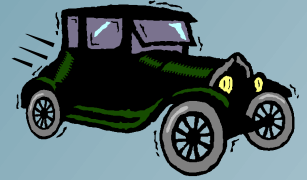


BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for **Historic Vehicles** (Veteran, Vintage, Post Vintage and Classic) built up to December 1978.

The Secretary, BVAC Inc.,
6 Riesling St, Carseldine, QLD, 4034.

Vintage Views – September 2025



“BVAC Monthly Event– Glasshouse Mountain – Coffee Plantation”



BVAC OFFICE BEARERS - 2025



IMMEDIATE PAST PRESIDENT: - GLEN SORENSEN

BVAC Website: bvac.com.au

Facebook Page: [Brisbane Vintage Auto Club](https://www.facebook.com/BrisbaneVintageAutoClub)



PRESIDENT	Adrian Bensted 6 Miner Crt Deception Bay Q 4508 Ph. 0438 305 516 Email: bensted.adrian@gmail.com	VICE PRESIDENT	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920au@gmail.com
SECRETARY	Mal Dale 6 Riesling St. Carseldine Q 4034 Ph. 0418 733 575 Email: maldale@hotmail.com	ASST. SECRETARY	Vacant Ph. Email:
TREASURER	Darryl Gomersall The Oscar – 604/71 Landsborough Ave Scarborough Q 4020 Ph. 0417 709 500 Email: darryl.gomersall@bigpond.com	EDITOR	Peter Hibbert 435 Uhlmann Road Burpengary East Q 4505 Ph. 0416 328 929 Email: pthibb@hotmail.com.au
EVENTS CO-ORDINATOR	Vacant Ph. Email:	SPARE PARTS	Vacant Ph. Email:
DATING OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnkz@bigpond.com	QHMC REPRESENTATIVE	Vacant Ph. Email:
LIBRARIAN	Vacant Ph. Email:	SAFETY OFFICER	Greg Henderson 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: gnkz@bigpond.com
PUBLIC RELATIONS OFFICER	Glen Sorensen 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: henryford1920au@iprimus.com.au	WEB MASTER	Rod Hibberd 31 Cashmere Lane Cashmere Q 4500 Ph. 0493 287 552 Email: rodmaree@bigpond.com
LIFE MEMBERS	Rod Czislawski Maureen Hicks	Darryl Gomersall Glen Sorensen	Mal Dale

CLUB OBJECTIVES

- (A) To promote the restoration to original condition and also the use and exhibition of Veteran, Vintage, Post Vintage and Historic vehicles by members in competition and social activities.
- (B) To assist members to locate, restore, and maintain their vehicles
- (C) To form a library to assist members in obtaining information related to their vehicles.
- (D) To co-operate with other clubs and associations with similar aims.

Brisbane Vintage Auto Club Inc. holds monthly meetings at Events which are published in the Vintage Views (except January). Contact the BVAC Committee for further information.

ALL CORRESPONDENCE TO BE ADDRESSED TO:

The Secretary, BVAC Inc., 6 Riesling Street, Carseldine, Qld. 4034.

President's Report:

Welcome to the August 2025 edition of Vintage Views. The cooler weather is here, and the bright sunny days make it perfect for vintage motoring. We are spoiled for choice with so many events happening within and outside our club. I have been out of action for three months with covid and long covid. Long covid causes extreme fatigue for months and a brain fog that makes simple thinking a difficult task. The good news is that I am back on deck and ready to go again. Sharon and I wish you all the best of health.



This week sees us on the road in Sharon's 1928 Chevrolet tourer. We swapped Sharon's 1930 Austin 7 for the Chev. The Chev had been sitting in a shed in New South Wales for 40 years. We believe it was given a tidy up in the 70s and last on the road in December 1980. The green machine runs very well and drives even better. Finally, we are out and about on full registration, so we can go for a drive any time we like around our beautiful Moreton region. The 1924 Studebaker is getting close to being finished too. The engine rebuild is almost done.

Have you been busy on any projects? Ron McGrice certainly has. He has been waiting for the drier days to paint cars and work on a box trailer.

Our editor Peter Hibbert is close to having the Standard back on the road.

The Thompson's Chevs are going very well again.....cancel that....cancel that cancel.....all good again. Oh, the joy of owning and driving old cars. They go great until they don't. Then what seems a huge problem, turns into some tinkering and thinking and a few laughs with mates getting together to play with spanners.

We hope to see you on the road soon. Happy Motoring from Sharon and me.

Adrian Bensted



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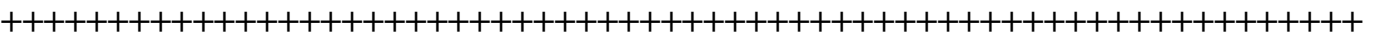
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Firstly, I think it absolutely crucial that I report to you all this critical piece of information. BEHOLD!

In this month, in the year of our Lord 1877, Charles Stewart Rolls, one of the founders of the Rolls-Royce Ltd automobile company, was born.

Now THAT is important, as I am sure you will all agree. Of more interest, and as reported in the June Vintage Views, Rolls died in 1910, after crashing in his Wright

aeroplane, at 33 years old and only 6 years after the company Rolls-Royce had been established. Oh OK! I'll get on with the magazine now.

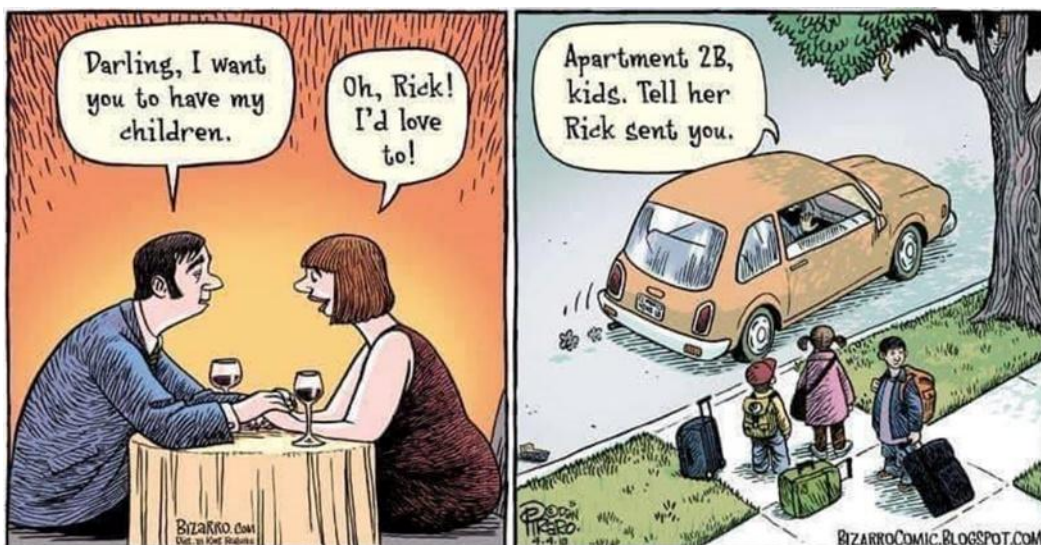
On a brighter note, it is good to see our president back on his feet again. Welcome back Adrian! It has been 3 months since we had your smiling, if not particularly good looking, face at our club events and outing. We get to see Sharon again too, which would be the bonus. Welcome back Sharon!

In August we had two birthdays, so a little belatedly we give birthday greetings for two of our members.

Happy birthday to { Peter Lockhart and Maureen Shiels



You will not have many more birthdays by doing this Pete!:





B.V.A.C Inc. General Meeting No. 625

Date: 6th August 2025

Location: Deception Bay Environmental Centre

Meeting opened by V-President – Glen Sorensen at 7.40pm



Attendance: 15.

Apologies: 8 as per attendance book.

Members stood for a minute silence in memory of past members Judy Sutton and Dave Petersen.

Welcome: Guest speaker Paul Flanagan was welcomed and gave an informative and interesting talk on working at Ford's factory in Dagenham, London.

Minutes: The minutes of the previous meeting were circulated by e-mail & posted. Confirmed on motion of Glen Sorensen. Seconded by Rod Czulowski. Carried.

Business arising from the previous meeting: Nil

Car Badge: Nil.

Name Badge: Nil.

Secretary's Report: *Inward Correspondence:* *Club magazines *MBCC RCD testing of storage facility

Outward Correspondence: *Nil

Inwards received on motion of Mal Dale, seconded Rod Kelso. Carried.

Treasurer's Report: Report received and accounts passed for payment on motion of Darryl Gomersall, seconded John Coutts. Carried.

Q.H.M.C. Nil

Events Co-ordinator: As per Events Page in Vintage Views.

Spare Parts: In mag.

Dating Officer: Triumph Herald of Neal Hicks.

Librarian: Nil

Editor: Lawrie Godde's ad to be corrected..

Safety Officer: Safety Day with Midas 20th September.

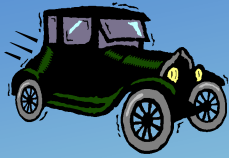
Web Master: Car photos in web page Gallery, additions and amendments to be forwarded.

General Business: Assets in storage at OPT to be moved to Joseph Cres.

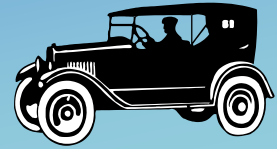
Meeting closed at 9.10pm.

Vice President..... Glen Sorensen Secretary Mal Dale

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.

AUGUST 2025

Sat – 30th Aug “**BVAC Bunnings Community BBQ**” – Brendale. 8am to 4pm.
2 (+1 lunch) shifts as per normal schedule. Volunteers assigned.
Contact Mal Dale.

Ph: Mal Dale (0418) 733 575

SEPTEMBER 2025

Wed – 3rd Sep **NOTE CHANGE - “BVAC General Meeting”** – 7.30pm.
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.
Supper provided.

Ph: Glen Sorensen (0423) 885 055

Sun – 14th Sep “**BVAC Monthly Event**” – Peter Lockhart organising our monthly event. We meet at CREEC Environmental Centre, 150 Rowley Rd Burpengary at 9.30-10 for morning tea. We head off about 11am towards Toorbul via back roads for either BYO lunch or available at local shop for lunch. Further details to be emailed prior to event.

Ph: Maureen (0447) 230 846

Thu – 18th Sep “**BVAC Coffee Morning**” – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

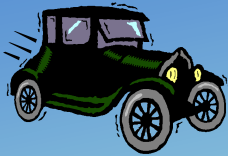
Sat – 20th Sep “**BVAC Safety Day**” – Placeholder. Midas Morayfield 9am to 11am, please confirm attendance. Morning Tea following at Coffee Club.

Ph: Greg (0428) 361 756 / Glen (0423) 885 055

Thu – 25th Sep “**Wrinkley’s Run**” – **Truck & Tractor Museum**, 848 Dohles rocks Rd, Griffin. Meet at 9.30am McDonalds car park, cnr Dohles Rocks road, Murrumba Downs. Leave 9.45am for Museum where morning tea will be supplied. For those wishing to have lunch afterwards we could go to Murrumba Downs tavern back next to McDonalds. Numbers required for catering purposes.

Ph: Maureen (0447) 230 846 / Lawrie Goode (0468) 762 834

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



OCTOBER 2025

Wed – 1st Oct

NOTE CHANGE - “BVAC General Meeting” – 7.30pm.
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.
Supper provided.

Ph: Glen Sorensen (0423) 885 055

Tue – 14th Oct

“Wrinkley’s Run” – in conjunction with SSAC (Bribie Branch) with location to be confirmed by SSAC (BB). Further details to be emailed prior to event.

Ph: Maureen (0447) 230 846

Sun – 19th Oct

“BVAC Monthly Event” – Come and share day - Shed Visit at Scott Hill’s residence. Numbers required for catering.

Ph: Maureen (0447) 230 846

Thu – 23rd Oct

“BVAC Coffee Morning” – Old Petrie Town, Whiteside. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Sun – 26th Oct

“BVAC – Sign on Breakfast BBQ Breakfast” at McGavin’s View, Whiteside. Free Breakfast provided at a lovely waterside setting. Membership renewals will be processed by our Treasurer. EFTPOS available. Final Details and numbers to be discussed at the BVAC Club Meeting. Volunteers needed.

Ph: Mal Dale (0418) 733 575

NOVEMBER 2025

Wed – 5th Nov

NOTE CHANGE - “BVAC General Meeting” – 7.30pm.
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.
Supper provided.

Ph: Glen Sorensen (0423) 885 055

Thu – 6th Nov

“BVAC Coffee Morning” – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

Ph: Mal Dale (0418) 733 575

Thu – 13th Nov

“Wrinkley’s Run” – Placeholder. Further details to be emailed prior to event.

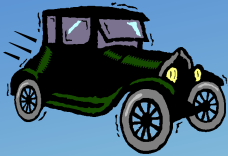
Ph: Maureen (0447) 230 846

Sun – 21st Nov

“BVAC Monthly Event” – Come and share day – BVAC Member Visit to be confirmed. Numbers required for catering.

Ph: Maureen (0447) 230 846

BRISBANE VINTAGE AUTO CLUB (Inc.)



EVENTS PAGE



IMPROMPTU EVENTS

Remember SIVS registration requires Club Membership.

Historic vehicles—proof of eligibility

Club membership—You are required to provide evidence of current membership with an incorporated vehicle club or association to be eligible for this concession. This membership must be maintained while the vehicle is registered under the scheme.

<https://www.qld.gov.au/transport/registration/fees/concession/special-interest/apply>

The BVAC Committee has reviewed the SIV's registration in regards to "Impromptu Events" and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.

The BVAC Committee requires BVAC financial members who wish to hold an "Impromptu Event" to **provide at least 24 hours' notice of the event, with notice provided to all BVAC committee members by post or email.**

IMPORTANT NOTE: The "impromptu event" details must include the event start location, **"start time", destination location and **"destination time"**.**

BVAC members shall also include a statement that their SIV's registered vehicle will be operated in accordance with the DTMR - SIV's conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the "impromptu event" documentation at all times during the event.



A Ford owner in Western Queensland is hopefully on his way to a tyre dealership.

Citroën – History in Brief

The Citroën car brand has a vibrant history, going as far back as 100 years. It's a story that showcases the daring and pioneering spirit of André Citroën, the man behind the car brand.

Who Was Andre Citroen?

André-Gustave Citroën was a French industrialist and Freemason. He was born in Paris to a Jewish family who originally came from Poland.

As a young boy, he had shown great interest in the works of Jules Verne and watched the construction of the Eiffel Tower.

The Origin and Logo of Citroen Cars: (See end of article for logo pics).

During a trip to Poland, Citroën—who was 22 years old at the time—got curious about a chevron-shaped wooden milling gear. He bought the patent for the gear and later applied it using steel. This concept would become the basis of the herringbone bevel gears used in early Citroën cars.

Citroen, Which Country Did It Originate From?

France. In 1919, Citroën founded the French automobile empire that would pioneer the methods of mass-producing automobiles in Europe and named the company after him.

Citroën cars were originally produced in Quai de Javel, Vaugirard, Paris.

Citroen History - Founded after WWI

During the war, Citroën worked as an armaments production expert for the French government. Even as his facilities churned machines designed for mass destruction, the idea of building cars in more peaceful times had always been at the back of mind.

Before the war ended, he had already discussed his ideas with at least two automotive engineers. Shortly after the last gunfire was heard, Citroën—the company—was born.

The Earliest Citroën Cars

1919 - Citroen Type A



Just a few months after the war, Citroën's first automobile rolled out of the factory - the 10HP Citroën Type A. It had four cylinders and a maximum speed of 65 kph. This vehicle would mark the beginning of Citroën's tremendous success and popularity among the French people.

André Citroën changed the face of France's automobile industry, as well as that of Europe.

In 1920, his company started mass production. Innovative and visionary, Citroën employed mass production techniques, which were unknown in Europe in those times.

He took a page from Henry Ford's book and went on to produce as many as a

hundred cars a day. In just one year, the company sold 10,000 Citroën Type A automobiles.

1921 - Citroen B2

The second Citroën car was released in 1921. This was the Citroën B2 and was, by all accounts, a more robust and better version of Type A. It further secured Citroën's status as a leader in car manufacturing in France and Europe.



1923 Citroen 5CV Torpedo

The B14 was to become the most popular car built between the two world wars.

In the same year came B15, a closed-cab commercial vehicle. Soon enough, with these groundbreaking inventions, Citroën vehicles would invade the roads of France.

2CV – The Car Like No Other



A Citroen 2CV

The Citroën 2CV (French: deux chevaux, pronounced [dø ʃ(ə)vo], lit. "two horses", meaning "two taxable horsepower") is an economy car produced by the French company Citroën from 1948 to 1990.

How much horsepower did the original 2CV have?

Boulanger kept developing and improving his design and what we know as the original 2CV was unveiled at the Paris Salon in 1948. It had an air-cooled, 375 cc, two-cylinder engine, generating nine brake horsepower (hold onto your hats, that's 6.7 kW, or two horsepower). It trundled along at 40 mph (64 kmh).

Citroën was the first car manufacturing company to produce vehicles with front-wheel drives (named the Traction Avant).

His concepts for revolutionizing cars didn't wane whatsoever in the years to come, continually tinkering with his designs. In 1934, Citroën became the number one carmaker in France and Europe, and the number two around the world.

In 1935, a few years before the war, André Citroën died of an illness.

The company, however, lived on with his legacy. They started working on the designs of what was to be the most celebrated Citroën – the 2CV.

Referred to as “the car like no other,” “the most original since Ford’s Model T,” and “a car of remorseless rationality,” the 2CV sold 3.8 million units, 1.2 million small variants, and over 3.5 million mechanically identical variants.

Incidentally, the first car to travel around Australia was a Citroen - a 1923 Citroen 5CV in December 1925.

Surviving World War II

The production of the 2CV trailed off due to bombings of Quai de Javel. From their annual production of 100,000 units, they went down to 9,000. Undamaged 2CV prototypes were hidden and kept safe from the destructions of war.

The then Citroën CEO, Pierre-Jules Boulanger, was considered one of the most prominent enemies of the Reich. Boulanger and the company researchers had to keep their work in utmost secrecy. Their efforts paid off after the war.

They brought to the world avant-garde models—such as the 2CV, the Type H delivery van, and the DS swift family car—all of which captured the hearts and loyalty of car owners in no time.



1955 DS Citroen

The Citroën DS was first presented to the public in 1955, making its debut at the Paris Motor Show on October 6th. It was a revolutionary car, boasting innovative features like hydropneumatic suspension, disc brakes, and a futuristic design. The car was a sensation with 750 sales in the first 45 minutes and 80,000 by the end of the show.

Production of the DS continued for 20 years until 1975.

DS can also be an abbreviation of Different Spirit or Distinctive Series. The name is also a play on words, as in French it is pronounced like the word *déesse*, meaning "goddess".

Citroën survived WWII and positioned itself at the forefront of modern automobiles, mainly due to its landmark innovation—the Traction Avant technology.

Equally revolutionary was the production of the first hydro-pneumatic self-levelling suspension system, floating-power engine, modern disc brakes, swivelling headlights, and cars that used electronic fuel injection.

It has also introduced the use of gas fuel as petrol alternative, the principles of aerodynamics in designing cars, high-pressure hydraulic systems, all-electric car design, and countless technological leaps.

A Century After the First Citroën: **Stellantis**

Between the post-WWII success of Citroën and now, the company had to face bankruptcy and ownership instability. Citroën merged with Peugeot, forming PSA Peugeot Citroën, which now is called Stellantis, the world's 4th largest automaker.

Eye-catching Concepts & Breakthroughs

The last decade showcased sleek, bold, and powerful Citroën cars—from the sporty DS3 racer to the visually striking C4 Cactus. Citroën never failed to wow car enthusiasts during motor shows as well. Its futuristic Tubik concept car is a far cry from its Type H post-war precursor but as robust.

The partnership of Peugeot and Citroën continues to reap the seeds sown by André Citroën. Its 3-cylinder Turbo PureTech engine was awarded the “International Engine of the Year” in 2015. Citroën remains to be a respected force in the automobile industry today, though perhaps not as much as before.

Innovative and Marketing Genius

Looking back at this 100-year history, Citroën’s genius as an unrelenting innovator is quite apparent. The other thing that stands out is his characteristic showmanship. Citroën was a keen marketer of his ideas. He never failed to pull the klieg lights towards his company when his cars needed highlighting, such as shown in the following:

- He sent his half-track cars across the Sahara (from Touggourt to Timbuktu, and back) in 1922 to highlight their important qualities.
- He followed this up with the Croisière Noire expedition which crossed the African continent and five years later the Croisière Jaune which crossed Asia.
- In 1926, Citroën’s 250,000-bulb advertisement on Eiffel Tower caught the attention of the world because it served as the beacon for Charles Lindbergh’s epic flight across the Atlantic.
- He knew how to tug at the hearts of people—such as when Citroën produced small cars just like Dad’s.
- He knew how to be relevant. He even published a repair dictionary and catalogue—the first of its kind—in 1925.

Conclusion

The double-chevron logo of Citroën is a fitting token to a young man’s curiosity that built an empire. That same curiosity kept him innovating relentlessly. However, it was his ability to keep the company relevant that caught the world’s attention.

When 2CV was designed, it had to work around rigorous requirements. Its specifications stated in no unclear terms—the car had to have the capacity to carry four people and 50 kilograms of potatoes! That was the time of post-war famine, and Citroën felt the real-world need. No other carmaker could have shown more relevance than Citroën had at that time.



Citroen Logos over the years.

The End.

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Women in Early Motoring History:



Bertha Benz

- The first woman in motoring history whom I would like to bring to the reader's attention is Bertha Benz.

Bertha Benz (Cacilie Bertha Ringer) was born on 3rd May 1849 to a wealthy family.

Her father, Karl Friedrich Ringer was a master builder and carpenter and invested well in his children's education.

Bertha attended boarding school for 10 years and was known for her interest in technological innovation, but as at that time women were not allowed to attend university, she could not pursue a higher education.

In 1869 she met and fell in love with a tinkerer and a lover of machines. His name was Karl Benz. Karl was five years her senior and penniless but was full of crazy ideas. It has been said he could talk better about machines than he could about his personal feelings.

Bertha and Karl married on 20th July 1872.

In 1870 two years before her marriage to Karl she had used part of her dowry to invest in Karl's failing iron company, as she was able to, being an unmarried woman.

But according to German law she lost her legal power to act as an investor as a married woman.

Due to Bertha's premarital support, Karl moved on from his failing company and started a new venture continuing using Bertha's dowry to realise his lifelong dream of

building the first true automobile.

Unfortunately, in 1876 they could no longer pay off their debts and a bailiff moved in and had their workshop emptied.

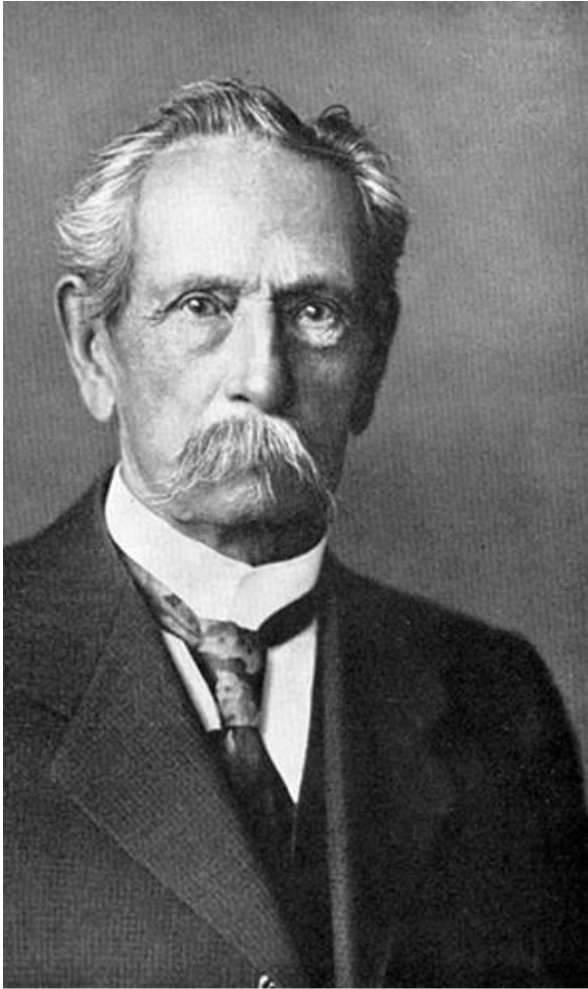
They continued experimenting and managed to get a two-stroke engine working for the first time, and in 1885 they finished work on the first horseless carriage.

Bertha was very much involved in the factory but still not able to apply as a married woman for the patent alongside her husband despite her financial and practical engineering contributions.

In 1886, they presented the Patent-Motorwagen to the public but as Karl was a poor marketer and faced competition by Gottlieb Daimler, Bertha decided she would undertake a test drive to prove the efficiency of their car.

The Benz Patent- Motorwagen Number 3 was used by Bertha to take the later highly publicised first long-distance trip covering 66 miles (106 kilometres).

39-year-old Bertha with her 13 and 15 year old sons and without telling her husband or without permission of authorities took on this historic trip. Previously drives had only been short trials with the assistance of mechanics.



Karl Friedrich Benz



**The First Car ever-
-The Benz Patent Motorwagen- 1885-1886**

She wanted to market his invention that she had invested so heavily in, to be useful to the public and be a financial success, and to give her husband confidence that their constructions had a future.

In August 1888, Berta Benz left Mannheim around dawn and demonstrated her significant technical capabilities on the way.

She had no fuel tank and only 4.5 litres of petrol in the carburettor, she had to find ligroin, which was the petroleum solvent needed for the car to run and only available at apothecary (chemist) shops on the way in those days.

She cleaned a blocked fuel line with her hat pin and used her garter as insulation material.

She had to get a blacksmith to mend a chain at one point, and when the wooden brakes began to fail, she visited a cobbler to install leather, making the first pair of brake linings. The three of them had to add water to their evaporated cooling system every time they stopped. The car's two gears were not enough to get up the hills and Eugene and Richard, her two sons had to get out and push.

They reached their destination of Pforzheim after dusk, and she notified her husband of the successful journey and drove back to Mannheim several days later.

She reported all that had happened and made important suggestions for an extra gear for climbing hills and brake linings to improve brake power.

With this historical journey Mercedes Benz became one of the most love cars in the world.

Bertha died at the age of 95 on 5th May 1944 going down in history as the power and finance behind the company and the first woman to drive a motorised vehicle.

Born in Karlsruhe, Germany on 25 November 1844, Karl Benz was brought up in challenging circumstances. His father, a railway engineer, died of pneumonia when he was just two years old, and his mother struggled for money throughout his childhood.

But Benz's intelligence was clear from a young age, in particular his aptitude for mechanics and engineering stood out. These precocious talents allowed him to help out financially by fixing watches and clocks. He even built a darkroom where he developed photos for tourists in the Black Forest. Benz patented several components that would complement the production of his two-stroke engine and ultimately feature in his first automobile. They included the throttle, ignition, spark plugs, gear, carburettor, water radiator and clutch. He completed the engine in 1879 and received a patent for it the following year.

Despite his engineering breakthroughs in the late 1870s and early 1880s, Benz was frustrated by a lack of opportunities to develop his ideas. His investors were reluctant to allow him the time and resources he needed, so he founded a new company, Benz & Companie Rheinische Gasmotoren-Fabrik, or Benz & Cie, in 1883. The early success of this new company allowed Benz to further the development of his horseless carriage.

With the freedom and resources to work on his 'horseless carriage', Benz quickly realised his vision and in 1885 he unveiled a ground-breaking motorised tricycle. Featuring wire wheels and rubber tyres – in contrast to the wooden wheels that were typical of carriages – and a rear-mounted engine,



Benz's automobile was crammed with novel design features. But its most significant innovation was the use of a gasoline-powered internal combustion engine. Previous self-propelled carriages had depended on heavy, inefficient steam engines. Benz's revolutionary automobile represented the advent of a more practical and realistic consumer vehicle.

Benz Patent-Motorwagen, Dresden Transport Museum. 25 May 2015

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STANDARDS CAPTURED BY THE GERMANS IN JERSEY IN 1940:

This article was offered in the July 2025 STANDARD CAR REVIEW, the monthly magazine of the Standard Motor Club in the UK and is repeated here with permission. The author, Phil Homer, is the club's Vice Chairmen, and I thank him for allowing its use here. Ed.).

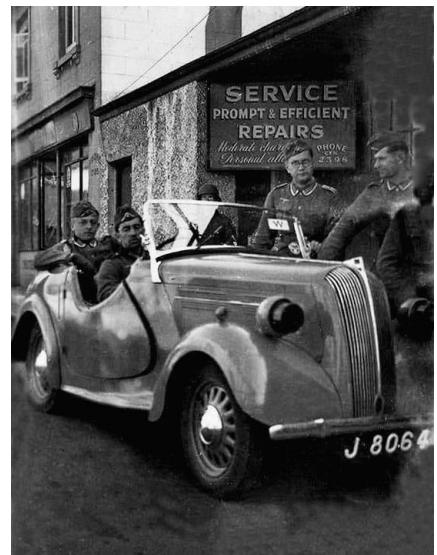
The military occupation of the Channel Islands by Nazi Germany lasted for most of the Second World War, from 30 June 1940 until liberation on 9 May 1945.



At left is a 2.5 litre Standard Swallow (Jaguar) with a German soldier in the driving seat was pictured parked in the bus stop opposite St Brelade's Bay Hotel in the summer of 1940. The driver is a member of the Luftwaffe Reconnaissance Squadron based at Jersey Airport. The car was registered in 1937.

In October 1940 in Jersey, all cars were required to be cleaned and overhauled for inspection by a German Purchasing Commission. The Order stated that 'the owner is obliged to sell his motor vehicle

at the price fixed' and many people were notified that payment would be made after the war. Emotions ran high, and on 21st November all cars -1936 models and upwards – were ordered to be presented for purchase. A similar Order was issued the next day for the handing in of all motorcycles. The campaign to rob the Islanders of their transport and thereby restrict their ability to move around the Islands, was now well underway. Jersey was not liberated until 1945, and it was estimated that eventually almost 12,000 motor vehicles were seized, mostly to be sold abroad.



Here are a couple of Standards that were seized. At left is the rear view of a Flying 12 Saloon, parked below Mont Orgueil Castle, with a group of soldiers, and at right is a Flying 8 Tourer commandeered by far too many German soldiers, none of which seem able to properly shut the driver's door. Thank you Phil.

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Born 24.5.1936 — Died 6.8.2025

The Dash Between:

1. Between the date when we arrive
And the date we go away,
There exists a horizontal line
That captures every single day.
2. And because these days we're living
seem to vanish in a flash
we need to make the most of
That special little dash.
3. We are blessed with opportunities
As we tread the grounds of earth
To build the loving legacy
our own dash will be worth.
4. To focus on what matters
not on things we've owned or bought.
And smile every chance we get,
and love with all we've got.
5. For the duties of our daily life --
The job, the house, the cash,
affect the way we get to live
our only little dash.
6. So, appreciate the here and now
as each moment will unfold
because we're never told before
How much time our dash will hold.
7. Don't spend this time with worries,
bitterness and fear.
The future may be uncertain,
but right now, your dash is here.
8. If you need to make some changes,
let this be the day you start—
to make a difference with your life,
Show the love that's in your heart.
9. For how you spend this life
will someday be defined
by everything that is remembered
in the dash you leave behind.

By Linda Ellis.

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Of course, having a long dash can bring troubles as the following shows:

Someone asked me, "Even after 57 years of marriage, how can you still call your wife 'Honey', 'Darling' and 'Sweetheart'?"
I replied, "Well, I forgot her name 10 years ago and I'm scared to ask her!"

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Now that I've gotten older, everything's finally starting to click for me.
My knees, my back, my neck ...

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No enquiry is too small or difficult





A Short History of Bentley:

Bentley Motors Limited is a British manufacturer of luxury cars and SUVs, founded by W.O. Bentley in 1919 in Cricklewood, North London. The company became known for its racing success, particularly its five wins at the 24 Hours of Le Mans between 1924 and 1930. In 1998, Bentley became a subsidiary of the Volkswagen Group.

Here's a more detailed look at Bentley's history and background:

Early Years (1919-1931):

- **Founding:**
W.O. Bentley, an engineer with a passion for speed and performance, established Bentley Motors in 1919.
- **The 3-Litre:**
The first Bentley model, the 3 Litre, was introduced in 1921 and quickly gained a reputation for speed and endurance, attracting the attention of wealthy racers known as the "Bentley Boys".
- **Le Mans Dominance:**
The Bentley Boys, with their racing team, achieved remarkable success at the 24 Hours of Le Mans, winning in 1924, 1927, 1928, 1929, and 1930.
- **Financial Troubles:**
Despite its racing success, Bentley faced financial difficulties and was eventually acquired by Rolls-Royce in 1931.

Under Rolls-Royce Ownership (1931-1998):

- **Integration:**
Bentley models were initially based on Rolls-Royce chassis and adapted engines, leading to criticism that they were essentially badge-engineered Rolls-Royces.
- **Production Shift:**
After the acquisition, Bentley production shifted to the Rolls-Royce factory in Derby.
- **Crewe Factory:**
In 1946, Bentley production moved to the Crewe factory, which had previously been used for building Rolls-Royce Merlin engines during World War II.

Volkswagen Group Era (1998-Present):

- **Acquisition:**
In 1998, the Volkswagen Group acquired Bentley, marking a significant shift in the company's ownership and direction.
- **Investment and Modernization:**
Volkswagen invested heavily in Bentley, upgrading the Crewe factory and introducing new models.
- **Bentayga SUV:**
In 2015, Bentley launched its first SUV, the Bentayga, expanding its product line and reaching a wider audience.

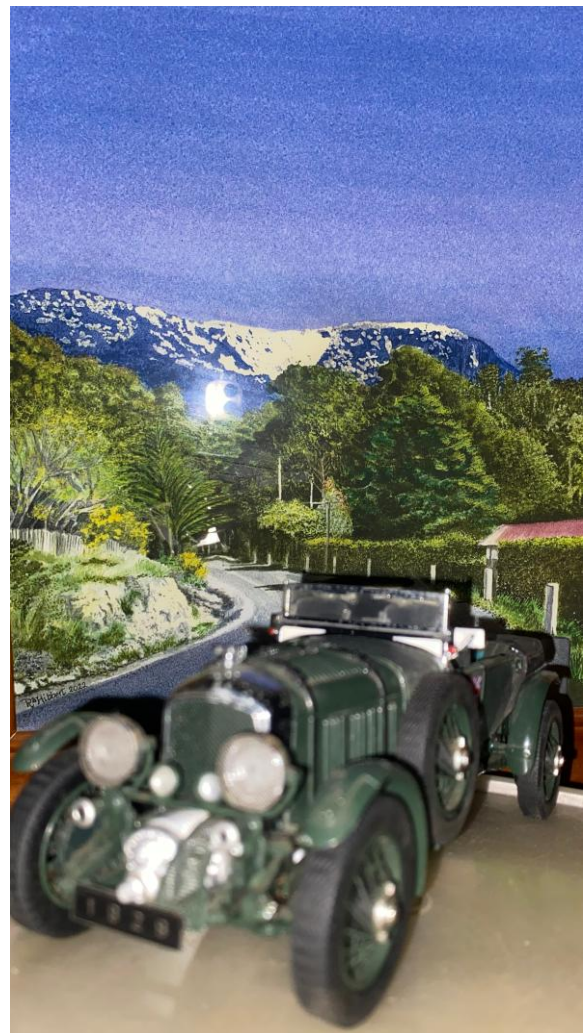
- **Beyond100:**

In 2020, Bentley launched the "Beyond100" manifesto, outlining its commitment to sustainability and its goal to become the most sustainable luxury automotive brand.

- **Audi Subsidiary:**

Since 2022, Bentley has been consolidated under Audi, Volkswagen Group's premium brand arm.

Bentley's days of glory:



The 1930 4½ litre 'Blower Bentley' was perhaps the most renowned Bentley of Bentley's glory days, the 1920's and the early 1930's. A total of 720 4½ Litre cars were produced between 1927 and 1931, including 55 cars with a supercharged engine popularly known as the Blower Bentley. A 4½ Litre Bentley won the 24 Hours of Le Mans in 1928. Though the supercharged 4½ Litre Bentley's competitive performance was not outstanding, it set several speed records, most famously the Bentley Blower No.1 *Monoposto* in 1932 at Brooklands with a recorded speed of 222.03 km/h (137.96 mph).

(From the Editor)-I could not find a real live Blower to photograph, but I do have a model one at home and so I photographed it for you, back-dropped by a painting of the hotel at Fern Tree, six miles south of Hobart on the Huon Road, painted by my sister Robin, whose painting is of a photo taken in the early 1950's, evidenced by the 1940's car at the bus stop across the road. The pub, and all around it, was burnt to the ground in the horrendous fires of 1967, including my childhood home, also in Fern Tree.

The other painting is of the same Huon Road where the Bentley is parked over the road from our house, not the one in view but one hidden behind the trees on the left. This painted photo was taken some wintertime prior to 1959, obvious to Tasmanians of the era because there is no TV tower on the top of Mount Wellington, which was built in 1959 (*the tower, not Mt Wellington*), with Hobart's first TV transmitting in 1960.

(Back to the article- Ed.)- The essential difference between the Bentley 4½ Litre and the Blower was the addition of a Roots-type supercharger to the Blower engine by engineer Amherst Villiers, who had also produced the supercharger. W. O. Bentley, as chief engineer of the company he had founded, refused to allow the engine to be modified to incorporate the supercharger. As a result, the supercharger was placed at the end of the crankshaft, in front of the radiator. This gave the Blower Bentley an easily recognisable appearance and also increased the car's understeer due to the additional weight at the front. A guard protected the two carburettors located at the compressor intake. Similar protection was used, both in the 4½ Litre and the Blower, for the fuel tank at the rear, because a flying stone punctured the 3 Litre tank of Frank Clement and John Duff during the first 24 Hours of Le Mans, which contributed to their defeat.

Oh, All right! I'll find a 'proper' photo of a Blower. Hmmmmmm! - Ah Yes. Here's one...



Still reckon mine looks better! Nice house though!

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There is always another solution to the problem:

I couldn't afford an ancestry DNA kit... So I started a rumour that I had won the lottery.

Found my relatives in record time!

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For Sale:



First Generation 1970 Monte Carlo SS Coupe. Left hand drive.

7.4L LS5 Turbo-Jet 454 Big Block. 3 Speed Auto.

Power steering. Front disc / rear drum brakes. Excellent condition inside and out.

Paint and chrome in excellent condition, no rust. Vinyl is in immaculate condition.

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Contact: Rhys Keus, email: rhyskeus@gmail.com

Phone: 0419 022 272

More photos overleaf.



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