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### Cambooya Car Collection

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# The Cambooya Collection

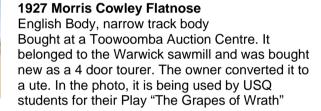


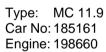
A Collection of Fine English Cars dedicated to the development of the Morris and MG Margues

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Type: MC 11.9 Frame: D116278 Nov 5th, **1925 Morris Cowley Bullnose**Found after the All British day,2005 in a chook pen at Blacksoil. Rusty chassis, flatnose radiator, Chev Cowl and no body. The All Aluminium Body is styled on a sketch by Gil Leach. This body was fabricated by John Handley's body builders in Bundaberg.







Type: MC 11.9 Car No: 245238 Engine: 276861

#### 1928 Morris Cowley Bakers Van

Purchased from Lyndon Whittingslow, Sunshine Coast, He purchased the vehicle from Ballarat, Victoria and restored it while he was living in Cairns. It also has a narrow track chassis.

#### The Wish List

1895 Morris Bicycle 1913-1920 Veteran Morris Bullnose 1925 14/28 Morris Oxford – MG Super Sports Bullnose 1925-27 14/28 Flatnose MG 1930 MG 18/100 Tiger or Tigress

#### VIEW OUTSIDE MORRIS MOTOR CYCLE GARAGE



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Picture is circa 1898, courtesy of The Bullnose Morris Club, December, 1981

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Type: 25/6 Car No: S2/TF/46086 Engine No: 1792



Type: 25/6 Car No: S2/TF?41401 Engine: 723



Type: 25/6 Car No: S2/TF/56016 Engine: 2623

#### 1937 Morris 25hp Series II Sedan, Ruskin **Body**

I bought this car from Don Cox in 1987. It was a one owner car, Don's parents bought the car after they were married in 1938. Originally, they ordered an American Chev, but the boat was sunk by a U Boat on the way to Australia. After the husband died, the farm was leased out and the 25 pushed out of the shed into the paddock. It has a unique Body built by Charles Hope, Brisbane, being possibly the only "25" with a drop

down boot lid

#### 1938 Morris 25 Series II English Bodied Sedan

This car also came from Grapham Smith at Caloundra, being a normal body style appealed to me. It was registered for a few years and attended several rallies, ie: David Hack in Toowoomba, All British Day in Brisbane. But I have let the registration run out as I prefer to drive the Super Sports Tourer.

1937 Morris 25hp Series II Super Sports Tourer

Built on the 6th June, 1936 and exported as a rolling chassis to Charles Hope body builders in Brisbane. It was first registered in 1937. Apparently, it was built for the Duke of Glouster, who visited Australia in 1938/1939. After twenty years of waiting for this car. It was finally advertised in the Trading Post. Jim Robertson rang me and said your car is available. I flew to Cairns, saw the car sitting forlornly under a Mango Tree, and purchased it on the spot. The back to chassis restoration was completed in 2004. The car has won Peoples Choice at the 2006 and 2010 National Morris Rallies.



Type: MC 14/28 Car No: 269986 Engine: 304975

#### 1928 Morris Cowley Tourer,

Holden Body, wide track Purchased June 2009, from Postle Street. Toowoomba where it had been stored for twenty vears.



#### 1928 Morris Cowley Flatnose.

Holden Body, wide track Utility. It was advertised in the Just Cars Magazine. I purchased it from South Australia in September, 2006. Driving down in my cattle truck. I loaded it on and then drove back. Completing the task in 5 days.

Type: MC 14/28 Car No: 292857 Engine: 330051



Type: MC 14/28

Car No: 269986

Engine: 304975

1929 Morris Oxford Tourer.

One of eight Holden Bodies built onto wide track Chassis. 13.9hp motor with a high compression aluminium head. Purchased from Fred Edney in Sydney. It is from this chassis that the MG's were built, hence very few Morris Oxford's survive.

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Car: MG 2/2703 Engine: 163663



Car: 4F/6666 Engine: JC 11093



Type: MO15.9 Car: EO207 Engine: EO2228

#### 1929 MG 14/40 Mark IV

Purchased December, 2008 from Peter Briggs. He had advertised in the Toowoomba Chronicle to sell a Toowoomba bodied Veteran Car. I responded and asked what else he had for sale. On his list of cars was this MG 14/40, which is now mine. Unfortunately, I seized the engine at the 2009 Beechworth Pre-War MG Rally. This is a very original car and has not been restored. The MG 14/40 was the first model to carry a purely MG Badge on its radiator and there are Octagons everywhere.

#### 1929 MG 18/80 Mark I Speed Model

The MG Company made twenty five 18-80 Speed Models. The Speed model body matched the 1930 international racing specifications. Six went onto MKIII chassis and were factory race cars; two of which entered the 1930 British Double 12 Race. Thirteen went on the MK II chassis and six went on the MK I chassis. This 18-80 was sold in 1932 and has the 4 speed transmission from the MK II & III . It has a 6 cylinder 2468 cc overhead cam engine, 4 wheel power assist mechanical cable and rod brakes. It is capable of going from 15 mph up to 80 mph in fourth gaer. The car has been raced at the Monterey Historics, Portland, Lime Rock, Watkins Glen, Elkhart Lake, San Diego, and

#### 1929 Morris Empire Oxford

Purchased from Claire and Eric Cooling in Victoria. This car used to belong to a Real Estate Agent at Manly in Brisbane, changing hands a few times before going to the Cooling's. I had admired "The Lady" at several Morris Rallies and mentioned to Claire that I was interested if she ever wanted to sell it. Unfortunately, the bonnet flew up on their Modern Oxford, travelling back from Adelaide, giving them both a scare. Claire then offered me the Empire. It is fitted with a Harley body, and probably the only one in existence.



Car: MTW19 Type: 35/TW/3285 Engine: 5567



Type: S2/ES/45792 Car: 18/6 Engine: 5115

#### 1935 Morris 12 Pre-Series

I found this car at the Broom Factory, near Maitland in the Hunter Valley. I called in to discuss a "Morris of London" which was also owned by the same person. In the book "How old is your car" Chassis number 3285 is recorded as being the first chassis imported into Australia. It has a Roadster body and four cylinder side valve engine.

#### 1937 Morris 18hp 4 door Tourer

Lanes Motors No:1447, Body No: T2819
Owned by Mike Warner in the 1980's then by
Grapham Smith. Several of us viewed the car,
during the National Morris Rally held in
Caloundra. It is a four door tourer with a body
built by Ruskin body builders. Two others are
known to exist, one in Rockhampton and one in
Canberra. A Series II vehicle with a side valve six
cylinder motor.



Car No: SA 2551 Engine: QPAC 2835

#### 1937 MG SA 2 Litre Saloon

The MG SA's were derived from the Morris 18 (above), the engine was modified, the chassis and suspension improved and the body lowered. I bought this car at a Sydney Auction, It was owned by Walter Magilton then, prior to this Rod Hiley owned it and it was possibly one of the two black cars, previously garaged at Tarrigindi in Brisbane. Walter restored the body work, but left the mechanicals and upholstery alone. I love the original look of the upholstery.

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#### 1931 Vauxhall VX Cadet

Special Timber Body built on a burnt out Vehicle, ex Bundaberg. This is my fun car. At one stage, Jacqui, my wife said to me "NO MORE CARS". I found this Vauxhall on ebay, purchased it, and when she went shopping rolled it out of the shed. She came home and said "What's this". " A Boat" I replied, and no, I'm probably not forgiven yet.



Car: JO268 Engine: 592AJ



Type: MC 14/32 Car No: 371631 Engine No: 418977

#### 1932 MG J1

My first pre-war MG. After being given a copy of the Pre-War MG newsletter, John Firth-Smith had this car advertised. As usual, it was a long way away, of I went once again in the Cattle truck, picked it up and returned home. The car didn't start and has always had fuel problems. These are now fixed. The J1's used the same modified Wolseley motor as the M Type and the OHC Morris Minor, although again more modified.

#### 1932 Cowley Holden Bodied Tourer

Purchased from Paul Smith, Toowoomba. Surprisingly, this car was advertised in the local paper. Paul had the car for many years, but preferred Holdens. It is a fairly rare, 1932 model, with round mudguards. At present no 1932 Morris Cowleys are registered in Australia, according to club records.



Type: MO 15.9 Car No: EO280 Engine: 3036

## 1929 Morris Empire Oxford Tourer

Ex Merton Howe, Wyee. It was last registered in March, 1952. When I was reading the March, 2010 issue of the UK Morris Bullnose magazine, a letter to the editor caught my eye. It was written by someone in Sydney, who had seen the Empire advertised in a local NSW newspaper, and written to the Bullnose magazine to tell the members about it. Assuming it was sold, I rang the number, only to find he hadn't had any enquires. I picked it up on the way home from the Sydney Royal Show.



Type: MM8 Car: Y581 Engine: 19110

#### 1929 Morris Minor OHC

The "Y" series chassis were export only from the UK and very few remain. This car belonged to Barry Foy, whom I have know since 1996. Unfortunately, Barry passed away and I purchased the car when it was advertised in a Brisbane Vintage magazine. Quite a few Motorbike parts came with it and this is how I met Tony Perrot. Tony helps me out with his mechanical knowledge and ability to keep my cars running.



Car: M3440 Engine: 3207A

#### 1931 MG M

Another car from the Peter Briggs collection in WA. This car was being auction at a Bonhams sale in May, 2009. The vehicle was passed in at auction, after-which the salesman rang me. Luckily, we had just won Grand Champion Lowline Bull at Beef 2009, Rockhampton and I made him an offer, suggesting that it would be going to the same collection as the MG 14/40, as luck would have it, and not to my wife's agreement the car came home.

This uses the same Ex-Wolseley motor that is in the 1929 Minor (above) but improved to MG specifications.