

THE Official Magazine of the Rootes Group Car Club Inc

INVERTED COMMER



No. 397, April 2024





ROOTES GROUP CAR CLUB INCORPORATED

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CLUB PERMITS

For club permit applications & renewals, call one of the above Club Permit Officers who will tell you what needs to be done, and where to send your paperwork.

Include a stamped envelope and don't forget to sign the form!

- Fees:**
1. Lodging an application (Post 1931 vehicle): \$30
 2. Lodging an application (Pre 1931 vehicle): \$POA
 3. Renewal: \$10
 4. Provision of paperwork to support the applicant (e.g. loss of logbook): \$30

Don't post renewals to the Club PO Box!

Note it is the permit holder's responsibility to ensure that the renewal gets to VicRoads on time

MEMBERS' MEETINGS

Meeting times and locations vary each month – see the Calendar for details, which is an effort to give more members a chance to attend meetings. *New members and visitors always welcome*



Rootes Group Car Club website
hosted by: www.qcsgroup.com.au

This month's cover – Marty's Super Minx leaving the Riverpark Motel

RGCC Calendar

April 2024

- Sunday 7 Peter MacCallum Cancer Centre Fundraising Day at Bendigo Showgrounds, Holmes Road. 8am-2pm, entry by gold coin donation. Car, truck, tractor and engine display, and market.
- Wednesday 10 **Members' Meeting**, Little River Hotel (10 Flinders St). Dinner from 6:30, meeting from 7:30pm. Please RSVP to the club so we can amend booking numbers if necessary.
- Thu 26-Sun 28 Florence Thomson Tour www.aomc.asn.au/florence-thomson-tour Based in Traralgon.

May 2024

- Sat 4-Sun 5 Annual Drive Back In Time, Beechworth. Saturday tractor trek & cruise, Sunday show & shine (entry \$5), raffle. Details www.beechwortholdcranksclub.com
- Sunday 5 Federation Scoresby Picnic – National Steam Centre, 1200 Ferntree Gully Rd, from 10am, \$Free. Featuring steam machine displays including miniature railway, children's animal farm, raffle.
- Wednesday 8 **Members' Meeting**, Rosstown Hotel, 1084 Dandenong Rd (cnr Koornang Rd), Carnegie. Dinner from 6:30, meeting from 7:30pm.
- Sat 18-Sun 19 Heyfield Vintage Machinery Rally – Gordon Street Reserve. (includes cars)
- Sunday 19 **National Motoring Heritage Day**, *Also - Happy Mother's Day!!*
- Sunbeam Car Club Run – Starts at 8:30am, Nunawading McDonalds (corner Springvale & Whitehorse Rds) for lunch at the Home Hotel, Launching Place, 12 noon. Please RSVP to Beryl (mcconabus@optusnet.com.au) by Fri 17 May.
- Federation Murrabit Picnic – Lions Park next to the Murrabit Hall. Browning Avenue from 10am, \$Free entry including raffle ticket.
- Other events to be advised – expect Trentham and Maffra.
- Sat 25-Sun 26 47th Historic Winton, near Benalla. Special feature this year is a dedicated race to mark 60 years of racing Cortinas.
Also 70 years of Hillman Husky and 60 years of Sunbeam Tiger.

June 2024

- Sun 9 Jun Peter Mac Fundraising Display Day – Prince of Wales Showgrounds Bendigo
- Wednesday 12 **Members' Meeting**, Venue TBA. Dinner from 6:30, meeting from 7:30pm.

Later in 2024

- Sun 25 Aug Federation Marong Picnic, Malone Park, just off Calder Hwy. from 10am, \$Free
- 25 Aug – 1 Sep Federation Golden Oldies Tour (Marong-Maryborough-Daylesford-Ballarat)
- Fri 6-Mon 9 Sep **Sunbeam National**, Montville Qld.

Fri 18-Tue 22 October National Hillman Rally – Mannum SA

<https://www.sa.hillman.org.au/Rally2024.htm> - Update on pages 11-12

There are about 18 members of the RGCC entered for the National Hillman Rally.

The Rally has been fully subscribed, due to the capacity of the activities.

- Sun 20 Oct Federation Baw Baw Picnic, Darnum Historical Complex, from 10am, \$Free
- 16-17 Nov Bendigo Swap Meet

Always fill out your logbook when driving your club plate vehicle!

For more events the AOMC & Federation have listings:

<https://www.aomc.asn.au/car-shows-and-events-calendar>

<https://www.federation.asn.au/calendar-of-events>

APRIL BIRTHDAYS

- Ross Urquhart on the 1st
- Martin Lovitt on the 10th
- Wreford Cleeve on the 13th
- Beau Jenkins on the 28th
- Debbie Gercovich on the 29th

President's Report

Happy Easter Club Members,

It has been a busy month for many of us. We had a solid turn out at the Rosstown bi-monthly meeting and used it to finalize the Holden Museum run and look to future events in coming months. I think I can speak on behalf of everyone that attended that a mighty THANK YOU is in order for Bernie for putting in the time to organise a wonderful relaxing weekend to Echuca/Moama for the club.

The weekend started with a lunch in Heathcote- it was difficult to choose between all the treats. We then drove to Echuca for our visit to the Holden museum. Sadly it will be closing its doors for good on April 14 after 40 years, first opening in 1984 in Bayswater it relocated to Echuca in 1993. Of all the spectacular items and vehicles on display my personal favourite was the simple 'Hutch Hatch', a tent accessory to turn the LX Torana hatch back into a neat little instant camper; perhaps this is in light of my mental preparations for our families upcoming road trip.

Thanks to the great weather we could spend the afternoon outside enjoying each other's company. For our boys this was an opportunity to go in search of ice cream. After a successful hunt we then crossed over the bridge into NSW to Moama.

Thanks again to Bernie for finding comfortable accommodation directly opposite the Moama bowls club where we later enjoyed dinner and the young ones a dip in the pool.

On the Sunday we visited Stanhope and then onto Tatura where we visited the wartime internment camp Museum. I for one was amazed to learn of the POW camps used during WWII in Victoria as this was not something taught in school. When entering I had a little chat with my oldest who is 8 that it was a war museum and there may be things we see that are not right and not how we should treat others. However, I was pleasantly surprised and even proud to learn that the prisoner conditions of those held in Victoria were a far cry from what was experienced elsewhere and overseas. So much so that escape attempts were very seldom, there was even one story of a German prisoner escaping (as they were instructed to do) only to return that evening for supper.

The weekend captured some wonderful history of the central Victoria area and just a great social time away together. If you have an idea or destination run you would like to see happen please reach out to us to assist in turning the idea into a reality.

This month we will be over in the West for our members meeting and social dinner.

Enjoy this month's read,

Colin Warren
RGCC President

Editor's Note

Hi everyone,

I've got another Sturt Griffith road test this month, this time a Minx convertible which is interesting because it views it as a new car for daily transport rather than as a club car that most of us would view it as now. I've found a few others including other similar era Minxes, a Californian and Humbers so they'll come over time.

John

Imp Photo of the Month



Here's a 1986 Blu Fin Craft hydroplane for sale on the internet – yours for 10,000. Rob Flury won the 1996 & 97 British circuit speed championship in the R1 class.



Stanhope, Sunday

Someone suggested that the three wise men of the club resembled...



...a bit harsh?

**1924 Sunbeam
20/60 Tourer**

This car was auctioned for \$49,000 in February by Donington, and was owned for 48 years by John Ellis, an engineer who worked for Chrysler Australia, including running the factory race team. He also owned an Imp as well as many other vintage & classic cars.



The Garage Girls theatre show that a group from the club went to will soon be back out and about again. Garage Girls is a rollicking ride celebrating Australian icon, Alice Anderson: the trail-blazing, pioneering, go-getting founder of Australia's first all-girl garage.



Dates are:

La Mama Courthouse, Carlton

Arts Centre, Warburton

Glenburn Hall, Yea

The Wedge, Sale

Forge Theatre & Arts Hub, Bairnsdale,

Albury Entertainment Centre

Wangaratta Performing Arts Centre

Williamstown Town Hall

Kyneton Town Hall

SMOTA Auditorium, Nathalia

22nd April - 5th May

Saturday 25th May, 7:30pm

Sunday 26th May

Friday 31st May, 8pm

Saturday 1st June, 7:30pm

Friday 19th July, 7:30pm

Sunday 21st July, 2pm

Thursday 25th July, 7:30pm

Friday 26th July, 7pm

Saturday 27th July

Neil found this photo on Facebook of a Humber that was racing at the Maryborough Speedway in Qld around 1970.



Tim has been sending photos of Commer trucks, like these two during harvest. It makes you appreciate how convenient grain bins are instead of bags!



End of an era – club run to The National Holden Museum Echuca



The sad news that the National Holden Museum would be permanently closing on 14th April was the impetus for a club run to the border for one last look before it was all gone.

On Saturday 23rd March our group of twenty-two people set off on a fine autumn morning stopping at Heathcote for a delicious brunch at the Heathcote bakery before continuing on to the Museum at Echuca. Sadly, most were driving their “modern” cars through a combination of afflictions to their classic cars, or their drivers! Fortunately, the club was well represented by an excellent brace of Superminx’s, Mick Lindsay in his soft top and Marty Sutherland in his sedan.



The museum showcased many fine examples of Holdens through the ages from family cars up to the fire breathing XU-1. After a leisurely meander through the exhibitions, we adjourned for drinks and cakes across the road before continuing the short distance to the Rivergum Motel, strategically located across the road from the Moama Bowling Club, our venue for the evening.



The early dinner suited most after a big day driving and we were well provided for with a great selection of meals and drinks at reasonable prices.

On Sunday we assembled ready to continue the weekend adventure when we had the only mechanical breakdown for the weekend, ironically Thomas Clayton's Holden had decided to "fail to proceed" after an alternator problem.



Leaving Thomas in the care of the RACV Total Care service we continued on to Stanhope for morning tea. At one time Stanhope was proposed to be the national capital of Australia, being halfway between Melbourne and Sydney before politicking by NSW scuttled the plan. Here we marvelled at the mural of the sinking of the Montevidéo Maru when 853 Australian POWs and 200 civilian POWs were lost when the Japanese merchant ship was torpedoed and sunk by the American submarine USS Sturgeon. This tragedy remains the largest maritime disaster in Australian history. The mural takes up an entire wall of a building and is over forty-eight metres long and five metres high.

Continuing the short distance to Tatura we stopped to go through the Museum commemorating the Internment camps in the area during World War 2. A fascinating display of mementoes and personal stories of the people who were interned there was highly entertaining and well worth the visit.

The weekend concluded with a trip back to Melbourne in excellent weather with fond memories of good times shared catching up with old friends and meeting new ones.



Then there was Thomas' slight change of plans for Sunday...

Being a Holden Museum tour Thomas Clayton thought taking his HSV Grange (Holden Caprice) named Grace was the most fitting for the trip.

All went well driving up without a hint of an issue even managing 9.2 litres per hundred kilometres letting Marty's Hillman Super Minx cruise at a leisurely pace of 90 KM /h driving up to Echuca.

However the following morning Grace put on a scene throwing up an alternator warning message on her dashboard as if she was sad that her friends and relatives (cars) in the Holden Museum, which were soon to be evicted from their home.

Fortunately Thomas has complete care cover with RACV that covered Grace's return trip home on a tow truck the following day and Thomas, Tania and Allen got a trip home courtesy of the local Moama Taxi service, a \$515 fare home once again covered courtesy of RACV!



The last Holden Ute, and the last Caprices – both 2017 WM and 1984 WB.



More Adventures with Colin

After arriving back at Colin's we had time to have a good look at the Superminx. Unfortunately it was not as good as we thought it was. Mechanically it's good. Brakes as previously mentioned needed work, but it was the body that was disappointing. Rust in the bonnet hinge mount brackets, so new sections had to be made and welded in. More to come next month.



A 1911 Commer truck – next month I'll run an interesting ad featuring this.

Lardner Park Heritage vehicle and machinery display - February 1st, from Jodie Brown.

These first two are member John Gramlick's Commers!



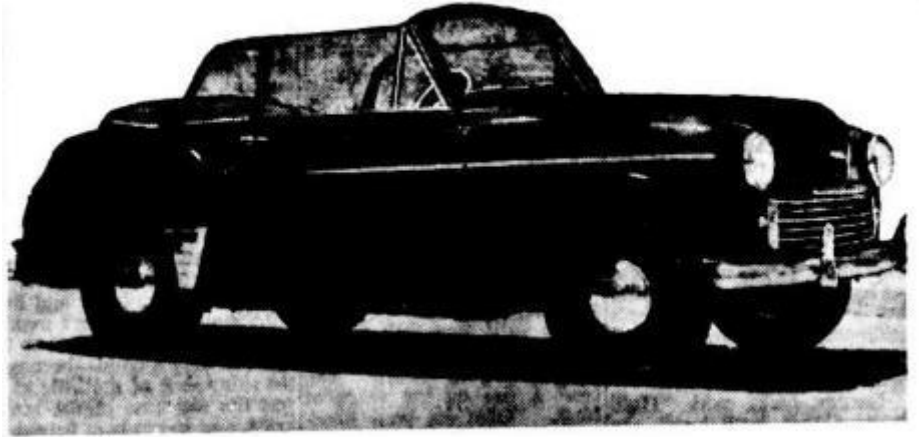
Neil sent in this photo of a Husky police car from either Belgium or the Netherlands.

The Sydney Morning Herald - Sun 1 Feb 1953

Road Impressions Of The Hillman Minx Convertible

By Sturt Griffith, B.E.

THE MINX CONVERTIBLE is a very smart car. It has an exceptionally good folding top which gives closed car protection, open car motoring, and an intermediate position wherein the canopy covers only the rear seat.



ON the touring highway the Minx impresses me most by the high average speeds which it achieves on very modest horsepower. It is also economical for the speeds put up.

The Minx engine has been improved considerably. A willing engine, combined with good riding and excellent cornering puts the car in the lively class.

The only worthwhile criticism of the convertible is a tremble in the body over rough stony roads. This is due to the lack of cross-bracing inevitable with an open body but not present in a closed saloon.

HILL CLIMBING: Power-to-weight is on the low side at 40.4 b.h.p. per unladen ton. This power is, however, assisted by a low overall gearing giving 14.3 m.p.h. at 1,000 r.p.m.

The car does not shine at top-gear hill climbing, and the maximum gradient climbable in top is 1 in 12. Use of third gear is necessary on steep hills, and in this gear even mountain passes of 1 in can be climbed.

Boddington Hill, in top gear speed fell from 52 to 32 m.p.h.

The long and winding Lett River climb, made in third gear, showed remarkably steady if not fast climbing ability. Speed was through between 35 m.p.h. (start) and 40 m.p.h. (finish).

The ascent to Mt. Panorama in third was made at 44-30-25-30-35 m.p.h.

The Victoria Pass was climbed comfortably in third gear, the speeds being: 40-35-30-25-40-35-40 m.p.h.

Approached from the west, Mt Tomah was a little too steep for top gear, and third was necessary for a quarter of the climb. Up to Kurrajong Heights (in top) speed fell from 50 to 37 m.p.h.

ACCELERATION: There is enough liveliness in top gear for prompt overtaking from 24 m.p.h. and in third from 17 m.p.h.

Times for acceleration from 10-30 m.p.h. are: Top, 12 sec; third, 7.5 sec.

It is generally desirable to make use of the easy gearshift to third for good acceleration in the lower speed ranges.

CRUISING SPEEDS: The Minx can cruise with ease and safety at higher speeds. I found 60-65 m.p.h. very pleasant on curving highways.

The average over the route was remarkably good, for the small power available, at 46.4 m.p.h. The fastest section, Lithgow-Bathurst was covered at 50.4 m.p.h.

At no time was the car cruised hard, nor was top speed even attempted.

The Minx can be driven quietly, without too much gearchanging, at about 30 m.p.h.

Weather was excellent, roads dry and generally in good to fair condition.

CORNERING: The convertible corners very well. Owing to a slight over-steering tendency it enters and stays in corners very willingly, and steering through the corner is light.

For the same reason there is a slight tendency to slide on really fast cornering, but there is never any difficulty to control this moderate tendency.

Roll on corners is held very well in check, and tyre squeal is much below the usual.

RIDING: The coil independent front suspension, and semi-elliptic rear springing deal well with ordinary potholes and broken road verges.

Riding comfort is about average for this popular type of suspension.

The car handles corrugated dirt roads quite well at low as well as high speeds. On rough stony roads, however, the suspension allows the car to tremble somewhat, although comfort is quite reasonable.

The suspension did not allow any pitch, thus guarding the comfort of rear passengers. On no occasion did the suspension bottom.

STEERING: The Burman worm-and-peg steering is very pleasant. Requiring only 2½ turns from lock-to-lock, it is direct and allows one to place the car accurately on the road, and to avoid bad spots at speed.

There is virtually no reaction from road shocks felt in the wheel, the fixed position of which is satisfactory.

The turning circle is good at 33ft, and parking is easy.

BRAKING: I found the Lockheed hydraulic brakes most responsive, rapid without undue pedal pressure, and well up to the car's requirements.

In spite of two leading shoes in the front drums, no fading whatever was discernable after the long descent from Kurrajong Heights in neutral.

The handbrake is also most effective, and the pull-up lever is conveniently located at the right of the driver's seat.

FUEL CONSUMPTION: At a speed of 46.4 m.p.h. over this difficult route, a consumption of 32.3 m.p.g. is considered good.

The tankage will give a fast-cruising range of 234 miles.

ENGINE AND CHASSIS: The side-valve engine has a bore and stroke of 65 x 95 mm. With the moderate compression of 6.6, power output is low at 29.7 b.h.p. per litre.

The engine runs so smoothly, and is so lightly stressed, that long periods between overhauls should be obtained.

The carburettor is a down draft Solex, and air is filtered by an oil bath. There is no special oil filter to augment the pump gauze.

The synchromesh of the column gear-change allows rapid changes between top and third, and the change mechanism is no more sloppy than most column shifts.

Gear ratios are: Top, 5.2; third, 7.8; second gear, 12.9 to 1.

The frame and body are constructed as a unit. Jacking is mechanical at the four corners of the car.

BODY: The exterior and interior of the body are neat and well designed. The individual (shaped) front seats are comfortable, and the bench rear seat

is 38in wide between the arm rests. The seats are covered with attractively coloured synthetic leather.

Leg room is ample in front, and sufficient for comfort in rear. Head room is better than in many small convertibles.

The fascia is in metal, with shelves beneath. The central instrument panel is raised, and carries a speedometer, a fuel gauge, and the minor controls. Insignificant warning lights are provided for oil pressure and ignition, and the trafficator control is on the wheel.

I was very impressed with the folding canopy. The frame is of unique design, most robust with a channelled central supporting bow (firmly lockable in position), and channelled (folding) side supports extending from the bow to the screen.

The frame and canopy fold entirely into recesses in the sides and rear of the car. In semi-erected (coupe-de-ville) position, the canopy is rigidly locked in place over the rear seat, with the front portion of the hood neatly folded under the erected canopy.

This position is most pleasant, and is smart in appearance. The rear passengers have two large windows, which can be pivoted to a stowage position within the sides of the body. There are winding steel-framed side windows for the front seat.

In fully erected position the canopy is taut and the strong frame free from rattles. The safety glass windows give excellent vision, and weather proofing has obviously had careful attention.

The canopy can be fully raised or lowered quickly. It can be changed from closed to coupe de ville position in about one minute.

In open position the glass side windows give good protection from excess wind.

The boot is of moderate size, but as it houses the folding canopy, the minimum available space is about 8 cub ft. It was dustproof.

Three Body Styles

I would summarise the Minx Convertible as a car giving a choice of three body styles, to suit all weather conditions.

The car handles very nicely on the open road, is economical, and will cover unexpectedly long distances in a day. In particular, its cornering and braking are exceptionally good for a car which does not claim to be in the sports class.

For city work it is most manoeuvrable and easy to drive. It will be found very good for touring.

The car tested was made available by the distributors, John McGrath Motors Pty Ltd.

ABOUT THIS CAR

PRICE: Imported body, £995 (incl. tax).

SIZE: Four-seater, fair boot. Track, 48½in; wheelbase, 7ft 9in; overall length, 13ft 4in; kerbside weight, 18.6 cwt; clearance, 7in; tankage, 7 gal.

ENGINE: Four-cylinder, side valves. Capacity, 1 ½ litres; power output, 37.5 b.h.p. (R.A.C. rating 10.4 h.p.); four-speed gearbox.

FUEL CONSUMPTION AND AVERAGE SPEED: 32.3 m.p.g. at average speed of 46.4 m.p.h. over 285-mile mountainous route.

MAXIMUM SPEEDS: Top, 74 m.p.h.; third, 53 m.p.h.; second gear, 33 m.p.h.

FEDERATION DELEGATE'S MEETING - FEBRUARY

Tim sent through some photos of delegates' cars at the recent Federation meeting in Little River, including one you might recognise!



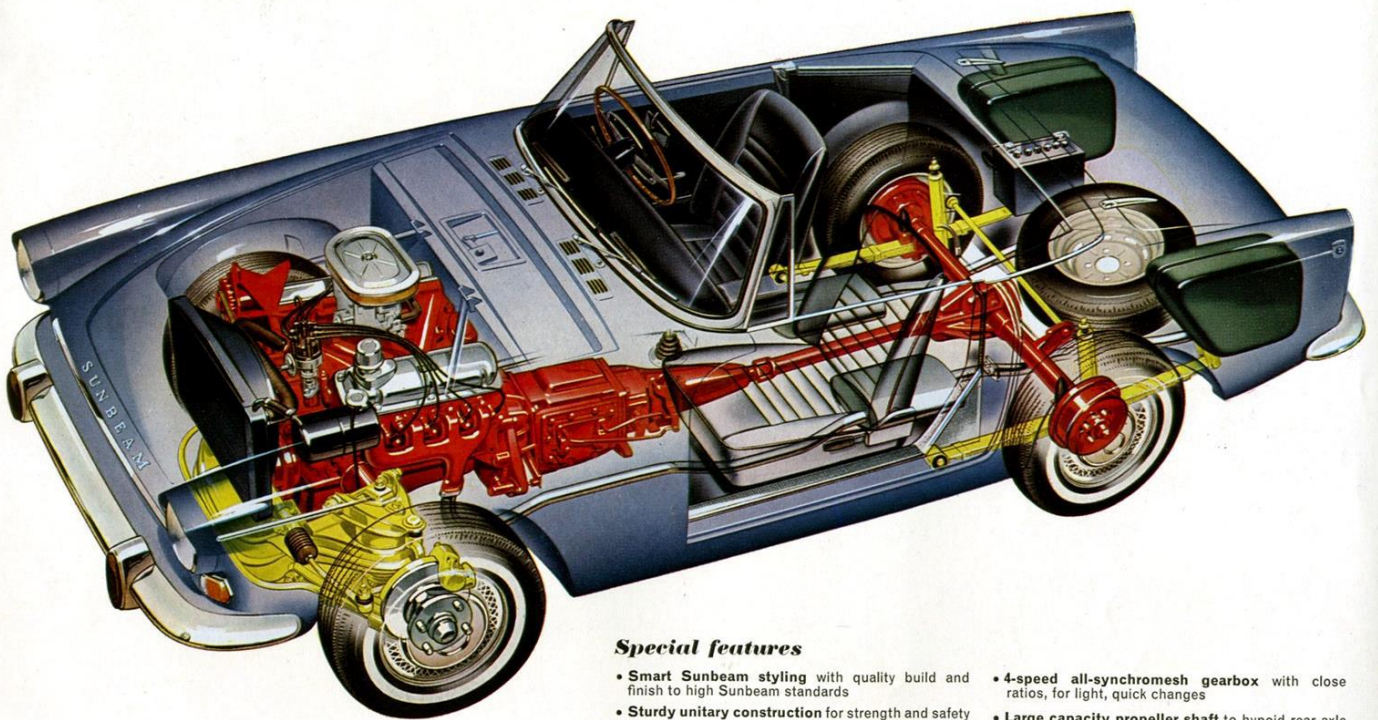
60th Anniversary of the



60 years ago this month the Sunbeam Tiger was launched at the New York Auto Show. The Alpine was becoming less competitive on the race track against newer MG and Triumphs, and the genesis for the Tiger was a chat between Jack Brabham and US west coast sales manager Ian Garrad (also son of Norman Garrad, Rootes' motorsport manager) after Jack had raced in the 1962 3 Hour 'Times Grand Prix' at Riverside in California where the AC Cobra debuted and obviously provided some inspiration!

After a quick Ken Miles-built version, Carroll Shelby developed the production car with modified firewall, transmission tunnel, rack-and-pinion steering. Weight distribution ended up very close to the Alpine at 51.7% front to 48.3% rear.

The story goes that when the prototype was sent to Ryton, Lord Rootes went for an evaluation drive with the handbrake left on, but the extra power of the V8 still made a strong impression on him. Due to a lack of production line capacity and likely some extra work involved compared to an Alpine the cars were built by Jensen Motors (after they had lost the Volvo P1800), with a Ford 260ci V8 (4.2L) and 4-speed gearbox. Rootes ordered 3,000 V8s, the largest engine order Ford had ever taken. You can see in the cutaway drawing below the Panhard rod added to the rear axle as well as the twin fuel tanks and battery also located in the boot.



A brilliant product of advanced design

Special features

- **Smart Sunbeam styling** with quality build and finish to high Sunbeam standards
- **Sturdy unitary construction** for strength and safety
- **Weather-tight top is easily operated** Additionally, hard top in matching body colour is available as an optional extra when fitted during production, or as an accessory in black only
- **Vacuum servo-assisted braking** with self-adjusting front disc brakes
- **V8 power unit for sporting performance** Compact, lightweight 8-cylinder engine of short stroke, low-friction design
- **Engine features include:** twin-barrel carburettor with automatic choke, dual exhaust system
- **10 in. diameter clutch**, hydraulically operated, with centrifugal assistance
- **4-speed all-synchromesh gearbox** with close ratios, for light, quick changes
- **Large capacity propeller shaft** to hypoid rear axle
- **New cooling system** with centrifugal pump and fan
- **Rack and pinion steering** for light, precise operation
- **No greasing points** - simplified maintenance
- **Powerful, double-dip headlights** for night safety
- **Road-speed, nylon-corded tyres** for high speed travel
- **Twin fuel tanks**, total capacity - 11½ gallons
- **67 amp battery** for all electrical needs
- **Large luggage compartment**, 9½ cu. ft. capacity

The last of the Tigers was built just over 3 years later – 6,459 Mk I and 536 Mk II. Only 10 of the Mk IIs were sold in the UK. The end came because the Chrysler "LA" V8 would not fit – presumably this was the 273ci (4.5L) or the new 318ci (5.2L) which started production in 1967 (1968 model year). Both engines are the same physical size as just the bore was increased. Understandably Chrysler did not want to sell and warranty a Ford V8!



1958 Nota Minx historic sports racing car

This car is advertised on my105.com. It has had one owner for the past 25 years and comes with a Certificate of Description and log book. It has a space frame chassis with aluminium body. There is a modified Hillman Minx engine producing 120 horsepower at the rear wheels (which would be something like 160 hp from the engine). It has done six race meetings since a total rebuild and has raced at all historic circuits on the eastern seaboard in the Lb sports racing class. The asking price is \$65,000 and includes a custom-built fully enclosed tilt trailer.



You'd be forgiven for not knowing much about Nota, which were built in Parramatta by aircraft engineer Guy Buckingham. The name came from his young son's mispronunciation of 'motor'. He designed a tubular spaceframe chassis with an aluminium body that would accept a range of engines and other mechanical components. Several were built with Hillman engines.

They also built many clubman-style Sportsman models, formula Vee, Formula 3 and other open-wheelers but the most well-known Nota model was the Fang, which was designed by Chris Buckingham based on racing car design. It used a rear-mounted Mini Cooper S engine and subframe – and an Imp front end! Power-to-weight ratio was not far off a Ferrari, yet the car cost only a little more than a Datsun 1200. This shows what can be done when you ignore such fripperies as doors, roof and what have you. A roof was optional. The seats are fixed, but the pedals and steering wheel are adjustable instead. After the hot Cooper S engines went

out of production they switched to Fiat twin-cams. 105 Fangs were built between 1971 and 1975, which makes it one of the most successful niche Australian sports cars.

Guy Buckingham also laid out the Oran Park race track

AOMC Delegate's Meeting Report – Feb 2024



I missed this meeting as I had a bad cold, but the minutes tell the following.

A weekly email is now being sent out that gives details of all the events on for the weekend. I haven't been forwarding them out to all our members – do you want to receive them? Let me know via the club email.

The Festival of Motoring day at Cruden Farm had 481 vehicles and nearly 1400 spectators producing a donation of \$21,000 to Beyond Blue, including a contribution from the RACV.

The British & European Show at Yarra Glen had over 1000 cars and spectators.

Details of additional events for the National Motoring Heritage Day will come, refer to the calendar.

The new Club Insurance Scheme has been received well with strong response from clubs, although fewer from the smaller clubs than expected (who have most to gain from the Scheme). There are currently 54 clubs indicating they will join, representing over 10,000 members, but more participants are needed for it to proceed. Note that the RGCC has given a positive indication as it will reduce our insurance costs significantly.

The AOMC is planning to hold the usual restoration and club management seminars mid-year.

The report on the AHMF survey of economic value of the historic vehicle movement to the national economy is due to be released soon.

Graham Wallis of the Peugeot Car Club gave a talk on the history of the Redex Trials and the coming 70th Anniversary Rerun. There were lots of old images shown but I'm not sure how many Humbers and Hillmans were seen. The original 1953 event ran up the centre of Australia through Alice Springs and was won by Ken Tubman in a Peugeot 203, after several cars were tied on points at the scheduled finish and a run-off from Melbourne to Sydney was held. Graham showed a copy of the original regulations – a whopping 1½ pages!

In 1954 the route went right around Australia from Sydney anti-clockwise to Melbourne, and was won by Galignite Jack Murray in a 1948 Ford V8 (the "Grey Ghost"). The 1955 event ended in controversy over structural damage to the Volkswagen that was eventually awarded the win. In 1956-58 there were Ampol and Mobilgas events, again dominated by Volkswagens.

In 1964 the Ampol Trial of 7xxx miles was won by Harry Firth in a Cortina GT. 1970 another Ampol Trial was held from Alice Springs to Sydney and jointly won a Citroen DS21 and Datsun 1600 SSS. 1979 had the Repco round-Australia Trial won by Peter Brock in a Commodore, and then 1995 was also won by a Commodore.

There was a 50th anniversary event run in 2003 as an historic event with 80 entrants, starting at the Fox Studios that now occupies the Sydney Showgrounds site where the original event started.

Last year a 3-day event with over 40 entrants was held from near Melbourne to Penrith following original road alignments as much as possible.

Phillip Island Classic

With no Rootes cars evident at the Phillip Island Classic Festival of Motorsport, the closest was probably this 1969 Isuzu Bellett and a 1968 Bellett 1600 GT which were Isuzu striking out from building Minxes in Japan - the engine shares the same layout.



Neil found this photo on Facebook, of a race grid at Caversham in WA from 1964. Of the 3 Holdens on the front row, note that #70 has the bonnet re-shaped to cut down the hump at the front. Number 79 is a 1959 Hillman Minx of Galbraith, which had Ford Consul pistons and a racing cam driven by Bill Downey. Next to it is a Fiat 1500, with a Ford single spinner behind and a 1938 Ford coupe on the next row.



TRADING COLUMN



To advertise, please use the contact details on page 2 of the magazine. Ads for vehicles must contain registration, engine or chassis number, as well as a full description, contact name and location for the car. Ads will run in the magazine and appear on the website for two months unless otherwise requested. Please let the editor know if a car or part is sold.

For Sale

Last Month



Hunter Superlite wheels x 4 \$600 set of 5 (alloy centres with steel rim). Purchased some time back and soda blasted and sprayed as per photos, plus had second hand semi slicks (Avon 6.00 x 21.0) fitted and balanced. They have been wrapped in black garbage bags since and I have never driven on them. Selling due to just fitting 15" mag wheels to my Hunter. The wheels are 13" x 6" x 108 PCD (4.5") with 45 mm positive offset and fit a Hillman Hunter, came off a Ford Escort. (Standard Hunter steel wheels are approx 35mm positive offset). Don't suit new brakes. Come with a full set of new chrome nuts. Note the tyres are

not suitable for road use. Contact Phillip 0402 911 744 or pvelliottelec@gmail.com

1950s Husky engine, gearbox, diff and front end. Contact Noel on (03) 9743 3559 or nr.donnachaidh@gmail.com

2310

Humber Sign

now \$320.

Plastic sign fantastic condition. Letters



Painted, not stickers. 1225 wide x 430 high. Pick up only due to fragile nature. Drouin. Jodie 0447 541 020 or snakegully@hotmail.com

2302

Wanted

Hillman Minx ADL (Series IIIC) undamaged LH front quarter mudguard panel wanted by Neil Lauritzen - neilshas@bigpond.com

2304

Hillman Minx Series 1 Convertible – Seats & door cards Contact Ian Moist on 0408 340 048 marinproe@gmail.com

2303

'Paddle' type heater control knobs for Hillman Super Minx. Contact Mick Lindsay on 0417 304616 or micklin64@gmail.com

2209



1960 Commer BF Mr Whippy vans for sale in Brisbane on Facebook Marketplace:

[2 commer karrier 1960 bf – Narangba, Queensland | Facebook Marketplace | Facebook \(link\)](#)

Starting Biding \$15,000. I am just putting the tender out what people are willing to pay. Prepared to sell the two for the right price. One of the motors is functional, while the other pink one is not. Both need work and can be refurbished. If the price is not right it won't be sold. Do not want to waste my time. If you want to talk about it give me a call.

There is quite the history of Commer vans with Mr Whippy in Australia which I have been meaning to get to one day... perhaps next month?

Shiran is also selling his 1969 Mini Cooper, please contact him for details (refer pg. 2)



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