

This month a few shots showing Minervas, the Goddess of Motoring as it was commonly called. The first shot which is rather underexposed is a 1913 Model EE 18HP taken by early club member Ron Heine in 1956 at what is believed to be the first Blue Mountains rally organised by the veteran car club. The rally started at one of the car dealers in Parramatta Road Ashfield. The young lad in the back seat of this car is none other than present club member Bill Hall and that is his father Sep driving. This car was found in a



chicken coup in the Camden area in 1953. Our Minerva Registrar, Simon Agar, informs me that he and Bill Hall have spent years restoring this car and it is now almost complete. The photo shows the customary pall of smoke following a sleeve valve car.

The second two shots are referred to in the Bob Pritchett photo

albums as Jack Jeffery's 1914 Minerva shown parked outside his Rose Bay service station in 1946. Although it appears almost identical to the model EE the view of the engine suggests it may be the 26HP model of 4.4 litres. The history of this car is unknown to the Minerva register so one wonders where it came from and more importantly where it went. The car only appears briefly having been photographed at Rose Bay and at the 1946 VSCCA opening rally at Bobbin Head and thereafter it disappears. The car is not even included in Jack's own album which the club holds.



In 1908 Minerva adopted the Knight sleeve valve engine and prior to WW1 ran a wide range of sleeve valve engined cars ranging from 2.3 litres to 7.4 litres with the HH model. The silence of the motor added greatly to the car's reputation and it became the car of

choice for minor royalty and later film stars. Minervas are usually regarded as

conservative refined touring vehicles, but this has not always been the case. Minervas completed in the first Isle of Man Tourist Trophy in 1914 and three of their cars were amongst the six finishers, the race being won by Sunbeam. Sixteen cars retired. In Australia Don Harkness driving a Minerva fitted out with an Hispano Aero engine was the first driver to break the 100mph barrier in his run at Geringong Beach in 1925. It would be nice to see more of these cars.

