

Country Motor *Australia*



Issue 1



**Magazine produced
for Pre-1960
motor enthusiasts**

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Cover: *Editor's 1951 Alvis TA21
2017 Federation Marong Picnic*

Country Motor is a E-magazine created for and by country motor enthusiasts who have passion for ancient motor vehicles, engines, in fact any motor that is curious and old

Please forward all editorial enquiries and contributions to David Vaughan

Country Motor is a Publication sent via Email. Due to costs of printing it would uneconomic to be printed off unless there was a very high demand or many helpful advertisers.

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Editor's Entries

Welcome to the first Edition of Country Motor

First Issue

Over the years I have been responsible for many car club publications. I enjoy producing publications. I produce a newsletter for the local car club which only goes to members of the club. I am keen to create a magazine that goes to anyone interested to receive and read about old vehicle activities in the country.

'Country Motor' is a low profile magazine that is produced at minimal cost. The hours and hours I spend writing, compiling, formatting and producing the magazine for the reader's interest is due to my unfortunate passion for producing publications on old cars.

Being a low profile magazine it will have a limited circulation. If you know of anyone who would like to receive Country Motor please pass on their Email address.

I would like to produce hard copies of the magazine but unless I had a large subscription base or lots of helpful advertisers it would be too costly to have them printed.

Needless to say you can print the magazine off on your home printer or by an office supplies store if you would like a hard copy.

Concept of the Magazine

Late 2013 after retirement my wife, Lyne and I made our escape to the country. We bought a 1910 Edwardian cottage in the small town of Wedderburn, north central Victoria that needed some TLC.

Our initial impression was that we were living in the wilds of Victoria hours from civilisation. As we have settled down I am pleased to admit that country life is far more interesting than we ever expected.

Every where I go I meet

motor enthusiasts, most with varied collections of motor vehicles. From little putt-putt engines to tractors, trucks and collectable cars. The magazine is a tribute to those enthusiasts who have the same aspirations as city enthusiasts but have to be resourceful and band together in motor clubs around the country.

The magazine will be presenting articles on all types of motor vehicles mostly made prior to 1960 that are now almost sixty years old or more. Plus stories about country collectors and country events.

Any literal or photographic contributions from readers about their motoring experiences and vehicles are very welcome. If you are not a great writer then forward an article in note form with photos and I'll prepare it for the magazine. I would like readers to consider this is your magazine and feel free to send in information about your old vehicle activities.

I am interested in presenting stories of restorations whether in progress or completed. If you are undertaking a project please forward a report on work in progress.

In this issue

My rally car is a 1951 Alvis TA21 saloon which is featured on the cover and in the first article of the issue. I have owned numerous classic cars over the years and will no doubt refer to them in future articles.

Many enthusiasts have never heard of the Alvis brand that was built in Coventry, England. As the UK had to export or die (economically speaking) after the World War II large quantities of British cars were sent all over the world to improve Briton's ailing economy due to the crippling cost of the war. Up to 80% of car production was sent overseas. Australia benefited

from their export drive and many patriotic motorists purchased British cars from the large range available. Cars that are relatively rare in the UK have a strong representation in Australia. Cars such as Bristol, Austin Atlantic and Alvis. I am often asked how many Alvis's similar to mine are in Australia. John Lang, who is an expert on Alvis's is compiling a Register of all surviving Alvis's in Australia. Some years ago his records showed there were 29 TA21s surviving in some form or another.

Rheola Country Show includes numerous old engines, tractors and cars for the enthusiast to see as well as many country themed attractions for the family to enjoy.

Unrestored cars are the 'must have' now and I discuss this new phenomenon.

I check out a local collection of farm relics.

The first rally I ever attended in Australia was the Combined Vintage Car Club's Kalorama Rally in 1960 The photos will be the start of a series on the events I attended during the 1960s.

David



My Rally Car is a 1951 Alvis

My interest in Alvis's began in 2001 when I sought a car that was eligible for the Vintage Sports Car Club of which I was a member.

I have to confess I love the type of sporting cars that were built in the 1920s and 1930s in England and Europe.



It took months to locate a car at the right price. An attractive 1926 Alvis 12/50 came to my notice. It was a fresh restoration with a replica body by Richard Stanley.

The 12/50 was a good quality advanced car of the vintage period. The 1500cc ohv engine was easily tuned and was the bases for many specials and racing cars. The Alvis was four seater tourer in superb condition. I had to have it!

A few months after the purchase the previous Murchison owner offered me a very original 1951 Alvis TA21 saloon that only had 48,000 miles on the clock. This joined the 12/50 in my new garage in Romsey.



The TA21 has a 3 litre ohv 6 cylinder 90bhp engine with a four speed gearbox.

Both cars were used frequently on VSSC and Alvis Car Club rallies for several years. A change of house with no car accommodation meant the cars had to go to new owners.

Although I had a few classic cars in between I had the bug to get an older car to rally. I searched for months to find a suitable car. I looked at numerous vintage and classic cars and contacted clubs to see what was available in their newsletters until finally I saw another 1951 Alvis TA21 advertised in the Alvis Car Club newsletter.

It was an unfinished project in Mildura. We decided to visit the town for a few days, not having been there before and inspect the car. The engine and gearbox had been rebuilt in Canberra by an Alvis enthusiast who died. The body had also been restored and painted in silver, it was originally burgundy. The seats and doors were reupholstered in red leather and the woodwork revarnished, new tyres and fresh chrome work. There were still many outstanding jobs to do as I discovered when I had it delivered to our home in Sunbury.



Part of the deal was a second 1951 Alvis which had been used for spare parts. I later sold it to an enthusiast to restore.

To start with I had to refit all the door's upholstery and replace the floor boards. Then over a frustrating period of time the car went to three workshops for work and each one took three months or more to undertake the require jobs, despite my continual harassment.

The following mechanical work was done during that year. The engine was started and tuned, the radiator core replaced, the steering box from the spare car was rebuilt with new gearing, twin carburettors and distributor overhauled, new plugs and shock absorbers, new engine mounts, new head gasket, new bushes in the steering rods, new brake master cylinder, tappets and rocker arms adjusted, electric choke fitted and many smaller jobs.

Eventually it was a goer and I was free to enjoy Alvis motoring.

Although there are many TA21s in the Alvis Car Club I have never seen another one since buying this car as the Alvis owners prefer to rally their sporty pre-war models.

The car is by no means perfect,

however it is presentable and I am happy to take it out in what ever weather and not be precious about it.

The TA series of Alvis had their bodies built by Mulliner (UK), know for building bodies on Rolls Royce and Bentley cars.

I love the traditional look, the smell of leather and wood dash and door capping. The six cylinder engine enables it to cruise at a comfortable speed. I believe the 1950s Alvis is very under appreciated. It is as simple to restore and maintain as any car in the period, though there is wood in the frame to contend with if the car has been out in the weather.

After making Electra stationary engines Alvis started manufacturing cars in 1920 with a 1500cc side valve engine model 10/30. It was developed as the 11/40 and with a new ohv engine the famous 12/50 that lasted over ten years, followed by the 12/60. New models were marketed in the 1930s including the Silver Eagle, Firefly, Firebird, Speed 20 and 25, Crested Eagle, 4.3litre, 12/70 then after WWII the 14hp, TA series and the Graber bodied models.

For many years Alvis made War Department army vehicles such as the Saladin and Saracen six wheeler armoured personnel carriers, Scorpion 90 and Scimitar light tanks and other command vehicles.

All Alvis cars are well served for parts by a UK firm Red Triangle who also maintain and restore cars. Amazingly the company is making reproductions of some 1930's models that are very difficult to tell the difference from the original cars. Needless to say they a very expensive. However how good would it be driving a brand new 1930's Alvis. **DV**



1951 Alvis TA21 saloon has been rallied for seven years since the car was completed: only a few adjustments have been needed. We moved from Sunbury to Wedderburn four years ago. We joined the North Central Vintage Car Club based in St Arnaud and participate in most runs in the Alvis. When ever any car club comes through town I get the Alvis out to check the visiting cars. Below the Vintage Drivers Club rally which included 50 vintage cars passed through Wedderburn in August. Geoff Maxwell in his 1946 Austin 16 saloon and I parked outside the engine park to watch the convoy of vintage cars go by.



2018 Rheola Charity Carnival

In an area called Rheola near Inglewood an annual event attracts all the locals and many visitors to enjoy a country family carnival to raise funds for charities in the district

Easter Monday means one thing for country folk surrounding Rheola, the annual charity carnival. The event has been held since 1871, an extraordinary 147 years. The variety of activities include a vintage tractor pull, sheep dog trials, clay target shooting, sheep shearing, 'Miss Rheola' Carnival Girl, Bealiba Pony Club events, Wimmera Axeman's Association wood chopping, stationary engine display, Wedderburn Patchwork display, vintage and classic cars and motorcycles display, novelty and running events, also full catering. The 2017 Carnival raised over \$30,000 divided up for local hospitals and charities.

Local town based classic car clubs including the one I am a member, North Central Vintage Car Club, always supports the day. As it is only a twenty minute drive from Wedderburn I usually take the Alvis. As usual very little traffic is encountered along the country roads.

My weekend began with a test run in the Alvis to Charlton, as it had not been out since last years Club's 50th Anniversary celebration rallies in St Arnaud. While in the small town I called in on car enthusiast Philip Stafford. He has a very fast MG Special, XJ6 Jaguar and recently acquired a Triumph Mayflower. Our conversation centred around all the work he has achieved on the Mayflower to bring it up to roadworthy condition. Then a blast in his MG Y special along the country roads. He built the racer some years ago and uses it regularly for motor sport. The aero screens offer little protection against the onslaught of winds at speed. The handling is outstanding as is the experienced driver, who doesn't slow down on corners giving the ride like the switchback at Luna Park. It makes my Alvis feel very pedestrian in comparison.



MG Y Special built by Philip Stafford has a hot 6cyl 24/80 Wolseley motor

The 2018 event was as usual on a warm day in the mid-twenties, just enough to reddened faces and the last few weeks of suitable weather to wear shorts before the chill of the winter sets in. Considerable advertising for the day was shown on local television so it is likely that the attendance was better than ever. The number of classic cars on display exceeded previous years and totalled around eighty as well as more than fifty tractors lined up adjacent to the vintage tractor-pull, add to that a dozen motorcycles and small engines it is well worth going just to see the vehicles.

I didn't correctly turn back my bedside clock ending

day light saving and managed to get up earlier than intended. I thought I might as well go early and get a good parking spot. The run from Wedderburn is about 30k and the Alvis just hummed along the empty back roads until Rheola was reached in plenty of time. Only half a dozen cars had arrived but there after a steady stream of more arrivals until a full complement of club member's cars and many other interesting cars from the district covered the allotted parking area.

The one and only caravan exhibit was brought along by NCVCC President Peter McSwain behind his Mustang. It is one of their smaller caravans and is for sale. The van was home made in the 1950s so carries no prestigious brand name. It is in great condition and it is evident his wife Carol has utilised her sewing skills with period cheerful poker-dot red and white patterned eaves and chair covers.



Bill and Lucille Hutchinson attended in their cream 1939 Buick sedan. The light colour really suits the large car. Bill did a splendid job of restoring it after finding it in a Traralgon wrecking yard many years ago. He had to chase many parts and was to lucky to locate a brand new steering wheel and horn ring to replace the old damaged ones.



2018 Rheola Charity Carnival



The country is very dry by April and with a little wind the cars go home dusty. Ken & Hazel North's Riley 2½ litre, my Alvis TA21 and Philip & Janet Stafford's MG Y Special

I have been involved in car clubs since I was 15 years old in the early 1960s and like many of us car buffs have meet numerous enthusiasts over the years. I was tapped on the shoulder by a VDC member I met on many car rallies those days and was a past President of the VDC- Ian Cartwright. It was good to hear he has moved from Holbrook to Marong. That makes us almost neighbours, aside from being 74 kilometres from Wedderburn. The last time we meet was at Kalorama he had a Austin Healy Sprite, he now has a Triumph TR3 and friend has a Sprite.



Ian Cartwright's Triump TR3 accompanied by a Sprite

A few vintage cars attended included a very nice Overland Whippet tourer



Local Artist John Moir who has a gallery on the Dunolly-Bridgewater Road also collects Oaklands. Above is his 1929 6 cyl 4 litre Oakland sedan. His excellent

works can be viewed on his web site: alvahgallery.com.au



Keen veteran and vintage collector Darly Meek brought along the only veteran in the line up a 1913 Fafnir. It was restored in the late 1950s and I photographed the car in 1965 on the Melbourne to Bendigo Veteran Car Rally when it was owned by Peter McMahon.



2018 Rheola Charity Carnival



Ford (UK) made very attractive convertibles in the late 1950's available as a 4 cyl Consul, 6 cyl Zephyr or Zodiac. Graeme Moore's Zephyr is an excellent example. It has optional overdrive, front disc brakes, heater, clock and electric roof. The body was restored and painted by Chrystal Panels, Airport West and C&N Trimming, Sunshine did a great job of the upholstery. Graeme is a member of the Zephyr & Zodiac Owners Club and he can assist with enquiries about the club. Ph: 039355 7079



Ted Goddard took a break from restoring his Model T Fords to attend Rheola in his recently restored black 1952 Plymouth Cranbrook sedan, here parked along side a similar year Dodge that's evidently been well preserved. Below an MG TF added to the sports car ranks.



2018 Rheola Charity Carnival



*Vintage Tractor Pull, Lance Bulldog making a valiant attempt
 Pair of unrestored Lance Bulldogs
 David Brown tractor
 1910 Blackstone 6½ hp oil engine, speed 250-300rpm. The engine spent a large part of its life providing the active power for a Mines Department of Victoria battery at Smiths Gully until it was retired due to the battery having been burnt down in the early 1960s.
 Lister vertical petrol engine 4hp built in 1918 owned by Rod & Jenny Medlyn of Stuart Mill.
 Sundial 2hp engine B type. It was used at the Nine Mile farm of Clive Olive for usual farm duties. Made in Sunshine by HV McKay. Owned & restored by Trevor Bailey & family, Wedderburn*

OILY RAG PHENOMENON

A recent wave of presentation for old cars is the 'oily rag' condition. The term originated many years ago when owners of cars that were deteriorating were wiped over with an oily rag to help their preservation. (i.e.: the cars not the owners) The term is frequently used in the UK for barn finds and cars that have survived not needing a total restoration.

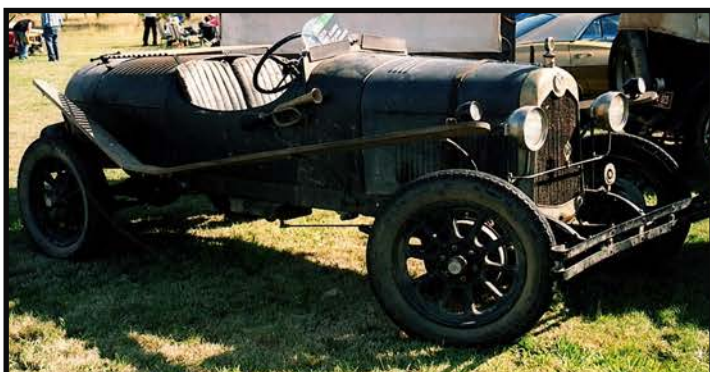
In America on the modified scene 'rat rods' are artistically created. Ground-up rebuilds end up with clear lacquer over rusted, stained, dented and patched bodies contrived to look like authentic barn finds. Truly this is quite an art form. This imported 1952 Ford F100 pickup seen at Hanging Rock was 'restored' from the ground up. An aging paint technique was used to create the 'as found' appearance. Even the words were carefully sign written to appear as the 1950's faded script. With the work involved



the truck could have looked like the restored example above. Which do you prefer?

The term 'barn find' is often used for anything that has been hidden away for many years and discovered or re-discovered as in the case of many vehicles that were restored in the 1960's, owners have lost interest in them or died. Genuine barn finds are of course cars found in genuine barns. Amazingly enough even after 60 years of astute enthusiasts seeking out hidden gems cars are still being recovered from old farm buildings or sheds. For example local farmer Neville White's 1924 Dodge he is restoring, that was his grandfather's, was in a shed on his property. A rusty but complete 1924 Buick tourer is in a shed in Fenton's Creek, that has been in the family since new.

Having dealt with the 'rat rod' issue even owners of vintage and classic cars like to identify with the trend of unrestored presentation. A bodiless vintage Crossley was built up as a special and deliberately created as a 'feral' car. The Feral Vintage Sports Car Club based around Castle-maine encourages the preservation and I guess the down grading of old car's appearance to look unrestored. They certainly attract a lot of attention on rallies. You have to



admire the adaptation of a damaged RACV badge for the use as a Feral Club badge. I'm not sure if having bald tyres, as I've seen on a feral vintage Dodge is such a good idea if used on the road.

The ones that are not contrived to look out of condition and are genuine cars that have exceeded their used by date are now sought after. They may have been abandoned in



sheds over 50 years ago when vintage cars were no longer required in the 1960's, when in car-starved Australia new cars became readily available. The Buick below was trailed to Marong last year. It was unearthed in Murrayville near the SA boarder. It is the optimal barn find. It has been totally neglected, converted into a ute to extract the last breath from its useful life and bears the scars of hard yakka on an Australian farm. The owner has made it drivable, maybe it will be on club plates next time we see it.



Back in the 1960s when the vintage car movement started to gather momentum most owners could only see that to use them on car rallies they had to be restored. Many original cars lost there splendid patina and became renewed with all mechanicals rebuilt, bodies painted and new upholstery. Needless to say many cars had to be restored due to their parlous condition and what brilliant jobs they turned out to be. A whole industry has been created to restore and build new replica bodies on old chassis.

OILY RAG PHENOMENON

The quality bodies are built better than new and does not effect the value of the car compared to restored bodies, though original cars that are in good original condition are rapidly becoming more valuable. An issue that can be argued is that a car with a new body is not vintage, as the car is partly old and partly new. The Alvis shown below



which I had the good fortune to own for a while had a beautifully made aluminium body by Richard Stanley. It had many excellent period features. It was like a new car. In fact aside from the chassis it was virtually a new car built in the 1990s. Compared to the rare Hupmobile below that was seen at Hanging Rock in 2011 being driven with an original body with splendid patina.



Preserving old cars in original or unrestored condition has the advantage of only having to restore the mechanical parts, which could be a good cost saver.

There are many cars that have been refreshed many years ago and having not been used or sat around for a long time now look like they could be kept as original. However the new paint job years ago and some upholstery replacement means its not original though if only mechanical work is done for the car to be

returned on the road at least it is being preserved and importantly used.

A further reason when finding a car that is complete and original is that it is a perfect reference piece for others who are restoring similar cars that have many parts missing and new parts need making while they strive to make their cars authentic as possible.

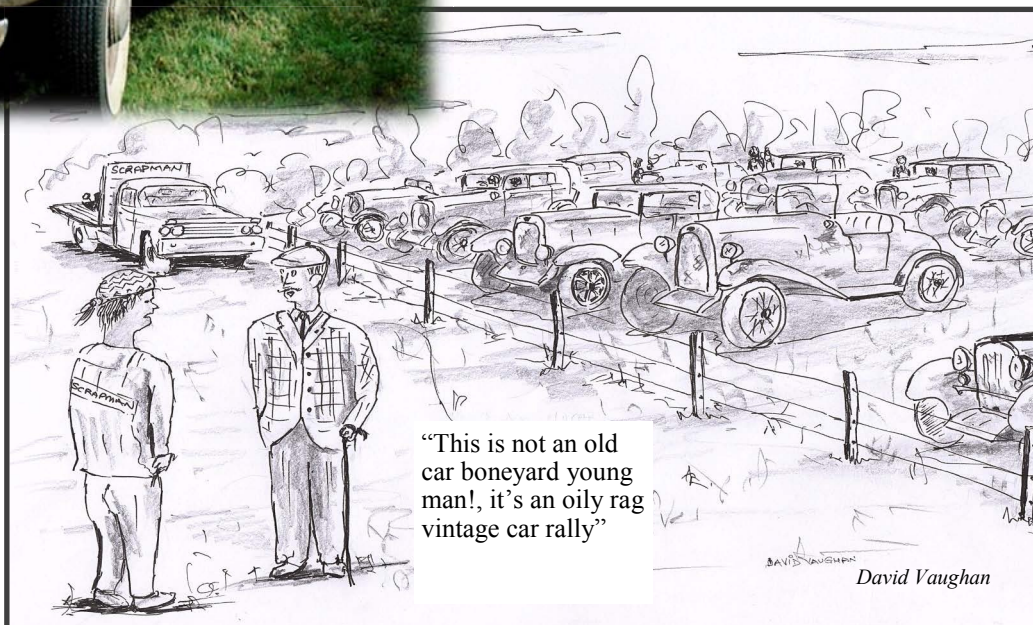
Old cars have enormous character especially when they in unrestored condition. However I am at odds as to whether I admire a car in pristine condition, as it was when it left the factory and graced a glossy showroom floor or one in that has evidently suffered the ravages of time. Many 'celebrity' or historically significant cars are in terrible condition and restored only to the extent that they can be driven. What would the original owners think about their beautiful cars being preserved in their memory and presented in such sad condition?

It's hard to grasp the concept of preservation when a car is in poor condition, especially when over the years the general consensus of the old car movement is too restore cars back to their original appearance.

As owning an oily rag car is trendy, to achieve the unrestored look will enthusiasts stop polishing their old cars and instead leave them outside to weather to deteriorate?

There are specific classes at concours events for unrestored original cars. I don't know what the judging regime is, as concours cars are scored by examining every aspect of the car. Points are allotted to the excellence of condition of the body, interior, chassis and mechanical parts. Also those trailer queens have to be demonstrated to work as well as look amazing.

If a car is found in good original condition I have to agree it would be sacrilege to renew the entire vehicle for the sake of vanity. Non-enthusiasts probably look down on shabby old cars, as their perception is that all vehicles should have a high standard of presentation. Genuine unrestored cars are now acceptable, create interest and essentially they are worth preserving. There is certainly room for them on the rally field as long as the cars are not contrived' survivors.

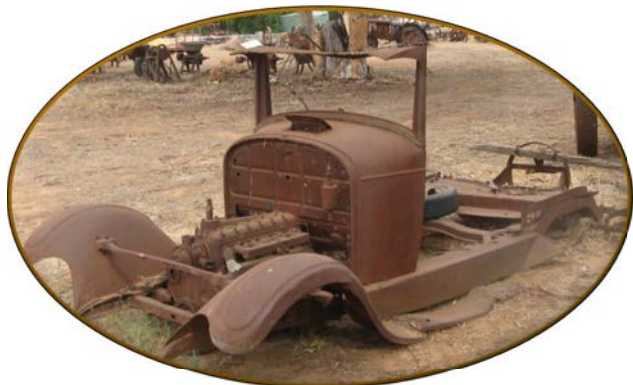


Farm Relics

There are many collectors in the country of cars, trucks, engines etc. On the Wedderburn to Charlton Road (Calder Highway) is the 'go-to' man if you want your farm property cleared of old relics. He had a sale a few weeks ago of hundreds of rusty items mostly remains of farm implements, petrol pumps and half a dozen vehicles. The rest of his collection of dozens of wrecks and trucks were taped off and not for sale. Having the sale gave me an opportunity to photograph his array of vehicles. There were rusty remains of vintage cars and many radiators from the same period as well as farm equipment.



These are his older trucks plucked from local farms, many having sign writing on the doors with the farmer's name and town. A Ford Thames Trader V8, 2 early 1950's Ford V8s, 2 late forties Ford 'jail bar' V8s, 2 war time Chevrolets, a Bedford and half a 1934 Chevrolet. Like many trucks the back half was cut off to make a farm trailer. On the hill is an International, Ford V8, Commer utility (based on the Hillman Minx) and a Standard 10 saloon



It would be interesting to know what sort of 6 cyl car it was Marshall stationery engine. Morris Minor for \$400



Cars left out to graze. A Chevrolet, Pontiac and Dodge truck



Farm Relics



AROUND & ABOUT

Kalorama Rally, the venue is near Olinda is held annually in March. I have attended the event numerous times in various cars I have owned or borrowed. The event attracts many enthusiasts with veteran, vintage to older classic models.

In years past several events were held such as bending races, braking, garaging and slow races. Gymkhana type activities are no longer held due to insurance issues so it has become more of a cold radiator display. However entrants do have the option of a mystery tour prior to the display that gives the cars some exercise before parking for the rest of the day.

John Blythe has just finished a nut and bolt restoration of his Austin 12/4 roadster and deservedly won the best pre-war car at the rally, here he holds the trophy.



Recently a Wedderburn chap, Colin, acquired this Triumph Mayflower from a local farm which he soon displayed in his front yard for sale. Charlton enthusiast Phillip Stafford could see the potential for a club car and has taken it under his wing. His stable already includes an MG special, Jaguar XJ6 and Mercedes coupe. He intends returning it on the road by the end of the year and has already ordered missing parts. The Triumph Mayflower is a four-seat 1.25 litre small luxury car noted for its razor-edge styling by chief stylist at Mulliners. It was built by the Standard Motor Company and sold by Standard's subsidiary the Triumph Motor Company. It was announced at the October 1949 British International Motor Show, but deliveries did not commence until the middle of 1950. It was not very popular due to its odd look and was replaced in 1953 by the Standard Eight. 35,000 were made, many assembled in foreign countries. 150 coupe utilities were designed and made in Port Melbourne. A drop head coupe was available, however few were made let alone survive.

Local Events

19th May 2018 Wedderburn Engine Club Swap Meet

Enthusiasts are welcome to display their vehicles or come early and set up a swap site
Contact President Trevor Bailey 54943152

One of two running 1930's Ruston Hornsby twin cylinder engines at the engine park of the Wedderburn Historic Engine and Machinery Society.

22nd April 2018 Sunday Kerang Show & Shine Atkinson Park, Kerang ph:0400968424



PHOTO GALLERY OF
EARLY EVENTS



1960 Kalorama

I had developed an interest in vintage cars in the UK as our neighbour had 1926 Bentley. When the family migrated to Australia in 1960 I was amazed to see how many vintage cars were still around. My father purchased a black 1951 Standard Vanguard to explore the new country on weekends. Much to my surprise he took the family on a country run to see a vintage rally held at Kalorama. Fortunately I had my old box camera to take some photos.



*Alvis Silver Eagle saloon of John Green on the slalom race
A splendid fabric bodied 1929 Bugatti Type 44 coupe by Martin & King restored by Kenneth Gillies,
1923 FIAT 501 tourer. That's me enjoying my first Australian rally*



1924 Frazer-Nash features chain drive. At the 1962 Kalorama the driver managed to roll it over in the bending race and dislocated his shoulder.



1960 Kelowna Rally

1922 Steyr 3 litre tourer features a folding steering wheel

1929 Bentley 4½ litre with the previous owner Nicholas de la Fossard It was subsequently owned by the late Jack Nelson

1925 Packard P2 tourer

I joined the Vintage Drivers Club in 1962 as a junior member. (membership number 203) From 1960 to the early 1970's I took hundreds of black and white photos. I have compiled an album of all the rallies I attended and vintage cars I saw during that period. The album has 1,400 veteran, vintage, post-war cars, commercial vehicles and old car wrecks is available on a memory stick at a minimal cost of \$20 including postage. (see my address on page 2)

