THE VINTAGE BULLETIN Web Edition

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THE VINTAGE BULLETIN

THE JOURNAL of THE VINTAGE SPORTS CAR CLUB OF SOUTH AUSTRALIA INC.

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The Editor is always pleased to receive copy but reserves the right not to Publish material which he considers prejudicial to the interests of the Club. The Editor also reserves the right to edit all contributions to maintain an acceptable standard and length.

Please refer to "Diary of Events" for copy deadlines which allow for preparation, printing and posting.

ACKNOWLEDGEMENTS and THANKS

The Editor and Publisher of *'The Vintage Bulletin'* **acknowledge** inclusions from Members of The Vintage Sports Car Club of South Australia Inc.

THANKYOU **Andrew Christophersen, Chris Catt, Joan Catt, Rebecca Knight, Barbara Pennington, David Prest, Shirley Tonkin, Caroline Wood** and **Wayne Wood** for your assistance and/or contributions of words and/or pictures to enable this Month's *'The Vintage Bulletin'* to be available for distribution. Thanks too to all others who provided reports or pictures and snippets from which information was obtained for inclusion for the benefit of Members and Readers.

BULLETIN ARTICLE LOTTO

Craig Williams

Congratulations on winning this month's Bulletin Article Lotto

I would appreciate it if you would supply an article, or two, on any subject(s) of your choice for inclusion

in the October 2019

issue of *'The Vintage Bulletin'*.

Thankyou, Wayne

DISCLAIMER

Readers are advised that the views and opinions expressed in *'The Vintage Bulletin'* are solely the views and opinions of the contributors and are not necessarily the views and opinions of the Editor, Management or Membership of The Vintage Sports Car Club of S.A. Inc.

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PREFACE

The May edition of *The Vintage Bulletin* was produced at sea. This one too. That's one reason why there are only a few pictures. Perhaps more significantly, this is the second issue in a row that there are no Run Reports. Andrew Christophersen and Barbara Pennington sent an article about Armstrong Siddeley. Unfortunately I was unable to format their two pages of production figures. I will include them in August. No poem received this month either. Two next time?

There are two versions of *The Vintage Bulletin* for July. The one for Members contains Minutes and Agenda for the forthcoming Annual General Meeting. The Standard edition contains information about the Club and its two major events, the Down Under London to Brighton Run and the Historic Motor Vehicle Gathering. This Web Edition is a "Standard" Edition.

Without contributions from Members I have written some articles. May be a poor substitute for articles from Members. Nevertheless I trust that you find them interesting.

EDITOR'S NOTES

All Members have the opportunity to contribute to the running of the Club. Some will offer themselves for Committee Positions. Others will contribute as Appointed Officials. Others will quietly support the Club by working on and/or at events such as the Down Under London to Brighton Run or the Historic Motor Vehicle Gathering. Some will contribute to fund-raising activities. Others will make various donations.

In fact, I believe that the majority of Members make contributions of one sort or another, Not all at once though. If they did, how would the Club cope? Like death, change is inevitable. In fact, from the point of conception we begin the, hopefully long, journey. Along the way people's circumstances change; not necessarily by choice. People do what they can.

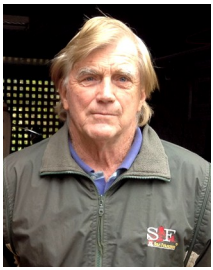
One significant way to contribute to the Club and to society is to supply material for *The Vintage Bulletin*. (The State Library has copies of all issues. These are available for researchers.) If unable to assist in other ways, please consider supplying material for publication.

Anyway, that's what I think.

Wayne Wood

JULY 2019

THE PRESIDENT'S PAGE



At the last General Meeting I again made a call for photos of members' cars to fill our photo board on the front wall of the Clubrooms. The originator of this excellent idea assured me that many photo frames were taken with the intention of returning them with a historic car photo but not all were returned. With the unfortunate passing of some Members and the sale of some cars the photo display of VSCC vehicles is now far less impressive than originally intended. Can I put out a call to, especially, those who were not at the Meeting and those who were and may have forgotten, to get a photo of your car even if you don't have the frame, (we can get frames), to me or the Secretary? This display needs to be impressive as we are one of the oldest clubs of South Australia. At the moment it looks quite sad with more spaces than pictures.

At this time of year there is much bleating about AGMs and Committee positions and Members get quite annoyed at the continual carryon but, (and there is one big BUT!), the Club does need a reliable, full Committee. It has been a battle this year with positions not filled and events being cancelled, something that I, as President am not very proud of.

In our previous life with the VSCC I cannot ever remember an event being cancelled. No one has to be a Rhodes Scholar or have a degree in excellence to serve on a car club committee; just a love of old cars and be a team player. Please Members, give it some thought.

Thank you to all those who attended the President's Run. I do believe we had a good day. Our quiz at the start was interesting to say the least. Some of the answers were quite comical and some of the comments were even more so. It did prove however which gender is smarter.

If there was to be a prize for the smartest gender the girls would have won easily. The true winners will be announced at the Annual Lunch.

A reminder that the Secretary still has some People's Choice Lottery Books to be taken by Members; all proceeds go to our Club.

Graham Tonkin

MEMBERSHIP RENEWALS

By now, any Member with a vehicle on Conditional, (Historic), Registration who has not renewed their Club Membership should not be driving their Historic Vehicle on public roads. They are considered by the Registrar of Motor Vehicles to be unregistered, and uninsured. Clubs are required to inform the Registrar of any Non-Renewals involving vehicles on Conditional Registration.

Members who have not renewed their Club Membership have until September 27 to do so to be sure that their Membership does not lapse.

CLUB APPOINTMENTS AND COMMITTEE POSITIONS

There is still time to nominate for a Committee position and to volunteer for appointment as one of the Club's Officials. The Secretary is the person to contact.

People's Choice RAFFLE BOOKS

If you haven't taken a book of tickets … have you bought a ticket? Time is running out. All books must be back to People's choice by the end of August. Please refer to not on page 21 of this issue.

100 YEARS OF ARMSTRONG SIDDELEY

Armstrong Siddeley Motors: ... *the People and Companies*

Armstrong Siddeley Motors, (ASM), arose from several companies and some talented people. Below is a list of the people and a timeline of significant events.

1847 William George Armstrong (26 November 1810 – 27 December 1900) founded W. G. Armstrong and Co. to manufacture cranes, bridges, hydraulic devices and later artillery.

1833 Joseph Whitworth (21 December 1803 – 22 January 1887) perhaps best known for his famous thread system, founded a precision engineering company, Joseph Whitworth and Co., in Manchester.

1897 W. G. Armstrong and Co. and Joseph Whitworth and Co. merged to form Armstrong Whitworth. Armstrong Whitworth began manufacturing cars and trucks in 1902 and in 1913 began making planes.

1906 Henry Deasy founded the Deasy Motor Car Manufacturing Co., Ltd.

1910 J.D. Siddeley became Managing Director in 1910. He already had significant experience in car production. (This is detailed below).

1912 The company's name was changed to the Siddeley-Deasy Motor Car Company Ltd.

1913 Siddeley-Deasy purchased the Burlington Carriage Co. situated next to the Siddeley Deasy works. During WW1 Siddeley Deasy made aircraft and aircraft engines. John Davenport Siddeley approached Armstrong Whitworth with a view to merging both companies' aircraft and motor car production capabilities.

1919 Armstrong Whitworth took over Siddeley-Deasy, changing its name to Armstrong Siddeley Motors and in July 1920 created Sir W. G. Armstrong Whitworth Aircraft Company.

JOHN DAVENPORT SIDDELEY (1866 – 1953)

Born in 1866 in Manchester, John Siddeley was apprenticed to his father as a hosier. Siddeley became involved in bicycle racing. He began night classes as a draughtsman.

100 Years of Armstrong Siddeley *(Cont'd)*

1892 He was hired as a draughtsman by the Humber Cycle Company. Siddeley was appointed Dunlop's Belfast sales manager and later became managing director of Dunlop's Midlands subsidiary, Clipper Tyre Company. He cycled from Land's End to John o' Groats to publicise the new pneumatic tyre. In 1900 he gained prominence by driving a 6hp DAIMLER car through England's Thousand Miles Trial with marked success.

1902 J. D. Siddeley founded his Siddeley Autocar Company to manufacture cars to Peugeot designs and by 1905 had a dozen models for sale.

1905 The Wolseley Tool and Motor Car Company Ltd., (which then dominated the UK market), purchased the goodwill and patent rights of his Siddeley Autocar Company business and appointed Siddeley as London sales manager. A few months later Siddeley was appointed Manager of Wolseley and "Siddeley" was added to the badge on WOLSELEY cars; hence cars were sold as *WOLSELEY SIDDELEY*.

1909 Siddeley resigned from Wolseley in order to manage the Deasy Motor Company. By 1912 its cars were badged *SIDDELEY-DEASY.* Wolseley threatened legal action over this inclusion of Siddeley's name.

1912 Deasy's business name was changed to *Siddeley-Deasy.* During World War I, (WW1), the company grew rapidly producing aircraft engines and airframes.

1918 J. D. Siddeley was appointed a Commander of the Order of the British Empire in the New Year Honours for his efforts during WW1. Siddeley's sons, Earnest and Cyril, joined him in the business. J. D. Siddeley, recognising America's modern efficient car manufacturing methods, sent Earnest to America to research these.

1919: A SPECIAL YEAR!

There was great optimism in the years immediately after WW1 and between 1919 and 1930, 380 firms released new models as the British motoring industry flourished. Other English brands to be released alongside ARMSTRONG SIDDELEY,(AS), in1919 included ALVIS and BENTLEY.

100 Years of Armstrong Siddeley *(Cont'd)*

In 1919 the first ARMSTRONG SIDDELEY was released. It was the large 30hp five litre car. The Sphinx became the car's logo and mascot after a motoring reporter described a Knight-engined "SIDDELEY TYPE DEASY" as being "as silent and inscrutable as the Sphinx". A wide range of models followed and these are shown in the table below.

COACH BUILDERS

ASM offered both finished cars, (with bodies by in-house coach builder Burlington), and bare chassis. The latter were transported to a coach builder of the customer's choice. England had a thriving coach building industry prior the Second World War, (WW2).

Some chassis were exported. Many pre-war Armstrong Siddeley chassis were bodied in Australia by companies such as Ruskin, Cresswell, and Martin and King.

POST WORLD WAR TWO

Armstrong Siddeley Motors announced its new models in 1945 – the first UK maker to do so. The post war range was simpler, comprising the 16/18 hp cars followed by the 346 Sapphire, 234 and 236 "Baby" Sapphires and finally the Star Sapphire.

END OF AN ERA

In 1959 Armstrong Siddeley Motors merged with Bristol Aero engines to form Bristol Siddeley. The Star production was running at eleven cars per month at a loss of £70 on each car produced. Additionally, there needed to be a new model to keep up with the competition and this would have required an investment of some £1.25M. Because of the huge investment that was required with no certainty the new model would sell in any numbers, the Board of the new company decided to cease car production as soon as was commercially possible.

On 31st of July 1960 the last car left the factory.

In 1966 Bristol Siddeley merged with Rolls Royce. Rolls Royce continued supplying AS spare parts. In June 1972, Rolls-Royce (1972) Ltd sold all spares, patents, specifications, drawings, catalogues and the name 'Armstrong Siddeley Motors Ltd.' to the Armstrong Siddeley Owners Club Ltd. so "Armstrong Siddeley" and "AS Sphinx Logo" are trademarks and copyright of the Armstrong Siddeley Owners Club Ltd.

100 Years of Armstrong Siddeley *(Cont'd)*

1960-2019

Enthusiasts worldwide looked for ways to ensure the continued existence of the marque including ongoing provision of spare parts and technical support. Australia's Armstrong Siddeley Car Club was the first Armstrong Siddeley club in the World. It was formed in 1960 by a group of enthusiasts led by Robert Penn Bradly in Sydney. This was followed in 1961 by the Armstrong Siddeley Owners' Club in the UK. Later other clubs formed - ASCC NZ (1970); ASOC Dutch (1983); AS Group Germany (1993).

We are fortunate that Armstrong Siddeley Club members are active ambassadors and custodians of the Armstrong Siddeley brand; ensuring that these wonderful cars still grace our roads.

Andrew Christophersen AND Barbara Pennington

AUTHORS' NOTES:

This information was summarised and written mainly by Andrew Christophersen using, as main sources, material from The Automobile A-Z of Cars of the 1920s *by Nick Baldwin;* Armstrong Siddeley, the Complete Collection *by RP Bradly; The Armstrong Siddeley Owners Club website (www.siddeley.org), and the Armstrong Siddeley Heritage Trust, (armstrongsiddeleyheritage trust.com).*

Barbara Pennington produced and conducted a presentation for the South Australian Branch of the Armstrong Siddeley Car Club's meeting held on Friday 1st February 2019. The images used were either from our personal collection, the references above, or from open source on the internet. ☺

THANKYOU

Last month I discovered that not all attachments stuck to e-mails sent from me to Adelaide. I also found that Brian Bennett's e-mails, among others, were being deleted by "the system". Panic resulted. Brian, Graham and Shirley worked hard with Allbiz to make sure that *The Vintage Bulletin* was posted on time.
I appreciate and thank them for their efforts.

Wayne

THE VINTAGE SPORTS CAR CLUB OF S.A. INC.

The Vintage Sports Car Club of South Australia Incorporated was founded on Sunday 18th November 1945 by a small group of enthusiasts keen to preserve and drive Vintage sports cars.

Over the years the availability of genuine Vintage sports cars became insufficient to match the demand and as a result the Club now accepts all vehicles, (not only sports cars), manufactured before 1931. To recognise the collectability of some younger vehicles it also accepts other, later, vehicles

The Club is a Foundation Member of the Federation of Historic Motoring Clubs of South Australia Inc.

This *'The Vintage Bulletin'* is its monthly magazine.

The Club conducts a range of motoring events throughout the year, an average at least one each month. It also includes a number of social events in its calendar.

It has an extensive Reference Library of motoring books, magazines and other material available for the use of Club Members.

It owns a 1926 RUGBY 4 TOURER which is available for Members to use on Club Runs and Approved Events.

www.vsccsa.org.au

DIARY OF EVENTS
Page One

NOTE

Runs and Events in **BOLD** are Approved VSCC Runs and Events.

2019

New Zealand and England **tied** the final of the ICC World Cup. In cricket a tie is NOT the same as a draw. Why follow soccer-s example with a TV driven result?

JULY	SUNDAY **21st**	**ANNUAL LUNCH** (Joan and Chris Catt)
	FRIDAY **26th**	**GEN. & ANNUAL GENERAL MEETINGS**
AUGUST	FRIDAY **2nd**	**MID WEEK RUN** (John Clare)
	THURSDAY **8th**	**Committee Meeting**
	THURSDAY **15th**	Copy DEADLINE for August *'Bulletin'* 12m
	THURSDAY **22nd**	**MID-WEEK RUN**
	SUNDAY **25th**	**FUNDRAISING BBQ**
	FRIDAY **30th**	**GENERAL MEETING**
SEPTEMBER		
	SUNDAY **1st**	**OLD CAR DAY/DRIVE IT DAY**
	THURSDAY **12th**	**Committee Meeting** Copy DEADLINE for Sept'ber *'Bulletin'* 12m
	WEDNESDAY **18th**	**MID-WEEK RUN**
	FRIDAY **27th**	**GENERAL MEETING**
OCTOBER		
	MONDAY **2th**	*LABOUR DAY Public Holiday*
	THURSDAY **10th**	**Committee Meeting** Copy DEADLINE for October' *Bulletin'* 12m
	WEDNESDAY **16th**	**MID-WEEK RUN**
	FRIDAY **25th**	**GENERAL MEETING**

DIARY OF EVENTS
Page Two

NOTE

Runs and Events in **BOLD** are Approved VSCC Runs and Events.

2019 (cont'd)

NOVEMBER

SAT/SUN **9th/10th**	**ROBIN CUP WEEKEND**
THURSDAY **14th**	**Committee Meeting** Copy DEADLINE for Nov'ber. *'Bulletin'*12m
FRIDAY **29th**	**GENERAL MEETING**

DECEMBER

THURSDAY **12th**	**Committee Meeting** Copy DEADLINE for Dec'ber *'Bulletin'*12m
FRIDAY **13th**	**CHRISTMAS PARTY**
WEDNESDAY **25th**	*CHRISTMAS DAY Public Holiday*
THURSDAY **26th**	*PROCLAMATION DAY Public Holiday*

EATING AT THE MEAL BEFORE THE MEETING?

6.30 pm Friday 26th July 2019

'Christmas in July' Dinner with all the trimmings

$5.00 per person BYO Drinks

Co-ordinated by Joan Catt and Shirley Tonkin

UNLESS OTHERWISE STATED, **ALL GENERAL MEETINGS** WILL BE **PRECEDED BY A MEAL FROM 6.30 P.M.** IN THE **C.C.C. CLUBROOMS** AT CLARK AVENUE, GLANDORE **ON THE LAST FRIDAY OF EACH MONTH** EXCEPT DECEMBER.
FORMAL BUSINESS WILL START AT 7.30 P.M.

COMMITTEE MEETS AT 7.30 P.M.ON THE SECOND THURSDAY OF EACH MONTH

COMING VSCC EVENTS

ANNUAL GENERAL MEETING
Friday 26th July 2019

Members, mark your Diary now; a quorum needs you.
There are at least twelve positions available on the Committee; as well as another dozen Appointments to be dealt with.
Without a quorum elections cannot be held.
Without a quorum appointments cannot be made or ratified.

MID-WEEK RUN
Friday 2nd August 2019

Tour of ABC Studios, Collinswood. Costs $7.00 per person.
Includes Radio Studio 891 and Presenter; TV Control Room and Studio.
Meet in the ABC ground floor café at 9.45am.
Wear comfortable shoes as walking tour lasts about 90 minutes.
Parking in ABC Rosetta Street Car Park, (on left opposite ABC entrance), or in Rosetta Street, or around corner in Howard Street.

For older cars, secure parking available on site. If required let John know beforehand and he will explain arrangements.

After the tour of the Studios, we will follow a scenic route to the Mansfield Park Hotel, which has a very good Seniors' Menu.

John Clare **(08) 7009 0143** or **0457 534 682**

FUNDRAISING BARBECUE
Sunday 25th August 2019

All assistance gratefully accepted
Rodney Wood **(08) 8382 2100** or **0419 806 552**

DOWN UNDER LONDON TO BRIGHTON RUN
Sunday 27th October 2019

Please save the date and be ready to volunteer to help on the day.
Alternatively, buy a veteran vehicle or help some-one who has one and enter the Run as a participant.

COMING MAJOR VSCC EVENT

32nd

‘Down Under’

London to Brighton

Sunday 27th. October 2019

for

Veteran Cars and Motorcycles

London Road, Mile End South to Brighton Beach

Enquiries: Rodney Wood
(08) 8382 2100 or 0419 806 552
rodneywood@iprimus.com.au

Hosted by

The Vintage Sports Car Club of SA Inc.

HISTORIC MOTOR VEHICLE GATHERING
Sunday 22nd March 2020

The 'Gathering' is an Annual Event conducted in the Adelaide Parklands
on the third Sunday in March
from 10.30am until 3.00pm

FREE ENTRY FOR EVERYONE

Primarily for Cars, Motorcycles and Commercial Vehicles from 1885 to 1930 but there will be space for younger vehicles too.
They will be displayed either in a separate area adjacent to the Veteran and Vintage vehicles
or as part of a "Club Circle".
Has your Club booked at least one (all free) "Club Circle"?

Clubs and Individuals are invited to attend.
Options include making the Gathering an Official or Unofficial Club Run in its own right; or making the Gathering a Lunch Destination as part of a Club Run; or simply calling in on the way to somewhere else.

We invite Clubs to book "Club Circles".
Each "Club Circle" can accommodate Eight vehicles and makes a nice spot to gather with fellow members where it is easy to watch over the vehicles and answer questions from the public.
An ideal way to promote your Club too.
Bring banners and other display material

BYO food and drink or purchase from community club vendor on site

Please encourage owners of Historic Vehicles to attend

OTHER COMING EVENTS

ARTHUR CLISBY MEMORIAL PICNIC RUN
Sunday 15th September 2019

Wirrina Oval
No Entry Fee but please let Joan Catt know if you intend participating, and if so, whether you will be purchasing food at Wirrina.
Information to Joan by 15th August please.

GAWLER MEGA SWAP MEET
Sunday 22nd September 2019

Gawler Showgrounds, Nixon Terrace, Gawler
Outdoor Undercover Sites and Secure Indoor Sites require booking
Bookings: 0467 603 057
Information: www.gawlerclub.com

NATIONAL MILITARY VEHICLE MUSEUM
EDINBURGH TRUCK SHOW
Sunday 6th October 2019

Two for One Tickets ($15.00 saving) for Car Club Members
Information: **Jack (Alan) Benney 0418 897 664**
E-mail: militaryvehiclemuseumpro@outlook.com
www.military_vehicle_museum.org.au

AUSTRALIAN HISTORIC MOTORING FEDERATION INC.
NATIONAL MOTORING FESTIVAL
Saturday 28th March to Friday 3rd April 2020

To be held in Albury-Wodonga
Open to Veteran, Vintage and Historic Vehicles more than 25 years old
Cars, Caravans, Motorcycles and Commercial Vehicles

All Information and Entries on AHMF web-site
www.ahmf.org.au/2020tour

Email: 2020tour@ahmf.org.au

VETERAN VEHICLES

Veteran Vehicles are vehicles manufactured
on or before 31st December 1918

VINTAGE VEHICLES

Vintage Vehicles are vehicles manufactured between
1st January 1919 and 31st December 1930

POST-VINTAGE VEHICLES

Post-Vintage Vehicles are vehicles manufactured between
1st January 1931 and 31st December 1945

OTHER COLLECTABLE VEHICLES

Other Collectable Vehicles are vehicles manufactured between
1st January 1946 and 31st December 1959

LOOK LEFT, LOOK RIGHT, LOOK LEFT AGAIN THEN RUN LIKE THE WIND

We landed on Turtle Island on 31st. May and did not leave until 30th. June. By then I was nearly able to calmly walk across roads safely without the need to use pedestrian crossings.

There may be other reasons, but I blame the French and the Americans; like Uber, Amazon and others, the disrupters of their time. If they weren't, I wouldn't have had a problem crossing Turtle Island roads.

Left Hand Side of the Road

The majority of people are what we call "right-handed". In the past, they found it easier to mount horses from the left and to fight on horseback with their opponents on their right. That also kept their scabbard away from their enemy to reduce their chances of being dis-armed. They walked their horses on the left side of the road with the reins in their right hand.

So … riding on the left was natural, convenient and almost universal; as it had been since Medieval times, perhaps longer. (Greece/Rome/Egypt?)

The French and the Americans challenged this in the 1700s.

USA … large freight wagons were pulled by teams of horses, so the driver sat near the left back horse to control all the horses with his right hand. To keep whips clear of on-coming wheels it made sense for these wagons to pass each other on the left, so the drivers began driving on the right-hand side of the road. The first cars had centrally located drivers' seats. By the time of the Model 'T' Ford it was clear the driver needed a good view of the centre of the road. In the US this was from the left side of the vehicle.

Before it achieved independence, America was a patchwork of British, Dutch, Spanish and Portuguese Territories following the left-hand side, (right hand drive), tradition. Its French zones favoured the right.

Since opting for driving on the right, (left-hand drive), the US built cars with left-hand drive optimized for right hand side of the road traffic.
These were the first reliable, mass-produced cars and had markets all over the World. Countries to which the cars were imported naturally shifted to driving on the right, (left hand drive,) to match the vehicles.

Look Left, Look Right *(Cont'd)*

France … the Napoleonic Wars had a similar effect in Europe. After his victory, Napoleon tried to impress his will on every aspect of France, including the roads. Some say the decision to move from the left to the right side of the road was a protest at the old aristocratic practice of forcing peasants across to the right-hand side of the road, into on-coming traffic, so as not to impede their own progress. Whatever, "keeping left" was seen as the "old way" and so was scrapped. As France's empire grew, right-hand traffic was imposed on lots of Europe and Africa, as well as the West Indies and French Indo-China.

United Kingdom… an exception. In 1773 the government introduced the General Highways Act, which encouraged the tradition of driving on the left of the road. The Highways Act of 1835 reinforced this in the UK and her colonies.

Japan … also maintained the tradition, partly because they had always done so but also because British engineers built their railways to be "driven on the left" (track); and so, the highways followed suit. (Now, "Bullet Trains" have drivers sitting in the centre.)

Now … much of the World has adapted to driving on the right as a result of the popularity of American cars. In the 1960s the UK thought about changing to be like the rest of Europe. However, it believed too many resources would be needed to change. Ireland, Cyprus and Malta are the three other European countries which "keep to the left".

Sweden changed in 1967 when ninety percent of Swedes drove left hand drive vehicles. (On the first day, non-essential traffic was banned between 1.00am and 6.00am. At 4.50am all traffic had to stop and change to the right side of the road.) Some tram services were discontinued. Buses were retrofitted with doors and drivers' cabins on the correct side.

Recently, when in Nova Scotia I learnt that at 2.00am on the 15th April 1923 drivers had to begin using the right-hand lane so that: "one vehicle in passing another travelling in the same direction will pass on the left". "Drive to the Right" signs reminded drivers of the change.)

Footnote:
Approximately 160 countries drive on the Right, (Left-hand drive) and 80 on the Left (Right-hand drive).

Wayne Wood ☺

BENTLEY
A MARQUE NEVER CHEAP … NOR NASTY

On 10th July 2019 Bentley celebrated its Centenary, having been started by W. O. Bentley in London in 1919. At the 2019 Geneva Motorshow a new 333 km/hr GT was released … the GT Number 9 Edition by Mulliner.

The original "Number 9" was Sir Henry 'Tim' Birkin's 4.5 litre BENTLEY "Blower" entered in the 1930 Le Mans 24 Hour race; the green-coloured pre-War car which gave Bentley iconic status in British motorsport.

Only 100 of the GT will be produced, celebrating each of Bentley's 100 years. Each will contain pieces of one of Birkin's car and other features reminiscent of the era, although I am not sure that the gold-plated control knobs are in that category.

The price-tag for the cars? A lot probably. As expected. Bentley has always been one of the best built and most desirable; and expensive marques … even when Volkswagen took ownership in 1998.

Walter Owen Bentley, (known as "W. O."), was born in London in 1888. Following an apprenticeship with Great Northern Railway in Doncaster, he worked for the National Motor Cab Company. Subsequently he and his brother bought a car importer which they re-named Bentley and Bentley.

One of the French cars they imported was the DORIOT, FLANDRIN ET PARANT, (DFP), which W. O. used for competition. He also used his engineering knowledge to try aluminium pistons in a DFP engine. Then, during the First World War, (WW1), he convinced the aircraft manufacturer Clerget to use aluminium pistons in aircraft engines. Later he collaborated with the designer of the HUMBER car to build two different rotary engines, the Bentley BR1 and BR2.

Money awarded by the government for those engines was used to establish Bentley Motors, following which W.O. wasted no time in designing what Ettore Bugatti and others considered "the fastest lorries in the World". They may have been solid, but they also had four-valve heads with overhead camshaft valve gear.

The first of the 3-litre chassis rolled off the assembly line in 1921 to be sent to a coachbuilder.

Bentley: never cheap nor nasty *(Cont'd)*

Over the years more than one hundred coachbuilders supplied bodies, following buyers' specifications, for Bentleys. The Company inspected and approved each one before issuing a warranty for the vehicle.

For approximately a decade, W. O. experienced success on the racetrack, praise for his cars, and financial difficulties. Playboy racing driver, Woolf Barnato, took control of the Company in 1926 while W. O. concentrated on racing. Unfortunately Bentley Motors collapsed in 1931 when Barnato refused to inject any more funds into the business.

Napier thought it would buy the Company and asked W. O. to design a new car. However, Rolls Royce signed him on as a test and development adviser until 1935 so Napier missed out.

When his contract ended, W. O. joined Lagonda where, among other things, he designed a V-12 engine; and the post-war 3-litre car with a twin-camshaft six-cylinder engine which was used in ASTON MARTINs as well as LAGONDAs. That led to Rolls Royce and Lagonda arguing about Lagonda using W. O.'s name in the launch of its 3-litre model. (Lagonda eventually paid damages.)

W.O. left Lagonda to set up a consultancy. Among his projects was the design of a complete car for Armstrong Siddeley. That did not proceed.

W. O. died in 1971.

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Caroline and Wayne in the Canadian Transportation Museum with an ESSEX 'Super Six' Coach similar to the car the young blokes bought. (**Picture by Rebecca Knight**)

Many moons ago, three young blokes bought a car which they were going to restore. Years later they sold the bits. So began the Vintage car careers of two of the boys.

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THE MORGAN TRADITION

Henry Frederick Stanley Morgan, ('HFS'), released his FIRST vehicle in 1910. It was a tree-wheeled runabout with a motorcycle engine. Morgan vehicles are still being built by hand and are equipped with engines designed and built by other manufacturers. It was not until 1936 that a MORGAN four-wheeler was produced, but Morgan have not tried to develop and manufacture their own engines.

Born on 11th August 1881, the son of a pioneer motorist, 'HFS' was educated in Kent, Wiltshire and finally at the Crystal Palace Engineering College in South London. As an eighteen-year old he joined the Great Western Railway's Swindon Workshops where he became a draughtsman. His first car was a fore-car … a three-wheeler with a chain-driven rear wheel. That was in 1901.

In 1905 he started a motor business with agencies for WOLSELEY, SIDDERLEY, and DARRACQ. A keen cyclist who disliked motor-bikes, 'HFS' designed a light frame with three wheels and to which a motor-bike engine could be fitted.

Morgan lacked the facilities to build the contraption so most of the work was outsourced. Originally, he planned to build a motor-cycle and had obtained a 7hp PEUGEOT engine for it. That was the engine which he fitted, transversely, onto his three-wheel frame.

Finished in 1909 it was a light-weight single-seater with a rigid frame and, a key feature, independent suspension on the two front wheels. That independent front suspension was a feature on all subsequent MORGAN vehicles but was not widely adopted by other vehicle manufacturers until the 1930s. The drawings used to patent the design of the vehicle were drawn by John Black, who from 1935 until 1953 was in charge of the Standard Motor Company which supplied Morgan with its engines.

Until 1936 the Morgan built only three-wheelers. The first four-wheeler was released in 1936. Even so, three-wheelers were in continuous production until 1952.

Another long-standing feature of these Morgan vehicles was the lightweight, tubular frame. So too the 4hp JAP engines which were fitted to the early Morgan vehicles rather than the 7hp Peugeot 'HSF' used on his first, pre-production, cyclecar.

The Morgan Tradition *(Cont'd)*

As reported in the April 2019 issue of *The Vintage Bulletin,* Investindustrial, a European Investment Group, has taken a controlling stake in the Morgan Motor Company.

Jill Price, Henry's grand-daughter and the longest-serving Director has been quoted as saying: "*Having very carefully considered all options for the future success of Morgan, the family concluded that this new ownership structure with Mr Bonini and Investindustrial, have (sic) the pedigree and resources to secure the long-term future of Morgan. It was important for the family to retain a share-holding, and we are delighted that our loyal management team and workforce will now have a stake in the business.*"

At the recent Geneva Motorshow Morgan announced that it would be introducing a turbo-BMW-powered 'Plus Six'. It will be Morgan's first car fitted with automatic transmission; and will be built at its own factory in Malvern, England.

Investindustrial previously invested in Ducati and apparently still has a stake in Aston Martin. It will be interesting to see what Morgan will do and how it fares under its new ownership. Will tradition be maintained; or will tradition, and even the Company itself, be discarded like yesterday's newspapers?

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CITROËN'S SECOND CENTURY VISION

Citroën has marked its 100th Anniversary with the '**19_19**'; an electric concept car, a vision for the future of intercity travel with a focus on supreme comfort. It has twin motors but is not expected to enter production. Able to work in Autonomous Mode, it has been named to mark a century since the founding of the company. Very high-tech; and "adjustable".

Launched at Vivatech Technology Show in Paris. Digital cameras, LCD screens, tyres with sensors to convey road conditions, heads-up displays, infotainment, retractable one=spoke steering wheel, all wheel drive, and so on. What more could one want?

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COMMITTEE MATTERS

The following significant matters dealt with by the Committee at its Meeting on Thursday 11th July 2019 are reported for the information of Club Members and readers of *The Vintage Bulletin*:

- library group is meeting regularly to sort and list books:
- some books duplicated in our Library have been given to the National Motor Museum Library;
- a step-ladder has been bought to enable safe access to high library shelves;
- some books duplicated in the Library will be available for Members to purchase at the July General Meeting;
- Joan Catt and Shirley Tonkin have the "Christmas in July" meal arrangements in hand for the July General Meeting;
- Joan Catt will co-ordinate information for the Arthur Clisby Picnic;
- the Club's financial records have been audited;
- the President and Secretary have attended an informal discussion in response to Fred and John Chapman's suggestion that there be co-ordination of events for veteran and vintage vehicle owners.

REMINDERS FROM THE TREASURER

The **People's Choice Raffle** closes on Friday 30th August. I will need all books back before then, so please do not wait until the August General Meeting to return them.

Members are reminded to return their **Membership Renewal Forms** to me even when paying by Direct Debit. Forms are available in the website if required to replace lost or mislaid originals.

THANKYOU

Brian Bennett is unavailable to assist with the bagging and posting of this issue of *The Vintage Bulletin*.
Chris and Joan Catt have volunteered for the job.
I trust that all goes smoothly for them

Wayne

Cars and Parts and Things FOR SALE

*** 1913 HUPMOBILE A Rare Vehicle
Down Under London to Brighton entrant
Christopher Rees **0456 837 782**

*** BMC B-Series engine 1500 cc. Includes distributor, generator, fly-wheel, and clutch. No starter. No manifolds. Suit 1950s/1960s AUSTIN LANCER, MORRIS MAJOR, etc. Could be tuned to suit early MGA but no tacho drive. $250.00
Doug Gordon **0417 896 081**

*** Hydraulic Lift Engine Crane, (unassembled), with spreader bar. $250
Rob Jacob **(08) 8388 5469**

* A selection of Library Books, (duplicates from our Library), will be available for Members to purchase at the July General Meeting.
Kevin Field **(08) 8449 8113**

Cars and Parts and Things WANTED

*** Any Information about 1925-29 ROVER 16/50 HP
Alan Hollyfield **0499 893 298**

* Handbrake Assembly Transmission brake for a 1947 Dodge Truck
Jeff Loader **0407 912 131**

*** A QUORUM AT THE ANNUAL GENERAL MEETING

** Small, 4-jaw Chuck; 6” or smaller
David Bristow **(08) 8298 3837**

** Early green-coloured Split Dorf Spark Plug
David Bristow **(08) 8298 3837**

** 1926 HUPMOBILE running gear and chassis
Steve Ford **0497 377 774**

** 1927 CHRYSLER Model 50 steering box

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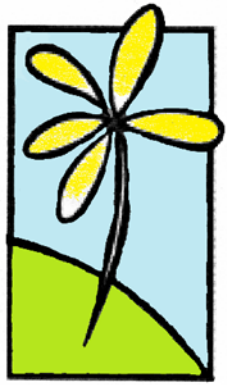

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