt Truck



The Pax, both normal and forward-control was Dennis's best seller.

R series, went into production in 1976. A single specialist fire engine chassis on which modular body units could be mounted it was complementary to the existing range.

In the 1980s Dennis introduced its Javelin design using a 6-cylinder Cummins engine mounted forward of the axle. Previous models had used

Gardner engines. The fire engineering division was closed and requirements contracted out. At this time Dennis claimed 65 per cent of the fire engine market. John Dennis of the founders' family left and set up John Dennis Coachbuilders to build complete fire engine bodies.



Dennis Dart Bus in Canberra

Bits & Pieces



John Blythe sent in these period photos. Bourke Street, Melbourne looking down to Parliament house

Vintage car enthusiasts will recognise some of the vehicles. A few Yellow Cabs, being in black and white its hard to tell if they were in fact yellow. From the right a Chevrolet, an Overland with the peculiar front suspension set up, Yellow Cab, Chrysler, Chev truck, Dodge and the rear of possibly an English car like an 8hp Humber or Gwynne and another Yellow Cab.

Cable cars were still being used in this period snap shot as there are no overhead wires having replaced horse drawn trams by 1890. Cable cars operated in Melbourne from 1885 to 1940. The last route being from Northcote to Bourke Street, Melbourne operated by the Melbourne and Metropolitan Tramway Board that was formed in 1919.

By 1885 it had one of the largest

cable systems in the world radiating from Melbourne. By 1891 there was 75k of double track, 1,200 cars and trailers on 15 routes. Although an electric system operated between Box Hill and Doncaster in 1889 it was not until 1906 that cable cars were being replaced by the electric system.

Below Flinders Lane 1914. Several Model T Fords without lighting, they must have been an expensive option? The cross on the windscreen must have some significance as a few cars have it displayed.

The Dennis story in the last issue came from Crank Torque, magazine of the Parkes Antique Motor Club and is owned by President Phil Dixon.

Barry Garment, Secretary
Parkes Antique Motor Club Inc.

Thanks for the great publications of 'Country Motor Australia'. In the Issue 27 I enjoyed the article by Wendy Muddell including the body by Diskin & Molyneaux as I have been interested in the Australian motor body builders for many years.

I have been looking again at Paul Samuel's 1935 20/25 h.p. Thrupp & Maberly Sports Saloon, GBJ39, the car he had when he started the Rolls-Royce Owners' Club in Sydney in 1956. The last recorded owner we have is Dr Raymond T Laneyrie, who joined the NSW Branch in 1967 with GBJ39. The last listing in the Club's register for Laneyrie with GBJ39 was in 1984 when his address was 241 Farmborough Road, Unanderra. I wondered if by chance you know anything of the car after that date. Admittedly a long time ago but then everything seems a long time ago nowadays!

David Neely dneely@optusnet.com.au



Bits & Pieces

I was recently informed that **Peter Crauford**, Chairman of the '20 Ghost Club (Aust)', passed away on the 27th August. He was well known around the Clubs, a car enthusiast for many years. He has and has owned lots of interesting Veteran and Vintage cars.

Hello David

Your readers may be vaguely interested in my Renault Monastella While one of the major and oldest French manufacturers Renault have never sold strongly in Australia and in particular the 1927-32 Monasix & Monastella. The later being the slightly more up market version of their small 1500cc, six cylinder car. As with a number of other "names", Renault followed the trend with their "small" six, as with many of the others their Monasix and Monastella sold in relatively small numbers.

Here in Australia my car appears to be the sole surviving example. Having said that it has only just survived, having already been demolished and ready to go to the rubbish dump when I bought it. Most of the body had already gone by the time I bought the remains, along with the body parts the engine and gearbox was also missing. Almost ten years later I am only now about to attempt to build a motor for my Monastella from parts acquired firstly from New Zealand and later from France.

More recently I have lost over \$5,000 to a scam artist thought to be in the USA, He conned me into thinking that he was selling me a "running Renault RY1 motor and gearbox". This rogue even had photographs of the correct model car and engine. He could send me a weigh-bill from a transport company and all the other paper work for me to pay for the air-freight. It was only after nothing arrived and that I started to make enquiries the scam was exposed.

All I can say is if you are approached by someone wanting to sell you precisely the parts that you have been searching for. It just may be too good to be true.

Please do pass this sad story on to your readers, if it can help just one other person to avoid this type of robbery so much the better.

Bernie Jacobson



This could be the solution for modern cars of the future, for a total automatous driving experience.



Hi David, I took the time to read Tony John's entry re his father and partner's start in business. Seems they started the business with Junior Engineer sets. Attached is a photo of such a kit I picked up a few years ago. Possibly was from the estate of a collector friend but cannot be sure. The kit has been used but only to a small degree.

Richard Unkles

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Wrecks of the Month



John Kosowicz, who lives just out of Wedderburn is keen to dispose of the late T Ford body and the 1960s Dodge Phoenix.



The body is from the States and has repairable rust, that shouldn't dissuade a T Ford enthusiast and the mighty Dodge, though somewhat damaged has excellent spare panels provided. Email: jgkozzi58yahoo.com.au Ph: 0431245107

Cars I Have Owned

David Vaughan

I gained my drivers license over 50 years ago and during the past 50 years of driving I have owned 27 registered cars. I have also had about 30 project and parts cars, only a few reached a stage where I could register them, the rest were passed on to other dreamers. During the later part of my working life I had the use of 16 company cars starting with a XE Falcon and all models of Ford Fairmonts to a AU Fairmont. Also a few VN Commodores, a Mitsubishi Magna and Verada. This story only concerns the registered cars that have occupied one of the many garages where we lived over the years.

The first car I bought at the age of 15 was an unrestored 1928 Austin 12/4 tourer for £5.00. When I was 17 my father and I managed to get it registered for the 1964 Kalorama Rally. I owned the Austin for 32 years. When restored I used it for our wedding and our eldest daughter's wedding as well as extensive use on old car rallies both in Victoria and interstate. It was a slow car, 40-45mph being a comfortable cruising speed. It had a basic 1861cc sv 4 cyl engine with a 4 speed central gate change gearbox.

My grandmother bought a 1951 Austin A30 for £150 for my sister to drive her around. As a result of her accident repairs my father and I sprayed it with a vacuum cleaner spray gun with blue Dulux Super enamel. My sister left home and I had many reliable years use of the little car. Its 805cc ohv engine eventually expired and it was sold to a car wreckers in Sydney Road, Fawkner



for \$50.00

In 1967 I lusted for an MGTC and acquired a 1949 model for \$280 in very unroadworthy condition. Although my father and I resolved some of the RWC problems it really needed to be totally restored. After 10 months of use it was put on blocks until 6 years later it was sold to provide a deposit on a house for our growing family. One of those sacrifices us enthusiasts have to make! It had a 1250cc ohv engine and a very nice remote gear change. Having such a short chassis it rounded corners like a go-kart, with lots of scuttle shake and doors flying open!

With the MG tucked away in the carport I decided it was time to buy a modern car. My choice was a local 1961 Volkswagen 1500. for \$1,000.00. A very light car to drive, beautiful gear change and the noise from the suitcase engine was behind



you. The road holding was improved considerably by fitting Olympic GT radials. It burned a valve when the speedo was indicating over 90mph.

As much as I enjoyed the Volkswagen, with the MGTC still untouched a more recent MG was the solution to my desire to have a sports car. The early 1964 MGB had a 3 bearing engine, 1800cc and was very presentable in British racing green. I had the engine totally rebuilt at a cost of \$150 and after running it in it went very well, providing many high speed tours interstate and to the country, prior to speed restrictions. The MG was fully imported from the UK.





I bought it from Cheney's Motors in Fawkner, it was on consignment from Stephen Cheney. After the engine overhaul we drove to Sydney to see the musical 'Hair'. Cruising at 50mph it achieved 30mpg. Once run in we drove to Queensland flat out. It was not surprising that the fuel consumption was only 24mpg.

Our three kids were getting too big to sit on the bench behind the MG's front seats. Shock horror no seat belts there!

What a come down! A \$250 bomb temporarily filled a gap. The 1964 Austin Freeway station wagon had a reconditioned 6cyl engine, which kept the wagon going while everything else fell apart. It was a cosy, smelly and a sloppy car to drive but it served its purpose for nine months. I had a part time job which paid vehicle expenses and I actually made \$650 by using the car. It was sold for \$90 so I couldn't complain.

when new.

Having six children the Rover had got cramped. As SUVs never existed then station wagons with a third seat were the only alternative. The 1976 Toyota Crown had the rear seat facing backwards. Who knows what gestures the kids were making to following drivers! The 2600 cc engine was copied from Mercedes Benz so was bullet proof. Just as well as we towed a removal box trailer up the



A sedan was needed. In 1971 we bought a Mazda Capella 1600 from Brian Neilson Motors, Essendon It took some time to adjust to its lightness and lack of road holding security. We did many tours with camping gear mounted on the roof rack which adversely affected the mpg. A very reliable car, only the fuel pump packed up during the 44,000 miles covered before it was traded in.

Every once in a while we do something totally crazy. On this occasion we traded in the Mazda for a 1966 Cadillac Fleetwood from Kevin Dennis Motors. They gave me a good deal, being at night they didn't realise the Mazda had five different yellows from four minor accidents. (and they said yellow was a good safety colour!) The Caddy was a deliriously beautiful car. Gold with gold wall to wall lambs wool inside. Everything was electric powered. It cruised effortlessly and it was only when parking you realised what a monster it was. It was far too expensive to run and people got the wrong impression that we had money, so sadly it had to go.

A well preserved 1961 3litre Rover was the Freeway's replacement. It was a good quality English car. It's a 'they don't build them like they used to' car. Having an inlet over exhaust head I had to replace the burnt out exhaust valves when performance was lacking. A comfortable solid drive even at 90 mph it was stable and handled well, if a bit ponderous. A trip to Canberra it returned 18mpg just as they did on road tests

Gisborne hills that weighed a ton even before our furniture was loaded in it! The steering was light and manual gearbox easy to change. Well finished and the first car we owned with air conditioning. On a Queensland trip we were sweltering then I remembered the a/c, the relief was like a cold shower. When we moved into the country near Lancefield I needed a car for work, an unregistered \$30.00 Standard 10 came to my notice. With a





new clutch it amazed me. It was such fun to drive, even without a heater when it snowed, I rugged up. Lyne never liked being seen in it. However my eldest son borrowed it after I got a company car (Ford Falcon XE in Monza red with a 5 speed gearbox) and no longer needed the Standard, he said it was so 'uncool' it was 'cool'! (work that out!)

I sold my Austin 12/4 to friends in the UK who offered far more than I would have got in Australia. I now wanted a modern classic sports car. MGB's were a good buy. The 1965 model was a car at a price level of B's that needed tidying up.



Over a period I made improvements and had many miles of enjoyable motoring. Still having kids at home and having a company car it never got used a great deal. The MG was imported from America and

117,000k with total reliability. A pleasant car to drive, though I still wanted a car that handled better.

Up until now I have always had a vintage in my garage, mainly project cars.

touring and very pleasant car to drive.

We bought a 1987 Hyundai Excel for our daughter to drive too university, however she went to live in the UK. For a few years it was great little run about, it only

converted to right hand drive. When I sold it I never thought I would see it again. I was on a local club rally and parking along side the Alvis was a familiar car, I couldn't believe it was my white MGB!

When I changed my job I was able to buy my last company car, a 1999 AU Ford Fairmont. I had duel fuel by putting it on gas, which cost \$1,400; transmission cooler and stronger springs on the back as occasionally I trailered cars. Unlike new gas systems the performance suffered by about 15% when on gas, however it returned good fuel economy. I did

These have included Austin 7, 12, 16 & 20hp, Armstrong Siddeley 14hp and Dodge Standard 6. Having joined the Vintage Sports Car Club it was time to buy a more interesting vintage car. It was months before I acquired one and even then it cost far more than I wanted to spend. The 1926 Alvis 12/50 was a fresh restoration with a new replica tourer body, built and sprayed by well known panel man Richard Stanley. It had 1500cc ohv with right hand gate change. We went on numerous

VSCC and Alvis CC events. I was always disappointed with its performance especially on hills. Going up to Kalorama a lead foot in an Austin 12/4 passed me! A subsequent owner improved on the breathing and repaired a crack exhaust manifold which improved the car out of site. I was always grating the gears on the sensitive gearbox but nevertheless it won many accolades for its classic appeal.

A few months after the purchase the sellers asked if we were interested in buying their 1951 Alvis TA21 as they were moving onto a drop-head coupe TA21. I had a new garage built and there was room for another car. It had a 3 litre 6 cylinder ohv engine and this car was totally original having covered only 48,000 miles since new. It was splendid for



goodbye to the Fairmont and MGB. Our youngest daughter was living in Nottingham so we stayed in that area. To motor around and drive to casual employment I bought a 1995 Peugeot 405 turbo diesel estate car for £200. Its surprising how deteriorated 10 year old

is well justified. The 2.3 litre engine was economical however the performance was adequate but not brilliant. To save wearing out the Mazda I bought a cheap 1995 Ford Falcon Futura Classic sedan. It was a pleasant car to drive. It chugged along with power and comfort but as it was not at all economical to drive to work in there was no point in hanging on to it.



In 2007 I was keen to buy another sports car and we went to Essendon Mazda to see if they had any second hand MX5s. We foolishly wandered into their new car showrooms and got well and truly conned into ordering the new model MX5 NC. I wanted a dark red but when it arrived 5 months later it was a bright 'true red'. A splendid looking car and everything about it was spot on, in fact too

needing a new clutch.

The two Alvis's were sold when we moved again. Eventually I had another garage built and decided in 2004 that Lyne should have her own car. We checked out new cars and were attracted to a Daihatsu Sireon GTi hatch. The standard models had a 800cc engine, however the GTi had a 1300cc twin cam variable valve Toyota engine. Acceleration was a non-event, however once cruising it hummed along smoothly and maintained highways speeds regardless of terrain. It was well finished inside and out. By folding down the rear seat and moving the passenger seat forward I was able to fit a four drawer filing cabinet in the car!

Having treated Lyne to a new car I decided to treat myself with another MGB. It was the best one yet, having some mods to the engine and suspension it performed and stuck to road well. This MG was assembled in Australia. Living near the Macedon Ranges I often enjoyed brief runs through the hills. We decided to live in England for 6 months so it was



cars get in the UK. I spent some time and money bringing it up to a good standard; it's a pity I had to leave it when we returned home. It was frugal and drove well, 80mph on the motorways. It was a cold wet winter in the UK and annoyingly I couldn't get the heater working.

The Daihatsu was pressed into service again until I found work and it was traded in on a new 2005 Mazda Luxury Sport hatch. We had a good run in this car to 125,000k. Mazda's excellent reputation



perfect. I would have liked a little bit more of a challenge driving it. I never drove it to work, being next to Highpoint Shopping Centre where cars get pinched and as we often took the grandchildren it rarely got used.





saloon; however the good ones had got very expensive. Then my interest changed to a more modern classic, even then I had no luck so I contacted car clubs. In the Alvis Car Club newsletter was an unfinished 1951 Alvis TA21 for sale in Mildura. We had never been to Mildura so even

Living now in Wedderburn we frequently drive to Bendigo so an economical car was purchased from Lyne's father's estate. It was a 2005 Nissan Pulsar automatic. In over ten years it had only covered 16,000k. It was a great little runabout that saved wearing out the Mondeo on local runs. Initially it stunk of cigarette smoke but eventually using various methods the smell went away. Lyne found difficulty getting in and out the Mondeo due to operations on her knees. A friend with a similar

Eventually in place of the MX5 we bought a more practical vehicle, a 2002 Mazda Tribute 4WD SUV. Once again we were impressed with the high standard of finish of the Mazda. Naturally it was a heavier car to drive and its 3 litre engine was uneconomical on trips to work. Unusually for a late model car it had an automatic gear selector on the column. A very comfortable and peppy car, a bit roly-poly on the corners at least it could accommodate lots of grandchildren!



We really didn't need two cars and late 2007 we decided to trade in the Mazda 6 and Tribute for a new car. I tried out several, including SUVs but was not enthused by them until in Sunford I spied a brand new Mondeo turbo XR5 hatch in their yard. It has a Volvo 5 cylinder 2.5 litre petrol engine and 6 speed manual. I instantly fell in love with it, I had to have one. The Mondeo won the European Car of the Year in 2007. We had to wait six months (2008) for the first deliveries of the model from Belgium. Over ten years I loved driving it during the 164,000k we travelled. The air conditioner blew up at about 70,000k and Fords paid for a new unit not the labour though. It was a good quality German designed car.

For some months I searched for a classic car. I was keen on a vintage

if we didn't like it we could enjoy the tour. We bought the Alvis and spent a year and a lot of money getting most mechanical items overhauled to eventually get a RWC and red plates. It's a car I love, British traditional style, wood and leather and a 3 litre 6 cylinder ohv engine with adequate performance.

problem suggested a Mazda SUV. I had no intentions of changing cars but if the SUV was more satisfactory for Lyne sadly the Mondeo and Nissan had to make way for a SUV. In 2018 we bought a new Mazda CX5 GT. Having had several Mazdas we visited Bendigo Mazda and put an order in. The CX5 is one of the most popular SUVs in



Australia and justifiably so. The build quality is as good as any German car but far cheaper. It took a while to get used to sitting up and the inherent lack of road hugging. After two years we are very happy with the car as it's far more suitable for gravel roads. **David**