



October 2023

1946 Chevrolet Coupe Utility



**The Veteran Car
Club of Australia
(Tasmania) Inc.**

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Office Bearers 2023/2024

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STATE AND NATIONAL EVENTS

Note: To participate in any event, eligibility criteria and entry requirements put in place by organisers must be satisfied.

2nd October to 8th October 2023 - 2023 Griffith National Veteran Vehicle Tour, to be held in Griffith NSW. This event is open to all vehicles 1918 and before.

The Veteran and Vintage Car Club of Australia ACT will be host to the event'

<http://www.vvccaact.org.au>

9th, 10th, 11th March, 2024 - 67th VCCA Tasmania State Annual Tour

Hosted by the Northern section

Mike and Marion Cassidy, State Tour directors. Contact: phone 0458 944 001

17th - 23rd March 2024 - 1 & 2 Cylinder National Rally - Albany, Western Australia

Please email your Expression of Interest to Bob Henley bobjos89@westnet.com.au

26th May to 1st June 2024 - Horseless Carriage Club of America 8th International Tour - Tweed Valley NSW - More information here: www.hccasea.org

Disclaimer. The Veteran Car Club of Australia (Tas) Inc. shall **not** be held responsible for any personal views or opinions expressed in any article, nor is it accountable for the quality of goods or services offered by any advertiser.

Presidents Prattle October 2023

I would like to start this prattle with a message of sympathy to Andrew McDougall and all of his family after the passing of their mother and grand-mother, and our esteemed Life Patron Judy. Judy was a role model to the Club for all the years I have been a member and for quite a few years prior to that. It is hard to imagine the Siddeley Deasy without Judy riding in it.

Now to the usual message for this time of year. If you haven't renewed your membership yet please do so straight away as you cease to be a member on September 30th unless you have made some arrangement with your section treasurer. If you don't intend to renew please have the courtesy to let your treasurer know so they are not left in the dark, sending out reminders.

At the last executive meeting we had the same discussion we have every year about the best way of letting members know that subs are due. Up until a few years ago we all got a blank renewal form tucked into the middle of Small Torque, most of which were thrown out because very few members realized what they were. Since then, and with the benefit of modern computer software and printing techniques we have had the cover of the July magazine as an individual renewal as the cover sheet addressed to every member. If any-one has a suggestion as to how we can stop people throwing their renewal away and making the job a lot easier for the treasurers please let us know.

Planning is well underway for both next years annual State Tour thanks to Mike and Marion Cassidy, and the National Veteran Tour in November 2024, so make sure you keep these events in your diaries. The State tour as always is held on the March long weekend, this time based around the Launceston area.

Congratulations go to Terry and Pat Campbell whose 1910 Russell (see the cover of Small Torque January 2023), is now on the road ready for the trip to NSW for this years National Tour, and also to Mick Peart and Dawn who are also heading off in the Belsize. I don't know how many other VCCA (Tas) people are going but have a great time.

We are planning a bit of a do at the Northern Clubrooms to show the 1929 Dodge ambulance to the public some time in the latter part of October so keep an eye on the website for details.

Happy Motoring, Joe Clippingdale

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Small Torque via email

Would you like Small Torque emailed to your inbox? It will be in PDF format and pictures are in FULL colour. Document size is approx. 3 MB. Email can arrive a week or more before the printed copy arrives. If you are interested then please send an email requesting this to bobwickham57@gmail.com and starting with the next Edition of Small Torque you will receive it both ways.

Front Page Photograph

This month's front cover photo is the
1946 Chevrolet Coupe Utility of Bob & Julie Wickham



Back Page Photograph

This month's back cover photo is the
1961 Vauxhall Velox Sedan of Steve and Toni Bishop



Southern Section Events

The Club rooms are open every Wednesday from 12noon, why not join your fellow enthusiasts for a chat and a cuppa.

If you have any items for Small Torque – car related For Sales or Wanted, or stories of your first car, your first restoration etc. or anything you think would be of interest to other enthusiasts - please submit to Section Editor before the 12th of each month.

A reminder also that ALL ITEMS should be submitted through your Section Editor.

WE ALSO NEED IDEAS FOR OUTINGS and RUNS – Have you got a favourite pub for a meal, a picnic spot or just a scenic drive, can you organise a treasure hunt or perhaps a mystery run – in fact anything you think will be of interest – contact any Committee member.

OCTOBER

Sunday 1st October – Classics on the Beach

Lower Sandy Bay Beach from 9am. Make your own way there.

NO MEETING on Tuesday 3rd October – See Note below

Wednesday 4th October – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

PLEASE NOTE Sunday 8th October – Committee/General Meeting with BBQ Lunch

October Committee/General Meeting will be held on Sunday 8th October at 10.30am at the Club Rooms in Brighton followed by a BBQ lunch provided. All welcome.

From next month we will revert to the first Tuesday of each month (except January) at 7.30pm.

Sunday 15th October – Predominately Britain to 'Bunna Car Show

The Village Community Centre, 20 Melbourne Street, Triabunna. 9.30am to 1.30pm.

Prize presentation at 1pm. Make your own way there.

This year they will be helping to raise funds for Ovarian Cancer research by participating in Frocktober. Car owners and their passengers are encouraged to wear period costume, to reflect the year of the manufacture of their car.

Sunday 15th October – “Coffee and Cars at Richmond” + Military vehicle display

9am onwards till noon at The Richmond Arms Pub car park. Open to all-comers. Just turn up and show off your vehicle and enjoy a coffee and chat. You can wander behind the pub to the Military Vehicle display also. Ladies can wander the many artisan shops and galleries.

This event is the 3rd Sunday of each month.

Wednesday 18th October – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

NOVEMBER

Sunday 5th November – Gordon Fysh Memorial Tour, Ross – bring your cricketing skills!

10am to 3pm at Recreation Ground/Sports Hall. Registration form in Small Torque.

BYO lunch or buy locally - Tea & Coffee provided. Numbers needed for catering purposes only.

Tuesday 7th November – Committee/General Meeting

Now it is warmer we will revert to our usual Meeting day and time. 7pm for 7.30 at Club Rooms for the November Meeting. Refreshments to follow.

Wednesday 8th November – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

Sunday 12th November – Trash to Treasure – Claremont Girl Guides Fund Raiser

10am to 2pm Claremont Village Green - just turn up – please be onsite by 9.45.

Saturday 18th November – Shannons All German Car Show – Parliament Lawns

10am to 2.30pm. Entry via lower Murray Street - please be on site by 9.30 and remain until 2.30. Featuring 75 year anniversary of PORSCHE. More info Rod Belbin 0408 314 309.

Sunday 19th November – “Coffee and Cars at Richmond”

9am onwards till noon at The Richmond Arms Pub car park. Open to all-comers. Just turn up and show off your vehicle and enjoy a coffee and chat. Ladies can wander the many artisan shops and galleries. This event is the 3rd Sunday of each month.

Wednesday 22nd November – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

Sunday 26th November - RACT re-creation of first club run 100 years ago.

The RACT are inviting members to join them on a drive - in convoy - from Hobart to New Norfolk. Participants will receive a gift bag and complimentary afternoon tea in New Norfolk. Anyone who is interested can register their interest at ract.com.au/100-year-club-run You will need to complete a form found on this link, and they will get back to you with necessary details.

DECEMBER

Sunday 3rd December – Classics on the Beach

Lower Sandy Bay Beach from 9am. Make your own way there. 1st Sunday of month.

Tuesday 5th December – Committee/General Meeting

Committee/General Meeting at the Club Rooms - 7pm for 7.30. Refreshments follow. All welcome.

Wednesday 6th December – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

Sunday 10th December - Richmond Bridge Bicentennial Celebrations

Geoff Williams is the co-ordinator for this event for our members.

Sunday 17th December – Christmas Lunch booked at South Arm RSL for 12.30.

\$38 per person for two course traditional Christmas meal. Names to Roger please before Monday 11th December on 6249 3344. Make your own way there.

Sunday 17th December – “Coffee and Cars at Richmond”

9am onwards till noon at The Richmond Arms Pub car park. Open to all-comers. Just turn up and show off your vehicle and enjoy a coffee and chat. Ladies can wander the many artisan shops and galleries. This event is the 3rd Sunday of each month, similar to “Classics on the Beach”.

Wednesday 20th December – Club rooms open from 12noon – All welcome

Come on out to your club rooms and meet fellow members – you may like to help out if anything needs doing – it is always appreciated. Have a cuppa and a chat, browse the library - lots of old photos etc. Check the spares shed, new area almost complete - you may find a part you need.

Our 1904 Vauxhall No. 04121

The car was built 31/08/1904 and was the last tiller steering car made and being 1904 it had the 6HP engine as against the earlier 1903 cars having 5HP engines. The bore size is 4 inches and the stroke is 5 inches with an external lobe driving the exhaust valve and an atmospheric inlet valve 2 forward gears and being 1904 it has optional reverse. It has chain drive to a beam back axle, so to get a differential effect, they put ratchets in each wheel so there is no engine braking going down hills which would have made it interesting going down a dirt road hill. To go in reverse, you apply a pedal and a cable goes to a lever on the left hand side wheel forcing a brass cone into the ratchet cone brake hub locking the wheel to reverse and the brakes are external bands around the ratchet hubs.

The body is wood with no chassis and it has coil springs with trailing arms just like a modern car, except for the wood which makes it comfortable to sit in. As it hasn't got a steering wheel, you feel like you should be looking at the wrong end of a horse. The ignition is by a trembler coil under the seat with the fuel tank, which with a loose spark, would make an interesting day out, throwing a new meaning to the saying hot seat. So I am thinking a little design change is in order.

Records show that R E Knipe purchased 2 cars in August 1904 numbers 04103 and 04121 being tiller steering and at a later date 3 cars with steering wheels. He must have been impressed with them or did a good deal because there is no recorded price on them.

When he placed the order he also ordered a list of parts which included spare inlet springs, exhaust springs, piston rings, contact blades, assortment of cables and petrol funnel. He must have thought he needed a few spares after qualifying for speed trials. The cars came with what is called the "OUTFIT" which consisted of Starting Handle and Horn, Pump for tyres and Tyre Repair Outfit, Spring Feed Oilcan, Large Adjustable Spanner, Small Adjustable Spanner, one pair of Pliers, one 3/8 x 1/4 Double-ended Spanner, one Screwdriver, "TOMMY" for chain adjustment, a piece of emery cloth duster and cotton waste, link for the chain, 12 bolts nuts split pins assorted and most importantly a Measuring Rod for the petrol tank. So with that kit in the car and it is not that big or powerful you would have to limit the size of the lunch hamper.

My father, Merv, bought the components of the car in the mid 50s and due to other cars coming along we only started working on it in the early 90s. In saying that my brother and I had started doing the engine in the 70s. During the restoration I had a visit from Bernard Ridgley who was connected with the Vauxhall Heritage Centre in Luton. He had heard about the car and wanted to check out the numbers and while he was here he took pictures of the reverse mechanism and, took special note of the radiator telling me that it had been fitted with the colonial radiator which had an extra 3 rows to handle more heat which he said they needed for the factory car as it overheats. This must have been fitted after it left the factory because it wasn't on the original order.

He was helpful with dimensions of mudguards, water tank which is under the bonnet plus he arranged for a casting of the rear sprocket because the factory still had a pattern from when their car broke the back axle on one of their outings back in the 60s.

There are news items on Trove about various Vauxhalls in Launceston, one frightening a horse in the town causing it to smash it's cart into a pole, another of being caught speeding on Invermay Road doing 18 mph when the speed limit was 14 mph, I would like to know how they tested the speed difference in those days. There is a picture of what looks like the car in Sauls Garage in Lower Charles Street. Saul competed in one of the first organised motoring events from the centre of Launceston to Scone, which is now called Eskleigh, and wrote that the car performed very well, later selling the car. One could say a good sales pitch!

Rob Gray



STATE ANNUAL TOUR 2024

The Northern section will be hosting the 67th State Annual Tour to be held 9th, 10th, 11th March next year. Planning is well underway and we are working hard to create an enjoyable and affordable weekend.

The State Tour is our premier event and open to all classes of club vehicles, so if you haven't taken part in a tour before, then give it some thought and join us for a fun weekend, good roads, food and great people. Entry forms will be out later this year. Also if you are needing accommodation we will include a list of affordable places to stay, at the end of this update.

On Sunday we will be travelling to the beautiful Northeast on roads seldom travelled by us before. Travel distances and time are easily achievable giving us plenty of time to chat and catch up. All planned routes are suitable for veteran vehicles and trailer parking will be available.

Accommodation suggestions - Olde Tudor Hotel, Colonial Hotel Launceston, Village Family Motor Inn, Aberdeen Court Motel, Abel Tasman Motor Inn, Riverside Hotel Motel.

Mike and Marion Cassidy,

State Tour directors.

Contact: phone 0458 944 001



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VALE

MRS. JUDY MCDOUGALL

Our long standing member and Life Patron Judy McDougall has passed away in Adelaide, having only a short while ago left Launceston to be near her family.

Judy has been a member for longer than any of us can remember but her father, the late Gordon Fysh was one of the people who started the Club in 1956. Judy and her late husband Chris drove the 1913 Siddeley Deasy, which her father purchased in Launceston in the late 1950's, on many club events and she attended many events in the same car with her son Andrew and daughter -in-law Frances.

Judy went out of her way to contribute her time flagging cars off on many State and National events and was always interested in how the Club was getting along.

The photo of her taken at The Wonders of Wynyard with Andrew in her Grandfather's 1906 Alldays and Onions was taken by her daughter-in law, Frances, during the End of the Road Tour in 2016 after she had waved the cars away from the Cape Grim start.

Judy's funeral will be/was held on Saturday September 23rd at Berry's Funeral home in Adelaide at 10.30 am and will be live streamed at their website. The streaming will be available for watching for some time afterwards. A memorial service is proposed to be held in Launceston at a time and place yet to be decided.

Condolences to Judy's family she will be greatly missed. A truly lovely Lady.



North West Section Events

OCTOBER

Sunday 1st - Luncheon at Kaydale Gardens.

It's daffodil time at Kaydale. Depart clubrooms at 10.00am. BYO morning tea, if weather is fine, we will have morning tea somewhere. Arriving at Kaydale approximately 12.12pm for lunch. Numbers attending required by the 28th September. Mob 0438 282.443. Laurie Bellchambers.

Wednesday 4th - NW Cuppa & Chat

These gatherings are held at the NW Section clubrooms starting at 1:30pm. Come along for a cuppa and enjoy the company of fellow members. Spare parts and the library will be open. Have a look you may find a spare part, or a book of interest.

Saturday 7th - Smithton Classic Car and Tractor Show

12 Nelson Street. 9 am to 3pm – Café, sausage sizzle, coffee van and more. Cash prizes for various categories. Free entry.

Saturday 7th - General Meeting - Commencing at 7.30 pm, bring a plate of supper to share.

Wednesday 11th - Committee Meeting - Commencing at 6:00pm

Friday 20th & Saturday 21st - Return to Crayfish Creek - Camping Weekend

Bring your old car, modern, camper, caravan, motorhome, or tent or however you wish to travel and join us at Crayfish Creek. Located in bushland near the beach, just east of Stanley, Crayfish Creek Van and Cabin Park, has a choice of accommodation, from Spa Tree House to various cabins, powered and unpowered sites. We have been offered a 10% group discount on whichever accommodation you wish.

Please book direct or online - <https://crayfishcreekecoaccommodation.com.au/> using "VCCA" as the discount code.

Could you also phone Sue or John on 0438 642 550 so they know how many are going please.

Saturday 28th - 80th Anniversary Celebrations at the South Riana Memorial Hall and Recreation Ground

Display old cars. Variety of activities available on the day including family games, woodchopping, bullocks and draft horses, historical display inside the hall plus several food stalls.

Meet to arrive as a group at the recreation ground at 9:30 am.

Sunday 29th - Rotary Club of Westbury Car Show – Village Green - Vehicles to arrive from 8:30 am

NOVEMBER

Wednesday 1st - NW Cuppa & Chat

These gatherings are held at the NW Section clubrooms starting at 1:30pm. Come along for a cuppa and enjoy the company of fellow members. Spare parts and the library will be open. Have a look you may find a spare part, or a book of interest.

Monday 6th - Ulverstone Car Show

Tuesday 7th - Ladies Melbourne Cup Function

On the day - we will be inviting ladies to come along to celebrate the Melbourne Cup from 1:00pm onwards. There will be raffles, sweeps, games, finger food, wine and lots of laughs. Bring all your lady friends, family and neighbours, the more the merrier – just let me know by email or text how many people will be coming so we can ensure there is enough food. Anyone who can donate suitable prizes please get in contact – we already have some great donations from Toni Bishop, Judy Taylor Wilson, Amanda McCormack and myself. Also, anyone with some spare time on Monday 6th November to assist with decorations and organising please let me know.

Alana – 0417 703 841, aytonfamily@intas.net.au

Saturday 11th - Club Rooms and Grounds Spring Clean - 9:30 am onwards

Saturday 11th - General Meeting - commencing at 7.30 pm, bring a plate of supper to share.

Sunday 12th - Luncheon at “The Epicurean Café” Sheffield.

Meet at Bells Parade in Latrobe for a bring or buy morning tea. Allow enough time for a stroll around Pig Island or the “Teddy Sheean Memorial Walk”. Depart 11:15 am for Sheffield. Numbers attending required by 7th November please. Laurie Bellchambers 0438 282 443

Wednesday 15th - Committee Meeting - Commencing at 6:00pm

Saturday 18th - Christmas Function at clubrooms

\$35.00 per person. Nibbles served at 5:30 pm and seated for 2 course main meal at 6:30 pm. Please let Toni Bishop know if you are attending on phone 0448 022 616 by the 11 November 2023.

Sunday 19th - Inaugural monthly Sheffield classics and coffee.

3rd Sunday of each month from 10 am and 3 pm. Come and go as you please but don't forget to enjoy Sheffield murals, shops, cafes. Parking beside and behind the Sheffield RSL and Citizens Club, 77 Main Street Sheffield.

DECEMBER

Saturday 2nd - Stanley Show - More details to follow.

Saturday 2nd - General Meeting - Commencing at 7.30 pm, bring a plate of supper to share.

Wednesday 6th - NW Cuppa & Chat

These gatherings are held at the NW Section clubrooms starting at 1:30pm. Come along for a cuppa and enjoy the company of fellow members. Spare parts and the library will be open. Have a look you may find a spare part, or a book of interest.

Wednesday 6th Committee Meeting - Commencing at 6:00pm

Thursday 7th - Run to Leven Canyon. It's "Peony time at Kaydale Gardens".

Morning tea at the Clubroom, departing at 10.45am for the Leven Canyon. BYO morning tea and lunch. Depart Leven Canyon for "Kaydale Gardens" to have afternoon tea and a garden tour if you so desire. Numbers for afternoon tea at Kaydale would be appreciated. Laurie Bellchambers. Mob 0438 282 443

Sunday 10th - Run to Meander Dam

BYO BBQ/Picnic lunch. Meet at ETC Elizabeth town from 10am for morning tea. Leave ETC 11am. Return via Deloraine with a visit to Red Brick Road Gin Shop. Contact Sue Cunningham for numbers and more details on 0417 334 683.

The Classic Austin A40 Farina Mark 1

In automotive history, certain cars stand as true testaments to the spirit of their times, evoking nostalgia for an era gone by. One such classic gem is the Austin A40 Farina Mark 1, a vehicle that not only captured the hearts of its contemporaries but continues to fascinate enthusiasts and collectors to this day. Born in the late 1950s, the A40 Farina Mark 1 was a pioneering creation that combined innovative design, practicality, and a touch of British charm.

The Austin A40 Farina Mark 1, produced between 1958 and 1961, marked a significant shift in the design philosophy of Austin Motor Company. Named after its Italian designer, Battista "Pinin" Farina, this compact saloon car introduced sleek lines and a modern aesthetic



that broke away from the more conservative designs of its predecessors. Gone were the boxy shapes and angular lines; the A40 Farina embraced a smoother, rounded profile that was in line with the design trends of the late 1950s. Its innovative styling featured a distinctive, curved windshield, integrated headlights, and a panoramic rear window – all of which were quite revolutionary at the time. This approach not only enhanced the car's aerodynamics but also gave it a distinctive personality on the road.

The A40 Farina Mark 1 might have exuded elegance, but it was more than just a pretty face. Powering this classic was a 1.0-litre, four-cylinder engine that delivered around thirty-four horsepower, providing respectable performance for its time. While not built for speed, the A40 Farina was lauded for its fuel efficiency and practicality – characteristics that endeared it to a post-war generation seeking affordable transportation.

The suspension and handling were designed for comfort rather than aggressive driving, making the A40 Farina well-suited for city commuting and leisurely drives through the countryside. Its compact size also made parking and manoeuvring in tight spaces a breeze – a feature that remains appreciated even in modern times.

Today, the Austin A40 Farina Mark 1 stands as a testament to the timeless appeal of classic cars. While its production run was relatively short, its influence can be seen in subsequent generations of vehicles that embraced more daring design elements. Enthusiast communities and collectors have kept the spirit of the A40 Farina alive, meticulously restoring and preserving these vehicles for future generations to appreciate.

The Austin A40 Farina Mark 1 occupies a special place in automotive history, representing a significant turning point in design and engineering. Its fusion of British engineering with Italian styling created a car that was not just an automobile, but a statement of progress and innovation. As we look back on this classic gem, we are reminded of an era when cars weren't just modes of transportation, but embodiments of style and aspiration.



Alana Ayton

Northern Section Events and Meetings

The Northern Section Clubrooms at 67 Lawrence Vale Road are open on Wednesday from 1.00pm to 4.00pm. Come in for a cuppa and a chat and visit the spare parts shed. All members state wide are welcome.

NOTE: - VC vehicle inspections please contact the Northern Section Technical Officer, Ashley Monks, on 6344 3134 or 0409 703 440 for an appointment that is mutually convenient.

Veteran Car Sheet Metal Work - every Friday 9.00am until early afternoon. Build your own vehicle body or just a bonnet or mudguard. Other projects also catered for. Just come along to the downstairs workshop at the Clubrooms to become involved. You will be made most welcome.

OCTOBER

Sun 1st - Classic cars and coffee Georgetown – Hosted by Don Mario’s restaurant. Park in council car park in the Main St. 9.00 a.m.–3.00 p.m. but come and go as you please. Ph. 63821821 to book for breakfast or lunch. (Event is first Sunday of every month)

Fri 6th - Northern Section Committee Meeting – commencing at 7.00 p.m. followed by **General meeting** at 7.30 p.m. at Northern Section Clubrooms, 67 Lawrence Vale Road, Launceston.

Sun 8th - Wheels to Westbury - Coffee & cars 2nd Sunday each month from 10.00 a.m. Enquiries Joe Clippingdale on 6396 1144.

Sun 15th - Eurosport Tas - Coffee & Torque at NAMT 10.00 a.m. -12 noon.

Sun 15th - Britain to Bunna car show - see Southern Section for details.

Thurs 19th - Visit to Lavender Farm at Nabowla. Meet on Lilydale Rd. near the Black Stallion Hotel at 11am for 11.15am departure to arrive at the Lavender Farm Gillespies Rd. Nabowla for lunch at 12 noon or meet us there. We can park on the grassed area at the top of the hill at the Lavender Farm. There is a special set price lunch menu for us for \$20 consisting of:-Soft drink or juice with meal

Select from:- Choice of 3 different pies with salad followed by Lavender Ice Cream. Tea and plunger coffee station to help yourself. You can also order off the menu at various costs. **Numbers to Peter Riggall Ph. 0427 358 289 by txt. or call by Thursday 12th**

Sun 29th –Rotary Club of Westbury – “Classics on the Green” from 8.30am at Westbury Village Green. Entry by donation. Food, coffee & other stalls.

NOVEMBER

Fri 3rd - Northern Section Committee Meeting – commencing at 7.00 p.m. followed by **General meeting** at 7.30 p.m. at Northern Section Clubrooms, 67 Lawrence Vale Road, Launceston.

Sun 5th – Gordon Fysh Memorial Tour at Ross. Bring your cricket skills! 10am to 3pm at Recreation Ground/Sports Hall. Registration form in Small Torque. BYO lunch or buy locally. Tea and coffee provided

Sun 5th - Classic cars and coffee Georgetown – Hosted by Don Mario’s restaurant. Park in council car park in the Main St. 9.00 a.m.–3.00 p.m. but come and go as you please. Ph. 63821821 to book for breakfast or lunch. (Event is first Sunday of every month).

Sat 11th – Westbury Show – entry off Lyttleton Street, on ground by 9am

Sun 12th - Wheels to Westbury - Coffee & cars 2nd Sunday each month from 10.00 a.m. Enquiries Joe Clippingdale on 6396 1144.

Wed 15th – Beaconsfield House, Grubb Street, Beaconsfield, have invited us to display our vehicles and join them for a BBQ lunch (provided) at 12 noon. Meet at Legana supermarket for morning tea at Banjo’s and leave at 11 am.

N.B. – Please be aware of all current COVID19 restrictions when attending events.

NEW MEMBERS

We welcome Martin and Pamela Hingston of Whitmore Road, Whitmore with their 1928 Model A Ford Sports Roadster, and Allan Thompson of West Barrack Street, Deloraine with his 1947 Austin 16 Saloon to our Club and Northern Section.

John Regis' 1974 Jensen-Healey, and his 1978 MGB racing car

This article was first published in the Upper Middle Petrol Head blog and is reproduced here with permission, edited to fit.

John is a long term classic car tragic, having owned many, many magnificent vehicles over a half century or so in the hobby, not the least of which was the very first steel bodied, right hand drive Jaguar XK120 ever built (the first 242 were wood framed with aluminium panels).

Not content with merely collecting cars, John is an active member of the Jensen Car Club of Australia, races his MGB at club-level events in his home town of Hobart, Tasmania, and is a regular motorcyclist. He also has a number of automotive restorations on the go.

John's Jensen-Healey - an early Series 2 with the chrome and black bumpers - has been a key car within his collection for more than thirty years, having been bought locally. It's in wonderful, unrestored condition, drives well and shows no signs of crash damage or structural problems.

The 1973cc Lotus 907 twin-cam, four valve per cylinder engine starts readily and soon settled into a reliable idle. John explained that the slanted block was actually a Vauxhall product on which Lotus' Colin Chapman fitted the all alloy cylinder head and, in the case of non-USA markets, a pair of twin-throated Dell'Orto DLHA side-draft carbies. This is mated to a four-speed 'box from Chrysler, as used on their Sunbeam Rapier.

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The suspension - double wish bones with coils at the front, and a live rear axle on coils and trailing arms for the rear - was also derived from a Vauxhall, as was the steering. So, too, were the rear drum brakes, while the front discs came courtesy of Girling.

The driver sits low in the J-H, looking over its long, sloping bonnet, held in place by a not overly-bolstered yet supportive seat. The steering wheel is large for a sports car but is nicely contoured and comfortable to hold, and allows a good view of the instrument cluster. There's a long, flat centre console that initially seems intrusive but actually complements gear-shifting because the short-throw only requires wrist movement to shift through the cogs.

Once underway, the J-H proves to be surprisingly tractable, pulling easily up moderately steep hills from 2,000 RPM and not demonstrating any real need to exceed 4,500, even if the Lotus 907 engine has a redline of 7,000. The gearbox is a delight to use, not only by virtue of its short throw but also its snickety feel and nicely spaced ratios. The steering is well weighted, giving good feel whilst not being too heavy. However, it's not a particularly quick rack.

At reasonable pace, the J-H becomes very enjoyable as the rorty induction sounds combine with its barking exhaust bouncing off the foothills of Hobart's Mt Wellington. The engine and gearbox work in harmony, especially when heel-toe blipping the nearly perfectly spaced and height aligned brake and throttle pedals on downshifts. The brakes are reassuringly solid but do require some Blunnie to activate.

At times, the rear suspension felt a little harsh - never jarring, mind you - but did seem reminiscent of a leaf spring setup. It did, however, keep the car nice and flat whilst negotiating some of the mountain road's better surfaced curves.

As another British roadster from the 1970s, you might think that the MGB was going to be quite similar to the J-H. But you'd be wrong! The 1970s comparison's a total misnomer, the original MGB predating the J-H by a full twelve years and it's not like there were huge advances in the model's spec, either.



In fact, the MG is positively archaic by comparison, sporting an old school B-Series 1800cc pushrod engine with a reverse flow cast iron head, the origins of which date back to 1947 and twin SU carburettors first patented in 1906. Compare that to the J-H's 16 valve twin-cam, the likes of which wouldn't become mainstream until the mid- to late-1980s when multivalve

engines started appearing in Toyotas and other (mainly) Japanese marques.

Adding to this is that, as an ex-California car, John's 1,542 mm wide MG with its leaf-sprung live rear axle appears to be sitting on stilts when compared to its lower J-H cousin with its width of 1,600 mm. This visual effect is exacerbated by the rather tall roll bar on the 'B', which, in turn, would seem almost certain to affect the car's roll centre. At least the weighty rubber bumpers have been ditched.

Comparing the two cars with their widely differing levels of engine and suspension sophistication is, therefore, an apples versus oranges proposition. Or is it?

The first thing the driver notices when clambering into the MG - apart from the it being left hand drive, and need to negotiate over the side intrusion bar and into the snugly fitted race seat with its five-point harness - is



that the car feels very tall, open and sparse. This feeling is heightened by the lack of windscreen (there's only a very low perspex wind deflector forward of the cabin), while the spartan nature of the interior is, of course, pure race car. There's an original rubberised MG steering wheel, stock gauges, a kill switch, an aluminium gear knob and not much else!

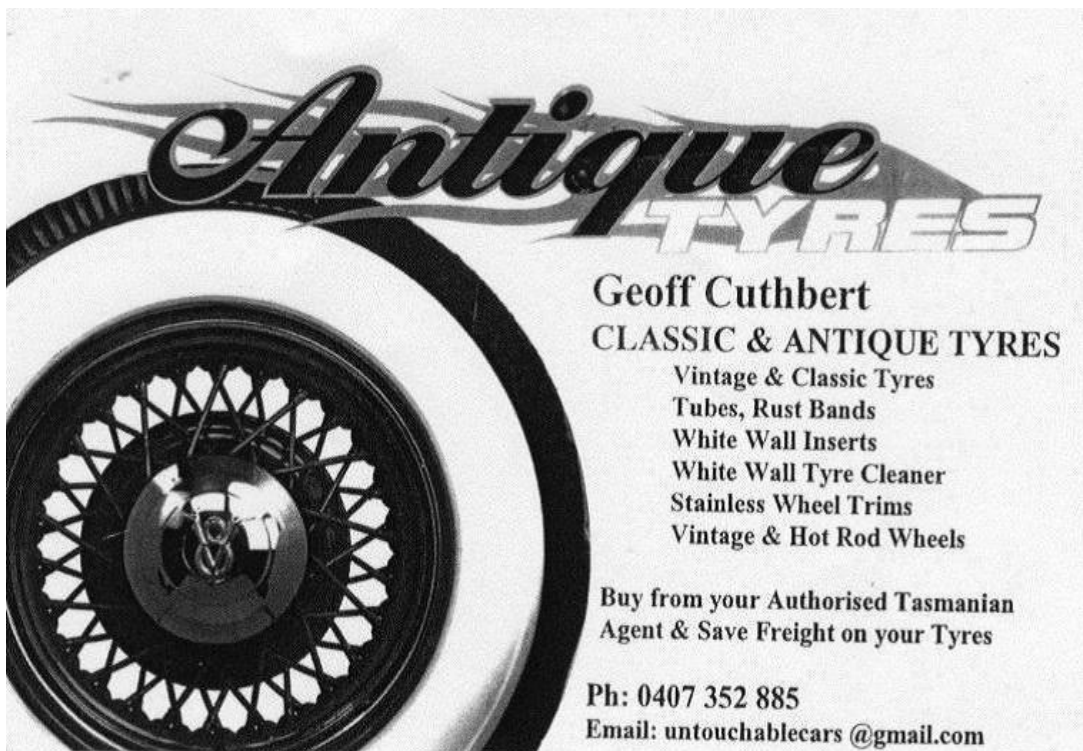
Even at idle, the B's quite loud, the corollary of a race-spec engine and not much sound deadening. It doesn't take much to turn up the volume, either; the throttle is super sensitive and easily blipped - on purpose or not!

On the road, the real difference between the two roadsters became very apparent, very quickly. The immediacy of the throttle response and the way it thrust the aged 'B forward was really quite surprising! The engine - built alongside the rest of the car by local Dave Dugney - runs larger valves, a mild cam and extractors but still maintains good low down torque; there was no of feeling malaise at lower revs, making it very drivable at all speeds.

Everything about the car felt light and responsive, including the steering, gear shift and brakes - which, whilst unboosted - were positive and provided good feel. It was significantly spritelier than the J-H.

The initial feeling of tallness was soon dispelled, too; the car felt agile and seemingly didn't suffer from its US Federally-mandated ride height at all, remaining flat and planted on bends. This is good for John, as he races in a historic division and maintains the original spec to remain competition eligible.

This wasn't originally meant to be a comparison piece and the inclusion of two cars probably had



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more to do with the impracticalities of simultaneously getting three blokes all out on the road in one two-seater car . However, considering the way the day panned out, it does seem necessary to somehow deliver a verdict of sorts.

It therefore seems fair to say that both JR's machines are great cars in the best of the British roadster tradition, and that the entire UMPH team agrees that either would be a fabulous addition to their respective garages. The unanticipated raw energy of the MG's mildly race-prepped engine and the car's overall lightness and balance does, however, win the day, even if the J-H is the more civilised of the two.

A sincere thank you to both John and videographer GlamRock. A great day out indeed!

Here's a video of both the Jensen-Healey and the MGB, filmed during the drive: <https://youtu.be/lmIwpUxHE60>. Please forgive the editing! There are worse productions out there but that's not to say this one's stellar.

More interesting Tasmanian car related stuff can be found at

<https://uppermiddlepetrolhead.blogspot.com/>

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We've had contact from Gavin Brown who is writing a book on early motoring in Tasmania, and is interested in hearing from anyone who can help with information on any original Tasmanian cars from the 1900-1912 period, still in the state.

Gavin writes "My plan is to write a book on the introduction of the 1907 Motor Act, namely what motoring was like prior to the Act, what led to the Act and the intervening years after it.

As part of my research I have catalogued the first 1000 number plates issued, to whom, their address and where known the type of vehicle/motorcycle. I have also gone a step further and traced the sale of these vehicles right through to 1930 when the number plate sequence changed.

If anyone has any photos or information on early Tasmanian cars, or an original pre 1930 numeric plate I would be interested in hearing from you."

Gavin Brown Email: nothing_but_the_best@hotmail.com

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