



SLIPSTREAM

*New South Wales
January 2012*



Nagari B8/88
Shannons Sydney Summer Classic Auction
20 February 2012

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Inside the January 2012 Newsletter

Don't forget, this newsletter is YOUR newsletter, so don't be shy in contacting me with photos and information for future editions. I'll take articles and photos in any format, however JPG or JPEG files are preferred. PDF files are very difficult to reproduce in another PDF!!!

- Events Calendar
- Bolwell Book update
- Easter 2012 Update
- The Australian Six
- 2012 Calendar
- "A Salute to Australia's 10 Most Important Cars"
- Flyers: Super Swap, Motorlife Museum, V8 Utes, Mclean Bridge at Lakeside, Classic Cars of Italy and France, Classic Cars of Europe
- Bolwells for Sale . . . Mk 4, Mk7, *Nagari* . . . *also Buchanan and JWF*

Looking forward to catching up with you all soon, cheers Graham

Calendar of Events
(see the NSW club website for more details)

2012

5 February	Bathurst Historic Car Club 26th Annual Swap Meet, Bathurst Show Grounds
11-12 February	Gnoo Blas Classic, Sir Jack Brabham Park, Orange
18 February	Oran Park Reunion. Venue & email or website contact to be advised
18 February	Season Launch of V8 Utes, Moorebank
19 February	Annual Sydney Super Swap, Hawkesbury Show Grounds
25-26 February	HSRCA Race Meeting, Wakefield Park
26 February	Wollondilly Swap Meet and Family Market Day, Oakdale
10 March	Tea Gardens Hawks Nest Motor Club 10th Annual Motorfest, Hawks Nest
25 March	Australian Motorlife Museum Sale of Surplus Items, Wollongong
25 March	Barellan Swap Meet. Barellan Show Grounds
6-9 April	National Bolwell Easter Meeting. Broken Hill, NSW
6-9 April	Peugot Car Club Easter Pageant, Young
3 June	Port Macquarie District Swap Meet. Port Macquarie Racecourse
8-10 June	Cortina Nationals, Albury
9-10 June	HD/HR Holden National Meeting, Kiama
30 June - 1 July	HSRCA Race Meeting, Wakefield Park
6-7 August	FoSC, Wakefield Park
1-2 September	HSRCA Race Meeting, Wakefield Park
4-18 September	Classic Cars of Italy and France, Italy and France
17 September - 7 October	Classic Cars of Northern Europe, Northern Europe
29-30 September	Muscle Car Masters, Eastern Creek
22-25 November	HSRCA Tasman Revival, Eastern Creek

If you know of other car events then let us know. By listing them here they become “club events”, this means that all members on historic plates can legitimately drive their cars there. Likewise, if you want to drive your car somewhere, you can make that a club event by letting us know. Have a chat to John about it.

www.councilofmotorclubs.org.au



This is the letter from Rob Luck that I emailed everyone the other week...

**An Open Letter to Bolwell Enthusiasts
From the Publishers of
*Bolwell – An Australian Icon.***

Greetings everyone.

We are forwarding this letter to all our known sources to update interested parties on the progress of the proposed Bolwell book. We ask those parties to on-forward to their contacts, including printing out a hard-copy and supplying to those who may not have computer facilities.

From the outset we would stress the following . . .

- This is the first and only book or major publication produced on Bolwell in 50 years.
- It is likely to be the last – at least for a long time.
- It is a unique opportunity to have your vehicle featured in a prestige publication.
- Do not delay in forwarding your material – a lost opportunity here will likely be forever.

Revised Production Schedule.

The original schedule proposed publication by Xmas 2011.

In November 2011 we advised interested parties this was not possible due to two major reasons . . .

1. Bolwell owners had requested more time to submit profiles.
2. Bolwell Corp, which is supporting the book, wanted to move publishing to 2012 to coincide with their 50th Anniversary Celebrations.

There are some other considerations, but these remain the prime concerns.

As at November 2011, we had received information and pictures for fewer than 20 cars.

After some further requests kindly circulated by clubs, that grew to nearly 30 at the end of January 2012.

That is substantially short of projections – ‘experts’ we consulted before production commenced suggested somewhere between 150 and 300 cars ought to be ‘eligible.’

Our extensive consultation process has revealed a number of issues, which we will try to address here . . .

First, a ‘technology’ issue.

We set-up a sophisticated website and mirror phone site, with a quite advanced Owner Profile response facility. This is expensive to build and manage and provides a sophisticated yet simple method of

submitting information. Further data, articles, scans, high-resolution photos etc can also be sent direct by email (to info@gmmgroup.com.au).

However, we appreciate that some people who wish to submit may not be computer savvy or have the facilities or computer records of their cars. We fully understand this and can accept 'hard copies' of Owner Profiles, photos, artwork, articles, scans etc. by mail if required.

If Owners wish to send any 'hard copy' material they consider valuable they should . . .

- Forward by secure and traceable means – e.g. Registered Post, Courier Service, Traceable (Premium) Express Post etc.
- Mark items with name, A/D and preferably a phone number on the back of each.
- Mark if return of item is required.
- Send a suitable Premium Express Post envelope if return is required.

Alternatively, Owners could collaborate with another owner who is computer savvy to complete the Owner Profile form on-line, scan-in non-digital prints, art, articles etc.

We will also supply basic Owner Profile templates that can be printed out and filled-in manually. As a last resort, owners can simply write a description based on the headings on the form.

For those who do complete and forward an Owner Profile form on-line (on the website), please note . . .

- You should receive a 'receipt' confirmation from us within 24 hours. If not received, email us immediately.
- You can also send photos or large submissions separately by email to the same address (info@gmmgroup.com.au).
- You can split these up if they are large (recommended). Put your name and car on each file to identify. We maintain a separate Folder for each Owner/Vehicle. This can be continually updated until final production deadline.

Content & Confidentiality

This is not an ASIO or CIA operation. We are not working with the ATO. We have no affiliations with the ex-wives 'club' . . . this is not a 'covert operation' . . . ☺

The information in Owner Profiles is confidential and is only to be used as part of the information to be published regarding Profiles of Cars. It is not for circulation, distribution etc. to any other party.

The information you include is entirely up to YOU. You can supply as much or as little as you wish. If for example you supply a car – say Bolwell B8-1001 – you can enter Owner: Bill Smith (Confidential or Not For Publication). Similarly if you put the address as Darwin (you can put Not For Publication) if you do not wish the location to be advised.

Most of the Profiles we have received contain information fields generally filled-in without reservations. But it may be that others wish to contribute, but without being identified. We fully understand this.

We should also note, that it will not be possible to feature all of the information supplied. We are trying to do our best to build a proper profile of each machine and make sure we are not overlapping. But we do aim to include EVERY ONE of the original vehicles supplied. That means YOURS !

Originality

We appreciate this is an issue with some vehicle owners and collectors. It can be an issue for every make and marque on the planet.

However, the Publishers and Bolwell Corp have agreed not to take an elitist stance on this. We do not have the space here to rationalize this, but suffice it to say that Campbell Bolwell himself commented to us as follows... 'As a general rule, it could be fair to say that no two identical cars, even of the same type, ever left our factory.'

There are some issues with originality worth considering however..

- Vehicles may be damaged in accidents (either road or other sources) requiring substantial replacements (e.g. a completely rebuilt chassis or a new body).
- Bolwell produced prototypes, un-numbered cars, original and non-original factory vehicles.
- Bolwell licensed others to produce chassis, bodies, cars etc.
- Some Car Clubs to this day own Bolwell molds from which components are produced – sufficient to produce complete cars.
- Some cars which do not have an original manufacturing plate are nevertheless legally road registered
- Some vehicles have been separated from their original identity in an unusual way – e.g. the 'plate' may have gone with the body instead of the chassis, or the two sold separately.

Indeed some of the most famous examples of Bolwell cars may have been modified so many times for various reasons that, although original, and carrying an original ID plate, they may be no more original than a complete replica. This is '*grandfather's axe*' syndrome. Dozens of cars may fit this situation.

What we are asking is that Owners who submit profiles, do so with honesty and transparency. If they have a vehicle they know to be a replica, then state that on the profile. It won't stop the publication of the vehicle.

We should also say that the Publishers do enjoy the assistance of some well-recognised experts who are helping with the general authentication of vehicles. But we do not intend to become 'precious' about this.

Special, Race, Modified and Incomplete Vehicles

Again, the Publishers and Bolwell Corp have taken the view that the many examples of specialist vehicles are a vital part of the enduring panoply of the Bolwell marque.

Many come to mind – Mk7s with Mk8 components, styling or modifications; speedway, motor racing and drag-racing specials, customized vehicles, show vehicles etc.

Some of you may be well advanced with a modification or reconstruction project that will not complete before the book is published. Some of you may even have been sitting on a proposed project for some time with little or no progress. No problems - send us your report and pics to date.

Editions

We note there still remains a little confusion over the Editions – specifically in relation to the ‘Nagari’ issue.

Some people have wrongly assumed this edition is only about the Nagari.

In fact it has the same general content as the other editions.

The only difference is in the presentation – cover, badge and insert pages.

All three editions have essentially the same content with variations to the cover material and design, whether or not a slip-cover is included and some presentation pages in the front or back of the book.

Publishing Plan

At present, our plan is to publish *Bolwell – An Australian Icon* – this year.

Hopefully it will be earlier rather than later.

The date will depend very much on the level of contributions from Bolwell Owners.

And some general issues with Bolwell Corp.

Most of the other material for the book is already in place.

So far, it is truly an outstanding and revealing compendium on the history of Bolwell and some of the outstanding vehicles that remain in existence.

We would like to note that, from the date of the receipt of the final publishing material, it will be at least 5 months until printed copies are available – that is the lead time for final editorial, layout, proofing, printing, shipping and delivery..

It is entirely in-line with the schedule for most Book publications of this nature.

Pre-Payments

Many enthusiasts have already placed orders and payments for the books.

(Some have requested particular number issues with their orders).

The funds from these sources are all placed in a secure account.
Should anyone wish to withdraw their order and payment they can do so and will receive a full refund less a small handling charge (around 5%).

In relation to particular number requests, we are attempting to fulfill all requests except where number duplication occurs – and then the first applicant will receive preference and any other applicant notified and provided with options.

Thanks

Finally, we would like to pass on our thanks to all the people who have contributed support, information, guidelines, suggestions, and above all material.

We have received an outstanding level of support from the Bolwell Clubs, their members and supporters and affiliated experts and specialists – particularly of the individual models.

We have a superb line-up of quality cars already – one that will impress even the hardened Bolwell aficionado – and we look forward to completing this.

We acknowledge the tremendous effort by Tony Shaw in compiling an accurate and informative historical record.

Best Wishes

**Rob Luck on behalf of
The Publishers**



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[Links the Bolwell Book site are on the front page of our club website, this is a great opportunity to have your car in this 'once in a lifetime' book.](#)



BOLWELL CAR CLUB OF
AUSTRALIA



*SOUTH AUSTRALIA BRANCH
INC.*

EASTER 2012 NEWSLETTER #4
FINAL UPDATE

Dear Members

This is the final reminder for all those members who have not committed and payed a deposit for the Easter National Meeting at Broken Hill in April. We have made our final plans and now require your full payment to attend this important event. This is our club's 40th birthday year and hope to see as many of you there as possible to help us celebrate. The adult price is \$425 each and a child price is \$225 each. This is the best price we could manage due to the location combined with it being the stepping point to the outback. This payment **MUST be paid by March 10th**.

The BSB is: 015211
Account #: 203653239

Make sure you enter your name and reason for the payment so that we can keep track of it.

Any cheque is to made out to : **The Bolwell Car Club of Australia (SA Branch) inc. – Easter Account.**

All members who have paid a deposit will be contacted separately via email with details of how much they owe.

Again this payment **MUST be paid by March 10th**. If you have paid a deposit and not had any email by the end of February, please **contact Dean Malone on 0409693228 and let him know.**

As a commemorative offering, we have on sale for those who wish to purchase one or three, a wet weather jacket that pops into it's own pack. Ideal for all sports car enthusiasts. More details on the attached page 3.

Hope to see as many of you there as possible

John Harrland
Scott Baxendale
Lynda Mac
Dean Malone
Ron Westren

2012 Easter sub committee
6th January 20112

To the Easter 2012 Bolwell Car Club of Australia National Meeting
sub-committee:-

I/We.....

of

..... Post Code.....
(address)

You can contact me/us on: telephone:

.....(H).....(mob)

email:.....

If attending, I/we require the following:

Single bed only (willing to share) Double bed Only Double bed with single
beds

Double bed with adjoining room withsingle beds
Other.....

.....
.....

Will be there

Hope to be there

Electronic transfer reference:

Amount paid:

Date paid

BOLWELL CAR CLUB OF AUSTRALIA
SOUTH AUSTRALIA
BRANCH INC.



**PO BOX 2226 KENT TOWN
SA 5071**

amigo3@chariot.net.au
0409 693 228.



EASTER 2012
SPECIAL MERCHANDISE OFFER

As a celebration of this occasion, the club is offering a light weight rain coat that is condusive when driving a sports car like our Bolwells. It will have an engraved patch on the left side You can have any colour you wish as long as it's black. They are \$45.00 each and there are child sizes available. No they don't come with the Honda logo.

Features include a hideaway hood which folds away into it's own pocket, and the shell is 100% nylon, waterproof with taped sealed seams.

The sizes are listed as:

Size	XS	S	M	L	XL	2XL	3XL
Half chest	60.5	63	65.5	68	70.5	73	75.5
Body Length	73	75.5	78	80.5	83	85.5	88

Sizes are a guidance only.



Just add it to your final payment to the electronic account listed below.

**The BSB is: 015211
Account #: 203653239**

Make sure you enter **your name and reason for the payment so that we can keep track of it.**

Any cheque is to made out to : **The Bolwell Car Club of Australia (SA Branch) inc. – Easter Account.**

Just email or post it back with your cheque.

To the Easter 2012 Easter Sub Committee:

I/We would like(qty) of the commemorative wet weather jacket with the following size(s)

Size..... Qty.....

Size..... Qty.....

Size..... Qty.....

Size..... Qty.....

Name:.....
.....

The Australian Six

from *Wikipedia*



“The Australian Six was an Australian automobile manufactured from 1919 to 1925. It was a grandiose attempt to compete against imported cars from the United States, and was produced from a mixture of local and imported parts. Vehicles featured a conventional chassis layout and a choice of five bodies, locally made under the motto 'Made in Australia, by Australians, for Australia'. Most models were fitted with Rutenber Straight-6 engines and Grand Lees or Muncie gearboxes; some, however, had imported OHV Ansted engines instead. Before 1919 the factory was at the Sydney Harbour side suburb of Rushcutters Bay, New South Wales, it then moved to Ashfield until 1924. The company was forced to shut down production after some 500 cars were built; this was due mainly to high local construction costs. The final few cars were made by the Harkness and Hillier hire car company in Sydney. Sixteen Australian Sixes survive, one in the Powerhouse Museum automobile collection in Sydney.



Bolwell Car Club of Australia (NSW)

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In 1984 the car was honoured on a postage stamp, part of a series of five depicting early Australian automobiles, issued by Australia Post



from the *Powerhouse Museum* website:



Statement of significance

This car is one of only sixteen known survivors of the first serious attempt to develop an Australian automotive industry. On 29 November 1948, Prime Minister Ben Chifley launched Australia's first successfully mass produced car, the Holden, in Melbourne. However, between 1918 and 1925, Australian Motors Ltd had reputedly produced some 500 Australian Six automobiles in Sydney.

The entrepreneur behind the venture was Frederick Hugh Gordon who organised for car parts to be bought from America and shipped to Australia for assembly together with parts made locally. The Bolwell Car Club of Australia (NSW)

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company that began assembly of the Australian Six was F H Gordon & Co Ltd, which later merged with Australian Motors Ltd. This company was succeeded by Australian Six Motors Ltd and finally Harkness & Hillier Ltd.

The early Australian Six cars were assembled at Fred Gordon's workshop and service station in McLaughlin Avenue, Rushcutters Bay. Early in 1920 a large factory was established at Parramatta Road, Ashfield, the largest plant of its kind in Australasia containing the latest machinery. It was claimed that every part of the car that could be made locally and economically was made on the premises from Australian materials and by Australian labour, with returned soldiers given preference in the 200-strong workforce. The company's motto was 'Made in Australia, by Australians, for Australia'.

The cars built at Ashfield had distinctive 'Rolls Royce' style Grecian-shaped radiators made in Australia. Six different body styles were available, including 8-seat special service cars. These vehicles were popular as hire cars; Rolf's Hire Car Co offered Sydneysiders a day's motoring from Katoomba station to the Jenolan Caves including a souvenir photograph in the Australian Six taken outside Hartley Court House.

The Museum's Australian Six features a four-door, factory-built seven-seat tourer body with fold-down seats, tan paintwork and upholstery. It was built in 1923 and purchased secondhand in 1930 by Mr Leslie (Les) C. McAlpine, a grazier from Windeyer, near Mudgee, New South Wales. He used the car for 22 years and modified it by cutting down the body into a utility. For nine years it was left outside in the weather, but a letter to the 'Modern Motor' magazine in 1963 by a reader alerted the magazine to the car's existence. The car was purchased by 'Modern Motor' and subsequently presented to the Museum. During the mid-1960s it was restored under the guidance of Donald Harkness using parts from a spare Australian Six chassis that the Museum had previously acquired from Toukley, New South Wales. Despite this, there are a number of incomplete and missing items.

Production notes

Frederick Hugh Gordon was a Sydney engineer and entrepreneur born in 1883, the son of a wealthy grazier. He set up F.H. Gordon & Co. in 1913 and is said to have sold the first Ford, Wolseley and Packard cars in Australia. Gordon was forever searching for new ideas to market and he is attributed with importing the first ready-made suits, noiseless typewriters and fire extinguisher into Australia. His venture into the automotive industry and the development of the Australian Six saw car parts bought from America and shipped to Australia for assembly together with parts made locally.

Gordon made regular trips to the United State and while there in 1917 became involved with Louis Chevrolet, the renowned racing car driver and motor engineer who had left the Chevrolet company and was working with American Motors. Gordon obtained from Chevrolet the specifications for an American 'Light Six' car. He then visited all the factories that would supply the various units to go into the car including the engine, gearbox, differential and electrical system and arranged for their importation to Australia. Gordon leased premises at 133-137 Castlereagh Street, Sydney, which were used as a showroom and offices, while the cars were assembled at his workshop and service station at McLaughlin Avenue,

Rushcuttes Bay. As these premises were quite small it is thought that only the chassis were assembled there. The chassis comprised components from the American Motor Corporation's American Six Model B with rounded radiators, Salisbury differentials and Grant Lees gearboxes. (Later, Gordon changed to Columbia differentials and Muncie gearboxes, but by the end of late 1921 reverted to Grant Lees gearboxes). The remainder of the work, including building of the car bodies, painting and upholstery, is thought to have been sub-contacted out to other firms. Three of the 5-seat touring car bodies were known to have been built at Millers Motor Body Works at Randwick with mudguards by F. Muller of Crown St, East Sydney. At least ten Australian Six cars were registered by September 1919. The retail price of 495 pounds was claimed in advertisements of the day to be between 200 and 300 pounds cheaper than a comparable imported car.

The Australian Six made its debut at Victoria Park Racetrack, Sydney, on 28 June 1919, driven by Robert Mitchell. On 1 July 1919 F.H. Gordon & Co. Ltd launched an advertising campaign designed to attract dealers throughout the Commonwealth. It was obvious that large production numbers required a significantly larger factory and more capital, so on 16 September 1919, Australian Motors Ltd was registered to take over the manufacturing operations of Fred Gordon's company. On 23 December 1919, a site of almost 7 acres on Parramatta Road, Ashfield, was purchased and the largest building of its type in Australia was commenced there to assemble Australian Six automobiles. It was completed in February 1920 and opened three months later. Some 200 workers were employed at the plant at its peak, and agents were established in each state as well as New Zealand. Much was made in declarations that returned servicemen were employed in the plant and that the local content in the car's construction included maple wood from Queensland, metal from BHP Newcastle and leather from Melbourne. The company's motto was 'Made in Australia, by Australians, for Australia.'

Gordon was Chairman of the company and remained as the figurehead and spokesman during the remainder of 1919 and mid 1920. He had very little to do with the construction of the Ashfield plant, nor was he actively involved in the manufacturing activities once the plant went into production. Instead, he managed the sales and marketing departments and also the accounting operations at 133 Castlereagh Street. John Joshua Hughes was the Managing Director of the company and David Buchanan Martin was Director and Plant Manager.

The cars built at Ashfield had the distinctive 'Rolls Royce' style Grecian-shaped radiators. The leaf springs were originally imported but later made at Petersham. The seating upholstery was done in buttonless, pleated full-hide leather. Six different body styles were available, namely: the 3-seat straight seat, 3-seat clover leaf, 5-seat fixed front seat, 5-seat sliding front seat, 7-seat tourer, and an 8-seat special service car. Both standard and de-luxe versions of the 5-seat and 7-seat touring cars were available. Standard artillery wheels made at the factory were fitted but by 1922 wire or disc wheels were an optional extra.

Despite all the positive and promising advertising, the firm did have some problems. Many of the cars were returned to the factory, and the Rutenber engines had to be dismantled and rebuilt including machining of the rough engine block and fitting of higher grade bearings. The stories of the engine troubles were poor publicity for the manufacturers but once rectified the cars were as sturdy and reliable

as had been promised: a car made for Australian conditions. More and more Australian firms came in as suppliers until the car was said to have a local content of 60 or 70 percent. In effect this appears to be a publicity claim as all the mechanical components were still imported except for the locally-built car bodies, some small body castings, radiators, fuel tanks and other small components.

On the 23 March, 1921, Australian Six Motors Sales Ltd was formed to take over the sales and distribution of the troubled manufacturing arm, Australian Motors Ltd, as well as to introduce new capital via the Overseas Sales Agency (Australia) Ltd, trading as the Savage Tyre & Rubber Co. Within six weeks of starting this new venture, David Martin, who was director of this company as well as Australian Motors Ltd, died suddenly of influenza on 18 April 1921, and the New Zealand parent company Overseas Sales Agency (Australia) Ltd, collapsed. Consequently the newly re-organised conglomerate, Australian Six Motor Sales Ltd, folded in July 1921.

It appears the company continued to trade in 1922 and assets were finally sold to a new company, Australian Six Motors Ltd, which formed on 23 February 1923 with S. Diamond, J. Diamond and S. Kemelfield as directors. Production at Ashfield continued until the end of 1923. By this time Australian Six Motors Ltd had been purchased by the motor engineers Harkness & Hillier. Donald Harkness had been selling Australia Six cars on commission while traveling interstate on business for his own firm, as well as running Australian Six cars in his taxi fleet. Production of the Australian Six moved to a new site on Parramatta Road, Five Dock, bounded by Spencer Lane and Spencer Street. Harkness & Hillier invested considerable capital in this new facility. Unfortunately sales did not increase and less expensive, smaller imported cars such as the Model T Ford flooded the market. The last Australian Six was built at Five Dock in 1925.

The Ashfield factory was purchased by the motor body builder, Redwood Brown & Co. Ltd, which later obtained the agency for Dodge cars. The building became a massive assembly plant known as Dodge Park while from 1931 to the early 1990s some part of the site accommodated Amalgamated Wireless (Australasia) Limited (AWA).

The Museum's Australian Six was built in 1923. It is one of sixteen known to survive from the estimated 500 thought to have been built, but this may be an excessive estimate. Some of the surviving Australia Six cars include an early 1918 prototype owned by George Gilltrap and a white 1924 or early 1925 roadster owned by John Cook. Another tourer is held at the York Motor Museum in Western Australia, restored by Simon Kelleher, Fred Gordon's grandson, and another was purchased at auction at Foster, New South Wales, by Immanuel Hansen. A collection of Australian Six components was also presented from the Powerhouse Museum to the National Motor Museum, Birdwood Mill, South Australia.

History notes

The Museum's Australian Six was built in 1923 and purchased second hand in 1930 by Mr Leslie (Les) C. McAlpin a grazier of Windeyer, near Mudgee, New South Wales. He used the car for 22 years with the registration number EA 033 and during that time undertook some major modifications to the original touring car body by converting it into a utility. He had the hood shortened and a tailgate cut in the back.

He replaced the pistons with a set scavenged from another Australian Six. He shaped the original pressed-fibre timing gear from aluminium that he cast himself by melting down old kettles and saucepans. The car gave good service but was last used in 1953. For nine years it was left outside in the weather, but a letter to the 'Modern Motor' magazine in 1963 by a reader, R.C. Murray from nearby Pyramul, alerted the magazine's editor to the car's existence 'mouldering on blocks' on Mr McAlpin's property. While test driving the just released EJ Holden at that time 'Modern Motor' staff drove to Windeyer to inspect the car and purchased it from McAlpin. A film of the Holden test drive together with the Australian Six was featured on ATN television (Channel 7) that night. The next day, Norman Harwood, Assistant Keeper of Engineering at the Museum, contacted 'Modern Motor' with great interest as the Museum, together with Donald Harkness of Harkness & Hillier motor traders, who had been involved in the manufacture of the Australian Six, had been looking for an example of the vehicle for the Museum's collection for years. 'Modern Motor' Magazine of Kent House, 88 Liverpool Street, Sydney, presented the car to the Museum in 1963 through its Director and Editor, J.M. Feldman.

When the car was acquired by the Museum it was in a poor condition. By the mid 1960s it was decided to enter the car in the 1970 International Motor Rally, so a full restoration was planned. Museum staff, assisted by Donald Harkness, completely dismantled all the mechanical components of the car and inspected them. As there was a great deal of wear evident, it was decided to dismantle the spare Australian Six chassis that the Museum had acquired from Toukley on the NSW Central Coast to see whether these mechanical components were any better, but these were also found to be badly worn. As there was no money available to undertake a major overhaul of the car, it was decided to use the best parts from both cars to make a composite car.

The students of the Sydney Technical College Body Building School undertook the bodywork and upholstery restoration. Despite the restoration, the car never competed in the rally.

Description

Motor car, Australian Six, model No.H23, chassis No.426, four-door tourer body, 6-cylinder, made by Australian Six Motors Ltd, Ashfield, New South Wales, 1923, used by Leslie McAlpine, Windeyer, New South Wales, Australia, 1930-1952

The Australian Six automobile features a four-door, factory-built open tourer body with two fold-down seats, a horizontally split windscreen and folding hood. The paintwork is tan with white lining, while the mudguards are brown. The interior features tan stretch vinyl upholstery. The steel-spoked, wood-rim steering wheel has an ignition advance-retard control mounted in the centre and a hand throttle for starting and slow running. In the centre of the dashboard are various instruments including a National oil pressure gauge, an ignition lock, headlight switch, drum-type speedometer and odometer by Stewart (M-7) including trip meter, a Westinghouse ammeter, choke and dash light. The float-type fuel gauge is incorporated in the tank. On the centre of the floor is a straight gear lever flanked by top button press handbrake. The step-on starter button is also on the floor, but the car can be crank started. The clutch is a multi-plate, dry disc type by Borg and Beck. The engine is a six-cylinder Rutenber with American Bosch magneto ignition. There are expanding and contracting hand and foot brakes acting on the inside and

outside of the rear brake drums. Suspension is by semi-elliptical springs front and rear and there is a built-in tyre pump by Kellogg under the floor, driven off the gearbox.

The car was restored for the Museum during the 1960s by students of the Sydney Technical College. It is primarily the Windeyer, NSW, car H23 426 but using the engine acquired with the rolling chassis from Toukley, NSW, which was car B20 54. There are a number of incomplete and missing items. The timberwork is sound, but the paintwork on the body is poor and starting to crack. The mudguards are in poor condition and the hood and hood mounts are incorrect. There is a suggestion that the instrument panel has been modified and the upholstery is not of the correct type. The door step plates and spare wheel carrier are missing, while the headlight rims are of round rather than the octagonal shape. The carpet is incomplete and mismatched. The right hand headlight is touching the radiator shell and the nickel-plating on the radiator shell is starting to deteriorate.

Specifications

Builder: Australian Six Motors Ltd, Parramatta Rd, Ashfield, NSW

Chassis No: 426

Model: (primarily) H23 426 (the plate with this information is missing) (Windeyer car)

Model: (parts) B20 54 (on the dashboard plate) (Toukley car)

Engine No: 10J (stamped between engine side plates)

Engine casting numbers: 912/9 (on head), 9518 (on left hand side upper cylinder block), 6812-8 (on side plates)

Engine: straight 6-cylinder Rutenber

Bore: 3 1/8th in (79.4 mm)

Stroke: 5 in (127 mm)

Capacity: 230 cu in (3 769 cu cm)

Head: 12/09/1919 (car 54)

Block: 5/09/1919 (car 54)

Front axle: solid beam type, 5018 258 E20 (May 1920?)

Rear axle: Columbia 49:11 ratio, 50014 118 J20 (Oct 1920?)

Gearbox: Grant Lees of Cleveland, Ohio, USA, 3-speed, (casting No.4226E)

RAC rating: 25.3 hp (20.9 kW)

Weight: 30 cwt (1.52 tonnes)

Top speed: 40 mph (64 km/h)

Carburetors: Stromberg? (LB.1 1838099 or 1888099)

Transmission: multi-plate Borg and Beck clutch

Suspension: semi-elliptical leaf springs all round

Fuel tank capacity: 12 gallons (54.6 litres)

Range: 22 m.p.g. (7.8 km/litre)

Tyre pressure: 80 p.s.i. (551.6 kPa) (high pressure tyres only)

Starter motor: Westinghouse Electric 6 volt

Vacuum system for fuel: Sparton

Horn: Sparton
Windscreen upright: Welsh Bros, Sydney
Magneto: American Bosch AT6 model
Generator: Westinghouse
Made: Australian Motors Ltd; 1923

Registration number
B1507

Production date
1923

Height
2000 mm

Width
1700 mm

2012 Calendar, arriving soon



Get your order in !

A salute to Australia's 10 most important cars

SMH January 20, 2012

Tony Davis braves the knockers to list his best local models of all time. Let the arguments begin.

I have been given the job of nominating the 10 most important Australian cars of all time. And what were the criteria? That it must be filed by Wednesday. OK, it was not quite like that but setting deadlines was a lot easier than setting criteria.

How do you define importance? Should it be on sales? No, that would give us the frumpy HD Holden, which was our quickest-selling car of all time on release.

Quality? Not to be overlooked but cars are not remembered fondly just for their tight panel gaps. And, frankly, no Australian car has ever led the world in this area.

Australia's most important cars

Holden 48-215.



Significance? Yes, but how do you define it? Is it technical innovation, motor sport success, speed or beauty? Did the car in question advance the car industry?

Most of all, what is an Australian car? Can we count those that were primarily designed overseas, such as various Holdens or Falcons, or indeed the Mini, but adapted here for local conditions?

And what about a car that may not be a work of beauty or technical virtuosity but was just what was needed at the time and brought its maker back from the brink?

Obviously, it is a combination of all of the above. So here, in no particular order, is my top 10. Whether it is THE top 10 is entirely a matter for you.

Holden 48-215



The 48-215, later known as the FX or "Humpy", was the first car fully manufactured and successfully mass-produced in Australia. It showed that local adaptation was a definite advantage and that Australians were prepared to buy not just a locally manufactured car but one without a fancy imported name (there was a strong view within General Motors that the new car would succeed only if called a Chevrolet). The only thing holding back sales was GMH's limited production capacity, which didn't go unnoticed elsewhere. Ford, Chrysler and the Brits all increased their local engineering and manufacturing capacity with the aim - realised by the 1960s - of producing unique Aussie cars.

Valiant Charger



Chrysler Australia would have faded years earlier if not for the shot in the arm that the Charger brought. Building a radical coupe on a shortened wheelbase was a leap of faith for a company with such a small market share. Yet it worked, soon becoming the best-selling model in the company's range. The Valiant coupe gave rise to the most famous ad campaign in local motoring annals (with the slogan "Hey Charger"). The performance versions - known as the E38 and E49 - also had a red-hot go at breaking the Holden-Falcon stranglehold at Bathurst in the early '70s (best place, third outright for the E49 in 1972).

Ford Falcon XE



By the early '80s, the downsized Commodore was already in the doldrums and Ford's bigger, tougher-looking Falcon was on the ascendency. The Falcon outsold the family Holden for 1982, its first-ever victory over a whole year.

It was a lead it would maintain throughout most of the '80s. The XE was a worthwhile improvement on the XD; the sedan got rid of leaf springs, for a start, and fuel injection arrived in 1983. OK, it was not radical stuff but Ford had done a much better job of giving Australia what it wanted: a neat, competent and, most of all, family-size car.

Holden EH



It is not difficult to make a case for the EH being the best Holden ever, particularly when compared with offerings from the rest of the world.

It was simply one of the most accomplished family cars around, with modern styling, good space efficiency (particularly compared with US standards), spritely performance from its new "red" six-cylinder engine, good build quality for its price class, competent handling and uncommon ruggedness. If they could have built more, they would have sold every one of them.

Bolwell Nagari



Style, performance, innovation . . . the Nagari was a world-class effort all round. Well, except for one small point: an inability to earn its maker enough money to keep the show on the road. The fibreglass-bodied coupe (from 1970) followed a string of clever and attractive kit cars from Melbourne-based brothers Campbell and Graeme Bolwell.

Whereas the best of these earlier cars, the Mark VII, used Holden components, the Nagari squeezed a Ford V8 under its bonnet, giving it performance befitting its looks. A few svelte ragtops were built, too. Bolwell was one of many local sports car makers that did a lot with a little. Many of them deserved a better fate.

Ford Falcon GT



How could it not be here? Later incarnations - including the "Hoey" Phase III - may have been quicker or

more successful on the track but the 1967 XR series car was the one that made the most impact. It won Bathurst at a jog, sure, but more than that, it sent a shiver of excitement through the whole car market. More than any other vehicle, it kick-started Australia's long-term love affair with V8s. As if to show how strongly Ford Australia was running at the time, it introduced the Fairlane in the same year.

Ford Fairlane



The 1967 model - the first built in Australia - was the one that changed the rules. Essentially a stretched and better-equipped Falcon, it took on the imported luxury cars and won (in numbers sold, at least). In keeping with the maxim "small cars/small profits, big cars/big profits", it provided a boost to local Ford coffers, enabling (among other things) investment in the more mainstream Falcon.

The formula immediately inspired the competition, with Chrysler stretching the Valiant with almost laughably poor results and Holden producing the Statesman - which, in its first few incarnations, was thrashed by the Fairlane.

Holden Monaro



The unveiling of the "Commodore coupe" in 1998 - the first major concept car from an Australian maker in years - reignited excitement about our much-knocked-around local industry. The Monaro production car that eventuated in 2001 was the country's first mainstream coupe since the 1970s.

Significantly, it became the first Australian-designed and engineered car to be sold in quantity in the US, where it was chosen to revive the famous Pontiac GTO line.

Mitsubishi Magna



Some struggle to say the words "Mitsubishi" and "Magna" without falling asleep but the original, the 1985 model, represented a clever use of modest resources to create a unique car. Not a unique car for its own sake, either, but a wider, more rugged one with a lot more to commend itself to Australians than the verbatim rendition of a Japanese model that head office preferred.

Mitsubishi had a strong crew of talented people, built up from the days it was Chrysler Australia. But there was never really room for so many car makers and decline was almost inevitable. Nonetheless, for much of the time, in the words of a famous rugby league coach, they played strong, done good.

Holden Commodore VE



The first entirely locally developed Commodore, launched in 2006, was arguably the most accomplished and its proportions drew plaudits from stylists around the world. With the way already paved by the Monaro, it made the trip to the US with Pontiac badges. Sure, GM closed Pontiac not long afterwards but nobody blamed that on the brand's new Australian sedan. In 2008, the Commodore Sportwagon managed to reinvigorate the family wagon sector, given up for dead by most.

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LOTS MORE

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HOT FOOD Hot & cold drinks, etc

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**February 18th 2012, 9am - 12pm at Nulon
 17 Yulong Cl, Moorebank, NSW, 2170**

**Vehicle entrants receive V8 Ute and Nulon factory tours,
 showbag* & more for entrants and their families**

Live cross from Saturday Morning Sunrise, free breakfast,
 jumping castles, family activities and V8 Ute drivers!**

**Each car club that has 10 or more cars attend the launch
 will receive a V8 Ute Hot Lap & 10 litres of Nulon oil**

**If you and your club are interested in coming to
 The Official V8 Utes Season Launch, please RSVP to Mitch at DBC2
 mitch@dbc2.com.au or (03) 9305 4006 by 9th February 2012**

* Limited show bags available ** To be confirmed





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Sunday 30 May 2012

The very best classics in a competitive display.

For 2012 - more display space, comfort guides for owners and partners,
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A grand day for grand cars.

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Rules and entry forms at www.macleansbridge.com

Europe

Classic Cars of Italy & France

13 Nights in Italy & France

2
 04 Sep '12
 18 Sep '12
 11



The Ferrari Museum

Our program is designed for the motor enthusiast and travels through the heart of Northern Italy with its lakes and mountains to cities such as Milan and Turin, to the attractive Alpine city of Mulhouse which boasts two of Europe's great transport museums, and by TGV to the French capital, Paris. This program can be added to our Classic Cars of Northern Europe program, a car enthusiast's tour of Germany, Scandinavia and the Czech Republic.

Highlights

- Discover the national car museums of France and Italy at Turin and Mulhouse including the incredible Schirmerl Collection.
- Experience the museums of Alfa Romeo, Ferrari, Renault and Citroen.
- Visit the private Maserati Collection of Umberto Panini on his Italian organic farm where we also taste the local produce.
- Visit the fascinating French National Rail museum and travel on the TGV train.
- Explore Milan with its Last Supper, Turin with its cathedral, Mulhouse with its medieval quarter and Paris by Sea

Program costs

Price from	AUD 11,270 per person twin share
Single supplement	AUD 1,880
Price from	USD 14,877 per person twin share
Single supplement	USD 2,040

Effective 1 April 2012 prices will be a 2.5% per cent increase

Classic Cars of Northern Europe

19 Nights in Europe

2
 17 Sep '12
 07 Oct '12
 15



The Volvo Museum

Italian and French cars are known for their design flair, whereas Northern European cars are perhaps better known for their solid technical prowess. Our 19 night program, often designed for the motor enthusiast, takes us to the heartland of Northern European car manufacturing with visits to Sweden, Germany and the Czech Republic but we also see some magnificent German, Czech and Scandinavian cities and countryside as well as Austria's Vorarlberg for the ultimate Rolls-Royce Museum.

Highlights

- Discover the best of Scandinavian design in Copenhagen and the Volvo Museum in Gothenburg.
- Experience the world-class showroom car museums of Volkswagen, Mercedes and BMW in Germany.
- Enjoy the scenery of the German and Austrian Alps along with a visit to the quirky Rolls-Royce Museum.
- View the towns of the great German cities of Munich of Beer Festival fame and Berlin in a typical "Trabbe".
- View the spectacular city of Prague and the Bohemian Silesia Museum.



Program costs

Price from	AUD 13,990 per person twin share
Single supplement	AUD 2,000
Price from	USD 17,690 per person twin share
Single supplement	USD 2,250

Effective 1 April 2012 prices will be a 2.5% per cent increase

Classic Cars of Europe Tour

Classic Cars of Italy & France

Departs: 4th September to 18th September 2012 - 15 days (14 nights)

Various remakes of the Italian Job have kept the image of driving in various exotic cars through the varied but always attractive scenery of Italy to the forefront of our minds, but most of us think of Italian cars as sleek and sexy with names such as Alfa Romeo, Ferrari, Fiat, Lancia and Maserati. French cars too have always had a distinctive style with Renaults and Citroens being instantly recognisable in French towns and countryside.

Our 13-night program is designed for the motor enthusiast and travels through the heartland of Northern Italy with its lakes, mountains and rolling countryside to cities such as Milan and Turin, to the attractive Alpine city of Mulhouse which boasts two of Europe's great transport museums and by TGV to the French capital, Paris.

Please note that in all locations alternative activities can be offered for partners of car enthusiasts who may not share their partner's degree of enthusiasm. Please indicate if you would like a partner program at the time of booking.

Activity Level

This program is designed for fit and active mature adults who can handle their own luggage, climb a few flights of stairs unaided and walk on uneven surfaces for up to 3 kilometres per day.

Program Highlights

- Discover the great national car museums of France and Italy at Turin and Mulhouse including the incredible Schumpf Collection
- Experience the specialised and individual museums of Alfa Romeo, Ferrari, Renault and Citroen.
- View the extensive private Maserati Collection of Umberto Panizi on his typical Italian organic farm where you also taste his local produce.
- Visit the fascinating French National Rail museum and travel by French high speed TGV train.
- Explore the cities of Milan with its Last Supper, Turin with its cathedral, Mulhouse with its medieval quarter and Paris by 2c+

Classic Cars of Northern Europe

Departs: 17th September to 7th October 2012 - 20 days (19 nights)

Whereas Italian and French cars are known for their design flair, Northern European cars are perhaps better known for their solid technical prowess. German car companies such as BMW and Mercedes have long played a pivotal role in the luxury car market while Volkswagen has been a boss for the popular car since its wartime inception. Skoda, once a great racing name and then a car enthusiast's laughing stock, has now developed, under VW management, to be one of the more popular ranges of Europe while Volvo has for decades been regarded as a leader in car safety.

Our 19 night program, specifically designed for the motor enthusiast, takes us to the heartland of Northern European car manufacturing with visits to Sweden, Germany and the Czech Republic but we also see some magnificent German, Czech and Scandinavian cities and countryside as well as Austria's Vorarlberg for the extensive Rolls Royce Museum.

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- Experience the world-class showroom car museums of Volkswagen, Mercedes and BMW in Germany.
- View the spectacular scenery of the German and Austrian Alps with a visit to the quirky Rolls Royce Museum.
- View the icons of the great German cities of Munich at Beer Festival time and Berlin in a typical 'trabbi'.
- View the spectacular city of Prague and the old world character of the Bohemian Skoda Museum.

Standard Tour Inclusions

- International return economy class air travel to Copenhagen and from Frankfurt (North) / to Milan and from Paris (South)
- Departure taxes applicable to the standard itinerary
- 19 nights accommodation in Northern Europe, 13 nights in Southern Europe
- Typical local breakfast daily plus 9 dinners (North) and 8 dinners (South)
- All touring by comfortable and modern mini-coach, plus high-speed train in France.
- All entry fees and services of local expert driver and guides.
- Comprehensive travel insurance
- Services of Odyssey Travel Program Leader for the duration of the program
- Gratuities and necessary tips
- Detailed Preparatory information

Standard Tour Exclusions

- Items of a personal nature, such as telephone calls and laundry
- Participants will have the opportunity to purchase a lunch of their choosing each day and dinner in some locations
- Additional premiums will be imposed by the insurer for those participants who are over 60 years and/or with pre-existing medical conditions

For Sale

see www.bolwellcarclubnsw.com for more pictures

Let me know of any other cars for sale or if any of these have been sold

Bolwell Mark 4



Bolwell Mark 4A

"mk4a for sale. tis a rolling chassis with new coil overs at the rear- need new ones at the front. got a set of metric gauges. rear is hinged- front yet to be done. aluminium floor in. have side panels and doors. have a bit of paper work to go with the car. set up for a ford pre or crossflow motor, though you can put a grey in or anything you want. **NOW \$9,500.00** stacey on 0417251630 or email snicolaou57@hotmail.com"

Car is in Western Australia

Bowell Mark 4B

A brand new MK 4B body (straight from the mould) made by Fibercar, with Coremat strengthening. Light weight tubular chassis to suit, made by or for David Bruce. Numerous other bits of Mazda origin. Some rose joints for suspension. \$10,000 ono Please call Scott Baxendale for further details 08 8338 1932 or 0428 827 226 (in South Australia)

Bolwell Mark 4

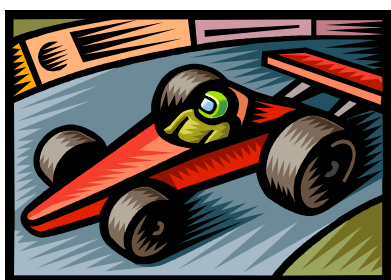
B 4/152

Price: 38,700 Euros...that's approx \$47,650

Sports racing car with full FIA papers, also has Australia racing history. Car is in Germany



Bolwell Mark 7



Jim F's Bolwell Mk VII

More details and photos to come

The car is road registered, has a racing history and is in Brisbane.

Contact Jim on 07 3879 9334 or 0424 252 814 or jim.1021@hotmail.com



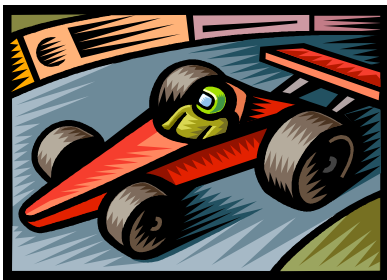
Peter Mac's Bolwell Mk VII Project

from the Bolly Blog: *"With the running of his business, Peter doesn't have the time available for what appears to be a long time into the future and therefore thinks it better to pass his other Mk.7 on to someone who can do something with it. Among all of the components I'll forget to mention are a very nice body with doors, bonnet etc., 2 gear boxes (1 Opel, 1 Aussie), LC/LJ diff. in the car plus 2 other centres (different ratios), a good chassis with LC/LJ front end, 2 seats, steering rods, steering column, steering wheel, 2 Falcon V8 radiators, 2 Land Cruiser fuel tanks, all the windows, headlights etc., steel wheels and tyres on the car and it can be pushed around. Victorian registration papers and previous rego number also comes with it. Peter is asking for \$11,000 o.n.o. and can be contacted on 0417 830013 or email him at petefm12@hotmail.com "*



1972 Bolwell Mk VII "Speedster"

"Factory build Mk7 with previous Vic rego history Usual story of too many projects not enough time or money. Last registered in Victoria around 1996. "More details and photos on [Ebay](#) Car is in Melbourne, bidding starts at \$10,000 or make an offer



Bolwell Mk VII 1970. 351 WINDSOR V8, Blue Printed engine, Roller Rockers, Aliminum Heads, 20,000km, Rego until Sept 2011.

Contact Garry on 0439 447 725

Car is in Warrnambool, Victoria.

More details to come.



Bolwell Mk VII 1967. "EXCELLENT EXAMPLE OF THIS MODEL. BIG HP RED MOTOR/TRIPLE 45MM WEBERS, 5 SPEED SUPRA BOX, LSD, BORG WARNER, 15 X 7 MINILITES, NEW TYRES/SHOCKS ETC. LOCATED IN VICTORIA." **Now** \$32,000 ono Contact Graeme on 03 5449 6387 or 0427 683 025

Bolwell Mark 8 Nagari



1973 Bolwell Nagari 351 V8 B8/88

Shannons Sydney Summer Classic Auction 20 February @ 7.00pm

Lot 11: 1973 Bolwell Nagari

Guiding Range \$56,000 - \$66,000



Bolwell Nagari Coupe Shell & Chassis

"On offer is this 1970's shell & chassis of a Bolwell Nagari. .In ""as is' condition. . Has a 302 Windsor motor in need of rebuild . Has a Ford top loader 4 speed gearbox Torana front end and Ford rear end This shell

was a new shell and is an unfinished project. See photos for a better idea of condition. Contact owner for any relevant details that you require. As item is in a used condition and every effort is made to describe accurately no warranty is implied, offered or given. This vehicle is in as is where is condition and situation. "

View this car on EBAY, starting at \$10,000 Car is in Launceston, Tasmania

You can contact Greg on 0419 365 327 or gjohnston@watkinsremovals.com \$10,000 ono. Greg can organise shipping to the mainland at a reasonable cost



Bolwell Nagari Sports built by Fibre Car

302 Windsor, Motec fuel injection, Supra 5 speed gear box, 4 Wheel disc brakes, Simmons B45 wheels, Brand New R 888 Tyres, Recaro seats Multiple National Concourse, Motokhana and Easter Champion Winning Car, Immaculate Paint and Presentation Too many extras to mention, substantial spare parts list, Absolutely the best Bolwell Nagari Sports In Aust Contact Wayne Murphy Home 03 9700 4049, Mobile 0418 592 006 wayne.murphy@sandvik.com More pictures www.healeyfactory.com.au

NOW "70,000"

Bolwell Nagari Sports Body

This body was the first out of the K. C. moulds in 1987. It has been stored in a shed ever since except for the last 12 months where it has been stored under this house in Darwin. Ric is looking for expressions of interest, so contact him on ricshaw4.9@gmail.com or 0417894979

He is just selling the body, there is no chassis/engine/components



Now at The Healey Factory \$65,000

Bolwell Nagari sports 1972 genuine convertible, factory prototype. Chassis no. B8-47. Very good original condition. Porsche condor green, 45,000 km. same owner last 34 years. Contact Derek on ph. 03 5579 3204 or email: pleasant_hills@hotmail.com Car is in South West Victoria



1972 Bolwell Nagari. This car has a 6.6 Chev engine. I have owed this car since the mid 80s it has a new convertible Vinylyester body supplied By Fibe Car of Melbourne in about 1988. It uses a space frame chassie with Torana front suspension, vented discs and 4 spot calipers the rear suspension is Jaguar with an Xjs limited slip diff with inboard brakes It has a 4 speed gearbox the wheels are Simmins 3 piece with Dunlop formula 1 225/50-16 tyres with about 90% tread. The engine is a 400 small block Chev with Brodix alloy heads and large valves plus all the usual stuff the engine was run on a dyno prior to fitting to the car and developed 426 brake hp the engine would have only done approx 1500 kms. This vehicle has been

continually garaged and has seen limited use it was registered in the past".
CONTACT Gary from Belmont North NSW via the www.carpoint.com.au website

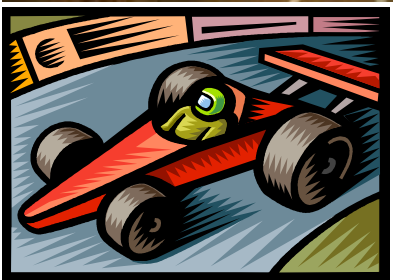


Asking \$59,000 More photos on the carpoint website.
from The Bolwell Forum (more photos there)....

*"The car is one of the original 13 Roadsters built [B8/61]. It is in fairly good condition although it does need a small paint repair to the rear edge of the drivers door. Features are: Original soft top. Motor is a 302W recently stroked to 347. Holley 650 double pumper that has just been reconditioned. Electronic ignition. High volume fuel pump. Near new 15in Dunlop Formula R tyres. Bathurst Mag Wheels. Stainless Steel Extractors. Ceramic coated extractors and inlet manifold. Toploader gearbox. 4 Wheel disc brakes Asking price **Now \$69,500**
Contact details: e.d.b@bigpond.com.au Ph 0418 927 901"*



Bolwell Nagari 1973, one owner since new, open top, factory built, rebuilt by K&A 5IV8, road or track. Mallala lap record. Exc.condition \$100,000 ono
Ph Bernie 0413 387 251 or email: bernie@vanelson.com.au



Nagari Coupe: Unfinished project. New LS-1, new 5 speed Tremec, new 4 spot AP caliper's/rotors, new Simmons rims with new 315/35 ZR17 & 235/45 ZR17 tyre's, Corvette alloy front and rear suspension. Spent \$45,000 in parts. \$29,000 or best offer. Colin - Mobile 0418 329 364 Home 03 5941-7726

Bolwell Mark 10 Nagari



Bolwell Nagari
for more information go to www.bolwellcarcompany.com
\$198,000 + on road costs

Others...

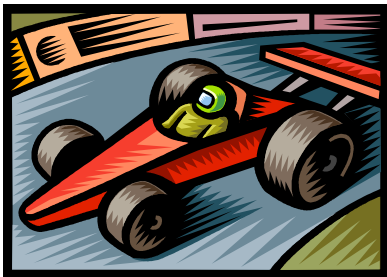


1957 J&S Buchanan

"Buchanan. needs full resto but is mostly all there. it is a fj holden based one (Very rare) and I have a peugeot 403 front end with discs as that was also an period option. Has also last rego sticker on windscreen (1973). to many projects and not enough time; so one has to go- (preferably not this one)."

\$10,500.00 Call Stacey on 0417251630 or snicolaou57@hotmail.com

Car is in Western Australia



JWF Italia Roadster

On a Singer chassis. . .more details soon. Car at Coffs



SOLD going to Port Macquarie TR3 Buchanan

Alan Mitchell in Orange has finished the restoration of his Triumph TR3 based Buchanan. He's looking at selling it as he has retired from work and racing. It's currently unregistered and fitted with a 2 litre TR engine that was rebuilt and used on road in a TR3A for 3,775 miles. It also has extractors, disc brakes, HS6 Carbs, rack & pinion steering, roll bar, chassis gusseted for extra rigidity, spare set of wheels and tyres. Many of original parts as extra's, including windscreen & hardtop, spare worked engine. Repainted in Monza Red.. Used in historic racing from 1991-2002.



1964 JWF Milano GT MK1

The car was built by Dick Willis in 1963/4 and was the first Milano to run the 179 Holden 6cyl. Engine is full race spec blueprinted balanced, steel crank, star fire rods, big sump, roller rockers, big head, triple Webbers runs on av gas. Cams log booked group M. For more info contact Matthew Liersch (0434088757) or Clark Watson (0418698332). Vintage Fiber Restorations www.vfr.net.au Read a lot more about this car on the clubs website **WAS LISTED ON EBAY, STARTING AT \$35,000**

from *Australian Classic Cars* November 2011

