

NEWSLETTER &  
WEBSITE EDITOR  
GRAHAM MEYER

webeditor@mvmc@gmail.com



IAN & MARGARETS  
NICE "NEW" FJ  
HOLDEN



GERRY THOMPSON'S  
LOVE OF BMW  
MOTOR CYCLES



WAYNE DOWDING  
AND HIS LOVELY  
MARK V

# MVMC NEWSLETTER

## MVMC NEWSLETTER NEEDS YOUR INPUT

The newsletter would love you to put together a few words, or a collection of bullet points and I will complete the article. The newsletter needs more articles on members and their collections, travels and projects.



**Illingworth's Three Springs vintage tractor sale breaks Australian record with 1904 model selling for \$375K**

The "crown jewel" of a historical vintage tractor and machinery collection tucked away neatly on a Mid West farm has fetched an eye-watering \$375,000 at auction over the weekend.

As the gavel went down at Sue Illingworth's Three Springs property on Sunday, the 1904 Ivel Agricultural Motors Tractor she and her late husband John restored made history, setting a new Australian record.

One of the first commercially produced tractors in the world — of which there are only eight left in existence — the vintage machine smashed the previous record set last year in Queensland, where a 1914 Marshall Colonial tractor sold for \$215,000.



## A LONG LOVE OF BMW (AND ENGLISH) MOTORCYCLES



When I was 18, I asked my father if I could buy a car. He pointed out the fact that the driveway was already full with four cars. So I asked if I could buy a motorbike. He agreed on the proviso that it had a capacity of at least 350 cc. "It needs to have enough power to get you out of a situation."

So one Saturday I went shopping and came home with a 1955 BMW R69 600. But it wasn't an ordinary 600. It was a performance model capable of 102 mph. I kept that for 18 months which included 2 return trips to university in Canberra. This model was the ultimate tourer; travel all day at 90 mph, go dancing, then next day more riding.

But it was not a "chick magnet." Following a succession of crappy cars, marriage and kids, I had the urge for another BM. Skip forward to 1994. I purchased a 1972 BMW 500. It was OK, but with only 32 bhp it lacked performance. Soon after, I stumbled across a BMW 600 of similar vintage but more power. I then had 2 BMs concurrently. The newer R60/5 was a good touring machine.

Needing money, I sold it. Fast forward 6 years (and 2 Triumph Bonneville) and I still had the urge for a classic BMW bike. I imported an R69, but it had too many problems. I sold that at a loss, and looked around for a better bike of the same vintage. I went to see a standard R50 (500) in Melbourne but it was in poor condition and overpriced.

Then I flew to Perth for a day to see 2 Beemers. One, an R60, was in good condition but the kick-starter broke! The other was a rare R50S that had been restored 12 years before. However it was misfiring at idle in one cylinder. I purchased it at a reduced price, expecting to find an ignition fault. I stripped the heads off and found a sticking valve that was easily fixed.

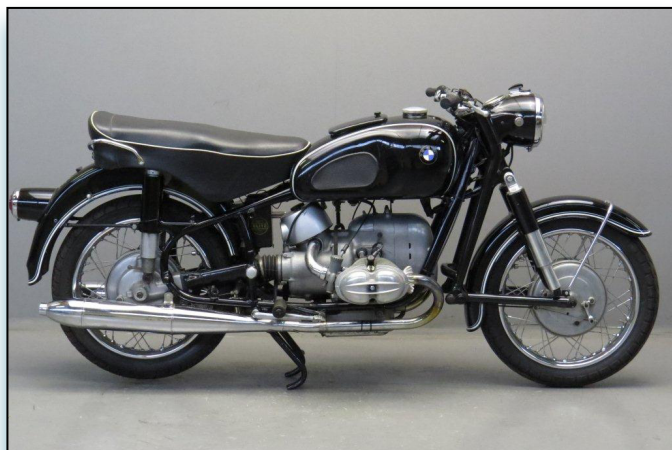
I now own a rare, performance-model 500 (35% more power than the standard R50). Only 1634 were made and very few left Europe, but they were not popular when built because a buyer could own the superior R69S for only 46 pounds more, or about 9%. Notwithstanding its shortcomings, the R50S has all the features that made this series famous, such as anti-dive braking, smoothness, and a frame built for sidecar use.



Will I ever part with it? I hope not. BMs of this age are hard to find in any condition. But there is always room for an R69S.

Gerry Thompson





The BMW R69 is a classic motorcycle produced by BMW Motorrad from 1955 to 1969. It was part of BMW's "slash-2" series, which also included the R50 and R60 models. Here is some information about the BMW R69 600:

#### Engine:

- The BMW R69 is powered by a 594cc (or 600cc, depending on the model year) air-cooled, four-stroke, horizontally opposed twin-cylinder engine.
- The engine features a shaft drive system, which was a signature characteristic of BMW motorcycles.

#### Performance:

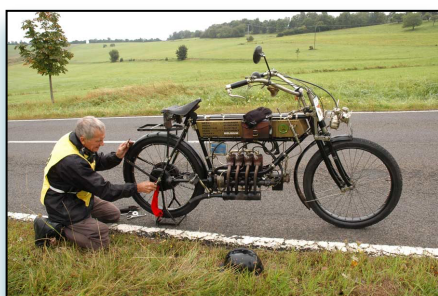
- The R69 produced around 35 horsepower, which was respectable for its time.
- It had a top speed of approximately 95 mph (150 km/h), making it a capable touring motorcycle.

#### Features:

- The R69 featured Earles-type telescopic front forks, which provided excellent stability and smoothness over rough surfaces.
- It had a full dual-leading shoe drum brake setup for reliable stopping power.
- The bike came with a large fuel tank for long-distance riding and touring.
- The R69 had a comfortable seating position and was known for its smooth and refined performance.

#### Legacy and Collectibility:

- The BMW R69 is highly regarded among collectors and enthusiasts for its quality engineering and classic design.
- It is considered one of the most desirable vintage BMW motorcycles.
- The R69 is often sought after for restoration projects and is appreciated for its rideability and historical significance.



**In 2012, while others his age were enjoying quiet retirement, Ron Fellowes set off on the challenge of a lifetime.** His dream to ride a 102 year-old FN motorcycle across the world — to the Belgian factory where the bike originated — had all the hallmarks of an epic adventure: one that was never going to be easy.

For nine months Ron rode 14,600 kilometres through 15 countries under grueling conditions, into some of the world's most hostile territory. He faced desert sandstorms, mountains too steep for the motorcycle's capability, the threat of rockslides and bombings when he took a detour, and pressure from armed police through conflict zones. He was robbed, and later when held at gunpoint, Ron came face-to-face with his own mortality.

The motorcycle's limited capacity — no gears, inadequate brakes and pedal assisted — made it a daily struggle. Breakdowns were common, and only Ron's ingenuity and single-mindedness, Lynne's logistical support, and the generosity of others kept him going.





## Margaret & Ian's new passion

Under pressure from our son Jason we purchased a 1954 FJ Holden. Having been advised of its availability by his mate we inspected and purchased. It's history is vague but it came from Sydney having spent nearly twenty years in storage. A Stirling resident had it transported over and was going to restore and get the Sydney owner over and take for a drive. The Sydney gentleman passed away and the project was abandoned. The local mans son needed a deposit for a unit so the FJ was put on the market and he got the deposit and we got the FJ.

After some time with a mechanic sorting out electrical problems then a clunk in the diff Jason took hold of the car and repainted, new runners in the windows and all chrome redone. The car performed well in the four hundred kilometre run to the Copper Triangle for the Cavalcade of Cars and home, but came the last few k's home with a noisy water pump.



FJ Holden is an iconic Australian automobile that was produced by General Motors-Holden's (GMH) between 1953 and 1956. It is often regarded as one of Australia's most beloved and recognisable vehicles, representing an important era in the country's automotive history.

The FJ Holden was the successor to the earlier Holden 48-215, commonly known as

the "FX Holden." It featured a similar body style but came with several improvements and updates. The FJ Holden had a more refined design, with a bolder grille with additional chrome accents.

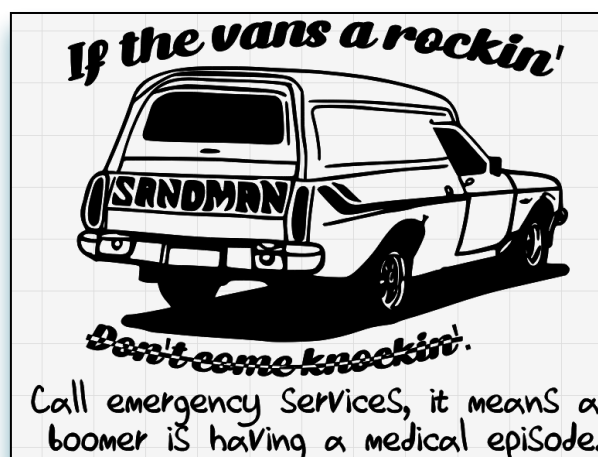
One of the key reasons behind the FJ Holden's popularity was its affordability and reliability, making it accessible to many Australian families at the time. It was a versatile car that served various purposes, including as a family vehicle, a workhorse, and even a racing car.

The FJ Holden was powered by a 2.15-litre inline-six engine that produced 45 kW (60 horsepower) and featured a three-speed manual transmission. While it may seem modest by today's standards, the FJ Holden's performance was respectable for its time, and its solid construction made it capable of withstanding the tough Australian conditions.

In addition to its practicality, the FJ Holden also gained a cultural significance in Australia. It became an emblem of post-war prosperity and symbolised the country's growing automotive industry. Many Australians have fond memories associated with the FJ Holden, as it was a common sight on the roads and represented a sense of national identity.

Today, the FJ Holden has become a sought-after classic car, and it holds a special place in the hearts of car enthusiasts and collectors. Restored FJ Holdens can still be found on the roads or showcased at car shows, serving as a reminder of Australia's automotive heritage and the golden era of Holden.

It's worth noting that the production of the FJ Holden ceased in 1956, but Holden continued to produce various models over the years, becoming a prominent brand in the Australian automotive industry. However, in recent years, Holden has undergone significant changes, including the discontinuation of manufacturing in Australia in 2017.







Wayne Dowding has a Jaguar that attracts looks wherever he takes it. The car has impressive specs.

The Jaguar Mark V, produced from 1948 to 1951, was a luxury car known for its elegant design and refined performance. Here are some specifications for the Jaguar Mark V:

#### Engine Options:

- **2.5-liter Inline-Six:** The 2.5-litre engine had a displacement of 2,664 cc and produced around 105 horsepower.
- **3.5-liter Inline-Six:** The larger 3.5-litre engine had a displacement of 3,485 cc and produced around 125 horsepower.

#### Transmission:

- **Four-Speed Manual:** The Mark V typically came with a four-speed manual transmission, offering precise control over gear shifts.

#### Suspension:

- **Independent Front Suspension:** The Mark V featured independent front suspension, which enhanced ride comfort and handling.

#### Brakes:

- **Hydraulic Brakes:** The car was equipped with hydraulic brakes, providing effective stopping power.

#### Dimensions:

- **Length:** Approximately 186 inches (472 cm)
- **Width:** Approximately 69 inches (175 cm)
- **Wheelbase:** Approximately 120 inches (305 cm)

#### Body Styles:

- The Jaguar Mark V was available in different body styles, including sedans and convertibles. The convertible variant was known as the Drophead Coupe.

#### Interior:

- The Mark V boasted a luxurious interior with wood veneer trim and leather upholstery.
- It provided comfortable seating for up to five occupants.

## EPIC JOURNEYS



**HH Dutton** was a wealthy landowner near Kapunda. With **Murray Auger** a talented mechanic and motoring enthusiast, he decided to demonstrate the practicality of the motor car for outback travel by driving from Adelaide to Darwin. He bought a 3.7 litre, 20 HP Talbot which he christened *Angelina*. He and Auger left Adelaide from King William Street, near the

General Post Office, on 25 November 1907. The *Observer* reported that 'Mr Dutton took the seat at the steering pillar, and when the clock boomed out the noonday hour the car was set in motion to the accompaniment of hearty cheers from those present.'

By Christmas they were near Barrow creek on the way to Tennant Creek with about three quarters of the journey completed. But the wet season had begun, and in attempting to free their bogged car, a pinion in the back axle broke. The spare had been used earlier, and without a replacement they had to abandon the journey. They covered the car, making it as weatherproof as possible and set out for Oodnadatta on foot. Joining up with a camel train, they returned to Oodnadatta where they caught the train back to Adelaide.

In 1908 Dutton bought another Talbot - nicknamed *474* after its registration number. With the experience gained in 1907 he specified a more powerful engine, and a lower axle ratio. The expedition left earlier - on 30 June 1908 - to avoid the wet season.

Some days they were able to travel more than 100 kilometres, but on others the harsh conditions limited them to as few as 16 kilometres. During the journey they experienced gibbers, rocky gorges, rivers, sandhills and bushfire. Mechanical problems were limited to punctures and broken leaf springs, and the tyre firm, Michelin, advertised that the journey had been accomplished on only one set of tyres.

Finally, on the afternoon of 20 August 1908, they drove into Darwin after 51 days on the road.



**Francis Birtles** served in the Boer War, and for a time was a mounted police officer in the Transvaal. These experiences taught him bushcraft skills which he put to use when he returned to Australia and began making transcontinental journeys. As a cyclist, Birtles had cycled round Australia twice and crossed the continent seven times by 1912 when he took to car travel. In 1912 he became the first person to make a west/east crossing from Fremantle to Sydney by car.

Describing his Brush car, Birtles said:

I had a car. As cars went in those days, it was a good car. It had one cylinder and developed ten horsepower. There was a chain drive to the two rear wheels. It had wooden axles, and the two-seater body was supported on spiral springs. In these days, a man accustomed to the modern car would scarcely trust such a one as ours to take him on an errand from one suburb to another. We expected it to take us, from one ocean to another.

Birtles became an inveterate outback motorist, who completed more than 70 transcontinental crossings by mid 1927.