

# Country Motor

## Australia



Issue 2



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

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*Veteran Buick and Minerva at the St. Andrews pebble church near St Arnaud*

**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

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## Editor's Entries

*Welcome to the second edition of Country Motor*

### Second Edition

Thanks to those who expressed positive comments regarding 'Country Motor' and sending a copy of the file to their friends in the hobby, Please forward Email addresses of anyone interested in receiving Country Motor.

Each issue will be sent out when I have enough content to complete them so if you have a story on your pre-1960 motor experiences or restorations please forward them in for the magazine.

A few local rallies are included in issue 2 with many side stories of vehicles seen. The magazine embraces all forms of motors and vehicles made prior to 1960, hence a brief description of the vintage Austin tractor and farm equipment.

Each issue I will feature a particular make, this month I have details of the short production period of the American vintage Gray.

In the 1970's I worked as an assistant accountant at Ansair Transport Industries for a few years. They had three divisions - air craft seating, office partitions and making

motor bus bodies. Often older buses would come in for refurbishment, amongst them were Flixible Clippers that were assembled by Ansair in the 1950s. David Pollard is a Clipper enthusiast and provided a report of a recent Clipper rally to SA. It is gratifying that a group of enthusiastic guys are preserving these monsters and that 15 Clippers attended the 2018 tour.

Our local car club, North Central Vintage Car Club's June run was a visit to the Wedderburn engine club. We had a picnic lunch and visited the General Store Museum. Later the chuffing of the two huge Ruston-Hornsby engines provided a interesting sound track. Engine Club members also turned up in their classic cars. Below Geoff Maxwell brought along his Maxwell tourer and 1946 Austin 16 saloon which are parked along side Alan & Heather Esmore's recent acquisition a very good 1958 Morris Major. Small rallies can be just as enjoyable as the big ones when folks in the hobby get a chance to get to know each other and see what interesting projects are going on. *David*





# St Arnaud Hosts Veterans

*Alan & Heather Esmore, who are active Veteran Car Club members, organised the Four or More Veteran Car Rally in and around St Arnaud.*

Twenty two veterans attended, from a 1909 Minerva to a 1918 Buick. The event ran from Friday 27th to Monday 30th April 2018.

I drove to St Arnaud in my Alvis to see the cars turn up for the meet and greet on Friday afternoon. Alan, lugged the local club's portable PA system around in the back of his 1934 Alvis Speed 20. He gathered the participants to inform them of the weekend's activities while Heather handed out the rally packs. He can be seen in the background below.



As cars were still arriving and checking into their accommodation only those at the park visited the Bible Museum. After years of providing 14,000 visitors with tours of the premises it will soon be closed and moved to W.A. The museum is spread across four small shops in the main street. The huge collection of literature, artefacts and models pertaining to a biblical theme is amazing for any theological scholar or for just the amateur religiously inclined. A brief tour of the streets of St Arnaud followed. Later afternoon tea was

served at Alan and Heather's home where he showed everyone his large eclectic collection of old cars.

As Allan was running the rally he only used his classic

cars leaving his veteran 1911 Berliet, 1913 Buick and 1908 Cadillac in his garage.



Saturday was a run out to a local farm owned by Chrysler Valiant 'S' type enthusiasts Allan and Yvonne Postlewaite to learn about farming in the north central district

The convoy of veterans motored on to Donald for a visit to the Kookas biscuit factory. Lunch was at the Donald Hotel.

In the afternoon a visit to world renown Irish metal artist/sculpturer Donal Malloy-Drum at his bush studio in Banyena finished the day's tour..



*1912 Rover 12 owned by Peter & Judy Fitzgerald, Wally & Denise Nye in their 1910 15hp Austin, he is currently building up a 1911 Austin Ascot 15hp. 1913 Model T Ford driven by David Lang, John & Janet Pass's 1913 Th Schneider and Terry Mansbridge's 1912 Sunbeam tourer.*



*1915 Model T Ford owned by Andrew & Francis McDougall John & Janet Pass's 1913 Th Schneider*



Entrants freshened up for dinner at the 'Sheep Pavilion' dining room.

Sunday's motoring was towards Avoca and to the Tottington National Trust classified historic wool shed. The next stop was the Summerfield Winery and then lunch at Moonambel Hotel Resort. The tour back was through Redbank and Stuart Mill and another evening meal. Finally on Monday a

visit to Carapooee to inspect the St Andrews Anglican historic pebble church built by gold miners in 1870. The small Gothic church was designed by Leonard Terry. It is a fine example of his works with the wall being faced with Quartz rubble set in pink mortar. Morning tea at Stuart Mill with an amusing history by local resident Rod Medlyn.

I returned to St Arnaud to follow the group on the final day's tour, however by then

most entrants were making their way home so I missed seeing many of the cars.



Vintage Moon owner Tim Harris's car made its maiden run, a rare 1910 Britton which he restored from bits collected from all over the country. (*shown above*) Many veteran cars are built from abandoned chassis and parts from various sources as was the case of David Barnard's 1918 Buick from Horsham. His wife Marg did most of the driving, using the right hand gear change and hand brake, a feature peculiar to Australian delivered Buicks. (*see cover photo*)

Peter & Joan Hammet had just purchased their delightful 1914 De Dion Bouton and had to call on the veteran experts to learn how to drive their new acquisition. The car was owned many years ago by Ron Davis who also enjoyed Bristol motoring.

Wally and Denise Nye had a

problem with water from the radiator getting into the ignition in their Austin 10.

Andrew and Francis McDougall are quite familiar with the area as they rallied their Brush along with 12 other Brush's on a National Brush Rally staying at Wedderburn a few years ago. It was the largest Brush gathering the world. Despite 300 members in the USA club only eleven turned up at their national rally and a half actually ran. On this run they fielded their restored black 1915 Model T Ford roadster. Local T Ford enthusiast Ted Goddard was

pleased to share notes as he is restoring a 1914 Model T in Wycheproof.

One fine weather speedster on the lines of a race-about was an American 1911 Empire owned by John Stanley.

All the way from Warrnambool Terry Mansbridge trailed his 1912 Sunbeam tourer. Terry has a collection of cars including a supercharged straight eight Auburn and a rare V12 model.

Although Alan and Heather Esmore have several veterans as they had to do all the running around they used their Alvis

Speed Twenty, Mustang and a newly acquired Morris Major that I saw.

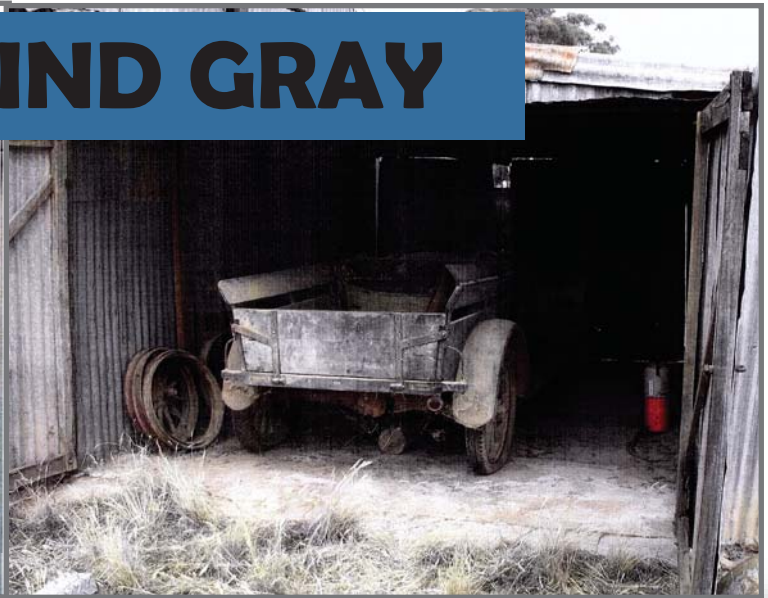
Kevin Cadzow brought his 1903 curved dash Oldsmobile to display at the Saturday evening dinner.

The weather was superb all weekend and the rally went off without a hitch. St Arnaud is an excellent destination for car rallies if you are prepared to travel a few kilometres to see the many places of interest in the area.



*1914 De Dion Bouton - Peter & Joan Hammet, 1913 Overland - Paul & Lena Daley, 1911 Empire - John Stanley, Terry Mansbridge's 1912 Sunbeam, 1909 Minerva - Chris Dillon, 1910 FN (Fabrique Nationale) - Stan & Maggie Bone and the interior of the 1913 Schneider - John & Janet Pass*

# SHED FIND GRAY

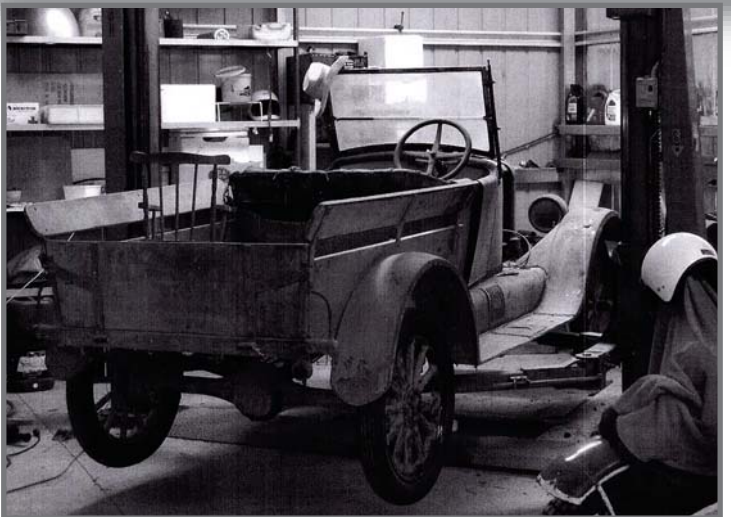


In 1923 a Gray touring was sold to John Wishart of Korong Vale, by local Wedderburn agent, Jack Shannon. Like many vintage cars it became more useful as a utility on the farm, especially as you could only get fuel for commercial vehicles. It was converted from a tourer by a local mechanic Jim McTaggart of Korong Vale after WWII.

Geoff Maxwell, now a Wedderburn resident and old engine and car enthusiast collected the ute in February 2009: he is the second owner.

It was driven into a shed on the family farm just out of Korong Vale 60 years ago and it stayed there untouched until Geoff picked it up and took it home to Wedderburn. After getting it home he put in a battery, new spark plugs and some petrol and with the help of a friend, had it running in about 10 minutes.

How many cars would start that easily after sitting for 60



years? To make the car complete it needs one front headlight glass and a radiator cap, at the moment it has a T Model Ford radiator cap.

It had a hub cap off a T Model fitted to one wheel when Geoff picked it up but on a recent trip to Darwin he was talking to the blokes at the Qantas Hangar about the Gray and the only part of a Gray they had was a hub cap which they gave it to him.

Geoff has several old cars and has decided to donate the utility to the Wedderburn Historic Engine & Machinery Society to add to their collection of motor antiquities.



In 1925 the Gray Motor Corp. produced a three passenger Coupe that sold for \$845, a five passenger Touring Car at \$630 and a five passenger Sedan priced at \$895. The engine in all three models was a four cylinder that produced 21hp and had a wheel base of 104 inches.

Frank L Klingensmith was president of Gray after spending many years with the Ford Motor Co. The Gray Motor Corp's

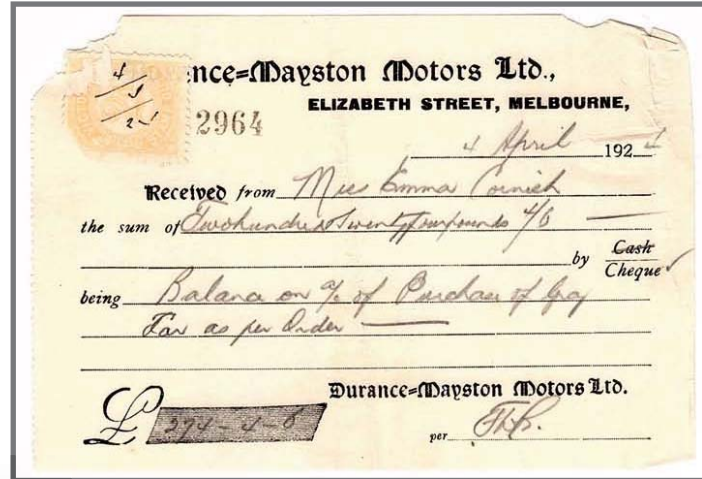
manufacturing plant was located on eighteen acres of land at Mack Avenue and the Terminal Railroad in Detroit, Michigan. The Gray was a low priced American automobile. In it's initial showing in a New York Auto Show, the Gray was well received. Their first year of production comprised of orders received from the New York Motor Show.



"Quality in a Light Car."

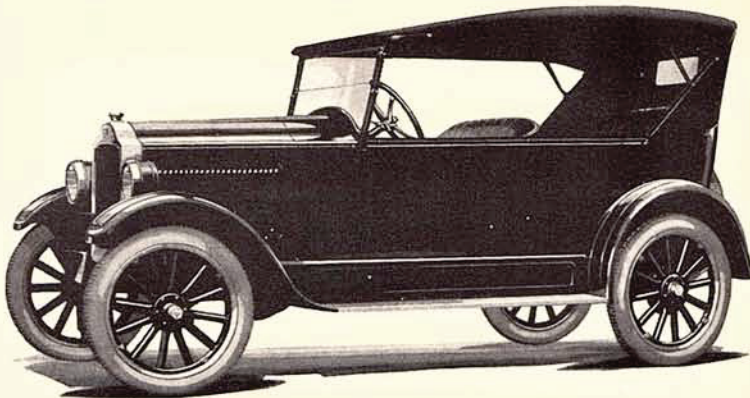
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**DURANCE - MAYSTON MOTORS Ltd.**  
442 Elizabeth Street, MELBOURNE. Phone Central 10767



**Gray Motor Corporation**  
Detroit, Michigan

Two-Passenger Roadster . . . . .	} Prices Upon Application
Two-Passenger Coupe . . . . .	
Five-Passenger Touring . . . . .	
Five-Passenger Special Touring . . . . .	
Five-Passenger Sedan . . . . .	



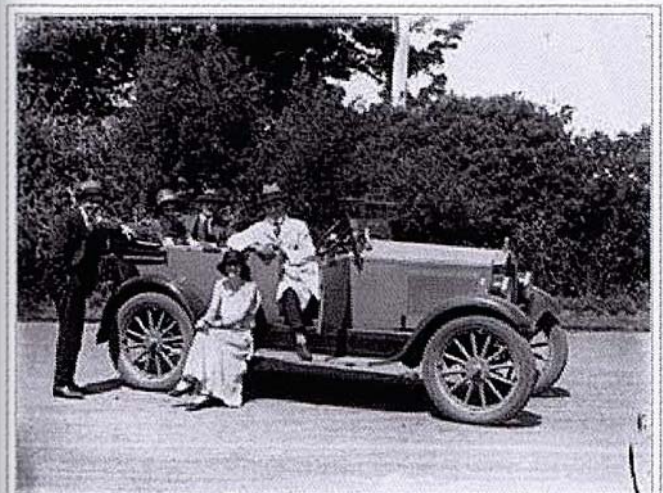
**Gray Touring**

COLOR . . . . .	Blue with gold stripe	CRANKSHAFT . . . . .	Three bearing
SEATING CAPACITY . . . . .	Five	RADIATOR . . . . .	Cellular
WHEELBASE . . . . .	104 inches	COOLING . . . . .	Thermo-syphon
WHEELS . . . . .	Artillery, with steel felloe	IGNITION . . . . .	Storage battery
TIRES . . . . .	30 x 3 1/2 inches, cord, non-skid	STARTING SYSTEM . . . . .	Two unit
BRAKES . . . . .	Service, expanding on rear wheel	VOLTAGE . . . . .	Six
	Emergency, contracting on transmission	WIRING SYSTEM . . . . .	Single
ENGINE . . . . .	Four cylinder, vertical, cast en bloc, 3 3/8 x 4 inches; head removable; valves in side; horsepower 21, N.A.C.C. rating	GASOLINE SYSTEM . . . . .	Vacuum
LUBRICATION . . . . .	Splash with circulating pump	CLUTCH . . . . .	Single disc in oil
		TRANSMISSION . . . . .	Selective sliding
		GEAR CHANGES . . . . .	Three forward, one reverse
		DRIVE . . . . .	Spiral bevel
		REAR SPRINGS . . . . .	Semi-elliptic
		REAR AXLE . . . . .	Semi-floating
		STEERING GEAR . . . . .	Worm and gear

Price includes speedometer, ammeter, electric horn, windshield cleaner, demountable rims, tail light signal, light switch, dash light, license brackets, drum type head lamps, extra tire carrier and tools.

**GRAY**

The Gray was an automobile manufactured in Detroit, Michigan by the Gray Motor Corporation from 1922-26. The Gray Motor Corporation produced two models, the Star and Gray. They were an attempt to win a share of the mass market dominated by Ford Model T. Many of the employees of Gray, were former Ford employees, including the head of Gray Corporation, Frank L. Klingensmith, who was the former vice president and treasurer of Ford motor company. The vehicles had similar features of engine and chassis to the Model T. The engine had a side-valve, four-cylinder 2.7 L configuration. The suspension used a conventional quarter-elliptical spring at the front and rear. Front-wheeled brakes were offered in 1926, the last year of production. They planned on production of nearly a quarter of a million a year the first year, but those volumes were never realized. The touring car cost \$490, and the coach was sold at \$760, the first year of production.



1925 Gray tourer with passengers, Brisbane.



# Clipper Tour in SA

**David Pollard**



The Flxible Clipper Club has a rally each Easter. This year the organisers decided to have a tag-a-long to arrive at Burra SA on Thursday evening. 15 Clippers, 2 other buses and 3 vehicles some 60 people (members and family) assembled at Halls Gap 8 days prior, then travelled via Naracoorte, Beachport, Robe, Menninger, Goolwa and Hahndorf to Burra. Stopping at the various places overnight. They left the vehicles at Hahndorf for a coach tour of Adelaide highlights before visiting the Birdwood Motor Museum. I drove Clippers for Pioneer Tours from 1958 and through the sixties. I later purchased one and restored it. (see above) I owned for 25 year covering 240,000ks around Australia. Now I am satisfied with an MGB as a member of NCVCC.

Flxible Clipper Club of Australia Inc. meetings are held monthly at Driver Bus Lines Depot 45-53 Ricketts Road Mt Waverley For further information please contact Derek Birch Secretary / Treasurer on 0428862520 or [djbirch01@gmail.com](mailto:djbirch01@gmail.com)

The Ansair Flxible Clipper is a widely recognised and well remembered touring coach. Built in Melbourne by Ansair Pty Ltd under licence from the Flxible Company in the USA, they were used Australia-wide as touring and express coaches during the 1950s, 60s, and 70s, by

Pioneer and other operators.

The inaugural meeting of what became the Flxible Clipper Club of Australia Inc., was held on 5th October 1983 with nine people connected by a

common interest in owning and driving Ansair. When first formed, the emphasis was the Clipper's mechanical components and how to fix them. The members were also trying to find a way to prevent the bodies from rusting. That hasn't changed and we are all still trying!

Over the years, information from a number of sources has located over 100 of the 131 Clippers built in Melbourne between 1950 and 1960. Club members own collectively 45 Clippers of which nearly one half may be spare vehicles. There are approximately 20 Clippers currently up and running around Australia, and we have members and vehicles in all States.

Although the club was originally formed by Flxible owning enthusiasts, a number of owners with later vehicles of the type owned and operated by Pioneer have since joined. These include the Ansair built Transett & Scenicruiser and the fully imported General Motors built coaches – the luxury PD4106's and PD4107's (Jumbos). & coaches like the MCI, Eagle and Denning.

*Clippers in front of Martindale Hall, SA (used by permission of Club)*





# North Central Vintage Car Club's Annual National Motoring Heritage Day Tour

arranged with Wimmera Mallee Historic Vehicle Society

to Warracknabeal 20th May 2018



I am a member of the North Central Vintage Car Club based in St Arnaud. Each year I organise a February run and in May the National Motoring Heritage Day Tour for the club. This year, in collaboration with the Wimmera-Mallee Historical Vehicle Society, we visited Warracknabeal. I proposed we visit to the Wheatland's Agricultural Machinery Museum and lunch at a reputable hotel.

On club runs most cars are modern classics, however it is inevitable that a few pre-1960 cars participate. My wife, Lyne, and I started at Wedderburn where we met Bill & Lucille Hutchinson who travelled in their 1974 Cadillac Coupe De Ville. At Donald we were greeted by club members from St Arnaud and Donald who parked opposite the one time Holden dealership building.

helped me arrange the day, welcomed our club to their patch. The quantity of cars doubled with the variety of Wimmera Mallee club cars, to well over forty. Vic led us in his Jaguar E type convertible to the Wheatlands Agricultural Machinery Museum. The car park looked

Some of the contraptions the poor horses had to tow it's just as well tractors were invented. The old tractors also had many unusual technical features with engines in all sorts of positions on their chassis, making later tractors rather bland in comparison. What farmer would buy a one cylinder tractor these days to undertake farming duties?



At the museum 1934 Chevrolet owned by Robin McCullough, one of many Chevrolets he owns



1918 Buick owned by David & Marge Barnard driven from Horsham for the rally, 1928 Buick restored and owned by Alan & Venie Jolly at morning tea

The convoy of twenty classic cars proceeded to Warracknabeal where we were meet by our guide who led us to the Scout Hall for an excellent morning tea provided by the Wimmera-Mallee club. Vic Ellis, who had

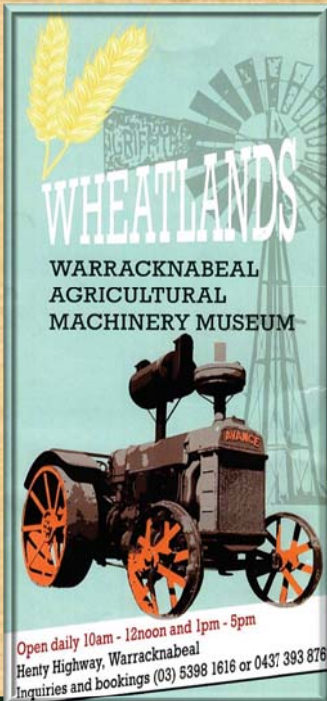
impressive with so many classics. It is well worth the \$4 entry (for seniors or groups) The relatively recent building floor plan is several hexagon shapes which works well, giving light from clear-story windows for the exhibits. Most of the weird and innovative machinery from Australia's farming past has been restored and nicely presented with descriptive notations to enable us to understand their historic context. Club member Glen Hadden

remembered the days when his uncle had a horse drawn buggy which Glen enjoyed many a journey in. How it swayed on the uneven roads and their intuitive horse galloped within a few miles of home, also the old carbide lamps.

Below a rare 1905 Mallee Motor Cycle assembled by HH Mercer in Warracknabeal. Shown at the 1910 Warrnambool show, 101 years later restored it was again at the show.



Looking up the make in the "A-Z of Australian Made Motorcycles 1893-1942" by Robert Seward (1996) he described the bike -Mallee: Harry H. Mercer's Mallee Cycle Works, Scott Street, Warracknabeal, Victoria built a 2 3/4 hp Minerva engine Mallee motorcycle in about 1905. It is believed that this machine, which used BSA frame components and fork, was the only one made. In later years, Mercer was an agent for AG Healing & Co. but is unlikely to have sold any motorcycles with the Mallee name. (The motorcycle was restored by Lee Pietsch, Kevin Cain & Vic Ellis)



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**WARRACKNABEAL**  
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**MACHINERY MUSEUM**

Open daily 10am - 12noon and 1pm - 5pm  
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*May & Millar stripper (5 ft front) approx. 1894 used by the Matuschka family at Rosebery West. Sunshine Harvester*



*Clayton & Shuttleworth Thrasher built in Lincoln, England about 1890. It was driven by steam or stationery engine. Sheaves were tossed from a stack or wagon on top of the thrasher where two men would cut the binding. The stalks were then fed into the machine which separated and cleaned the grain. Straw would come out one end and several grades of grain would come out the other end. At least 6 men. And up to 10, were needed to operate the thrasher. This machine was used in the Kyneton, Trentham and Stuart Mill area until the 1930s*

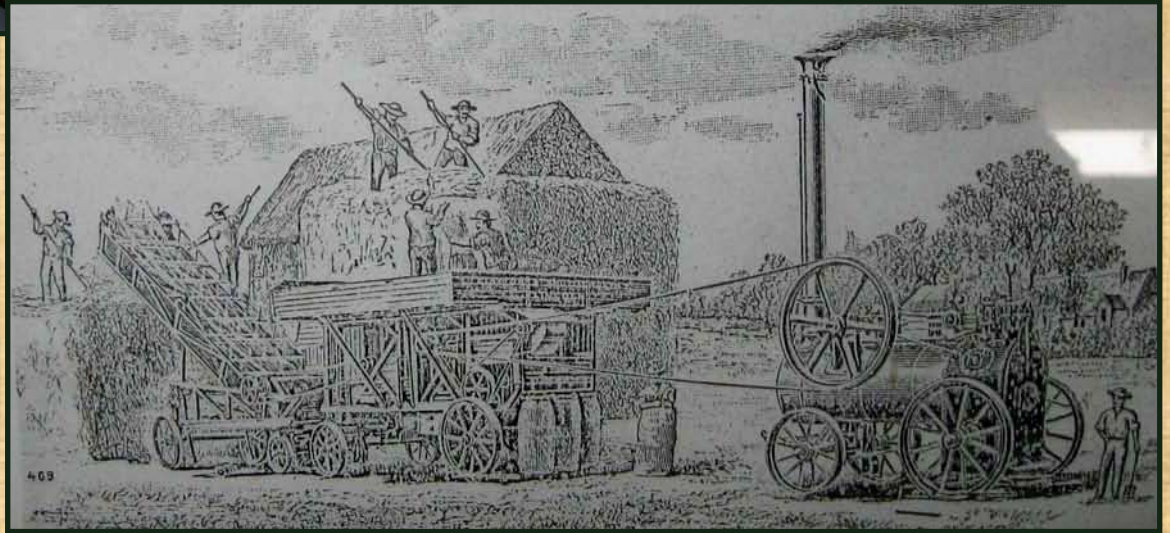


*The farmer's wife, they don't make them like they used to!*

*Mercedes Benz type OE tractor, single cylinder, 4 stroke direct injection engine. North/south radiator cooled. Donated by Mercedes Benz Australia in 1993*

*Hart Parr Australian Special tractor 1926-27, 2 cylinder with extra gear 3 speed.*

*One boy power delivery*





The Wheatlands Warracknabeal Agricultural Machinery Museum was established in 1973 and has been growing its collection of tractors and hay balers to engines and windmills with particular focus on the invention and modification of machinery designed from necessity to suit farming conditions locally and Australia wide.



1924 Studebaker tourer

Leaving the excellent museum we progressed onto the Creekside Hotel on the edge of town over looking the river. According to everyone I talked to the service and food was very good at reasonable prices. The food was served within a viable time frame considering the number of patrons. Club President Peter McSwain thanked the Wimmera Mallee club and presented a copy of our club's 50th Anniversary book to their President.

To walk down the meal many explored the huge Wheatland's second hand shop. If you can't get what you want in there then it doesn't exist! Customers must have cash as they don't accept cards as we discovered. All the guys were aimlessly wandering around the aisles seeking their misplaced wives. Probably concerned that their week's food and beer budget might get spent.

As the afternoon was passing quickly we all followed someone who knew the way to Vic Ellis's property. I could see Vic's sheds invoked garage envy; even if I only had half of his buildings I'd be happy. He had a variety of vehicles, including four very different Jaguars. He is evidently a productive restorer. Vic has been a collector, restorer and in the motor industry for 53 years. He began working for himself 32 years

ago and claims he is retired, however he is willing to take on full mechanical restorations or old car maintenance as he does for several collectors in the district.

Vic will be going to Farina, a small hamlet off the Birdsville Track, to spend a few weeks to assist with restoration of the 1860s derelict town. The town thrived for many years as it was the end of the railway track, just beyond Maree, where goods were transferred to camels to transport to outlying cattle stations. It consisted of many stone buildings, typical of South Australia. After the railway track was limited to Maree the town died and became a ghost town. In 2009 a group of 4WD enthusiasts decided that they would like to rebuild the historic town. In three months of the year groups of thirty per week spend their time voluntarily rebuilding the old buildings. Aside from a few

stone masons no one gets paid, it's a labour of love. A traditional restored bakery assists with funds selling products to tourist who visit the area and are often surprised that such a service is available in the remote part of the S.A. bush. Check out the web for more details of this mammoth project.

Once again President Peter McSwain thanked Vic for allowing us in his motor car sanctum. At that point most people made their way home.



A single cylinder 1908 Swift deluxe roadster added interest to Vic's collection. It was originally sold to by a Warrnambool agent to a wealthy grazier in the Western District.

It was in the Parker Bros collection prior to restoration. Swift designed the car and it was manufactured by Austin on the condition that every fourth car was called an Austin, hence the similarity to the Austin 7 of the period. Four survivors are running, one each in Warrnambool, Toowoomba and in Melbourne. Capable speed 25-30kph



Essex Tourer was owned by an electrician in Bealiba who drove to his job at a SA power station SA and was not happy with the power provided by the 4 cylinder which eventually expired. A mechanic in 1950 had the solution. He installed a Ford flat-head V8 and gearbox from a bus and changed the front and back axles from a Chevrolet. It has been off the road for 32 years and recently part of deceased estate. Vic was able to acquire the old 'hot rod'. Vic (left) talks about his 1946 1½ litre 4 cyl Jaguar he restored which differs from the 6 cyl models by 8" length from the windscreen forward.



An American 1922 Earl tourer in for repairs. The engine will have to be sleeved due to water due rusting a hole in the cylinder wall. The Earl was an automobile manufactured in Jackson, Michigan by Earl Motors Inc. from 1921-23. The Earl was a continuation of the Briscoe. The Model 40 offered both open and closed models with a four-cylinder engine. Approximately 2,000 vehicles were produced. When the Earl debuted in 1921, the tourer cost just \$1285. The company also claimed that \$100 worth of "extras" such as linoleum floor boards and carpets front and rear were included in the base price.



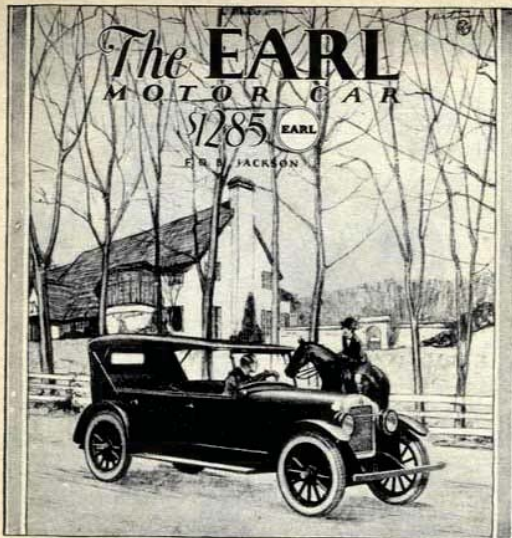
1924 Harley Davidson 1,000cc V twin combination Vic restored

The same period Harley Davidson Pup had a 500cc engine



1949 BSA A7 500cc purchased 35 years ago totally dismantled in 60 litre drums and rebuilt by Vic.

Ariel owned by Barry Schilling of Warracknabeal



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One of Vic's first restorations, a 1928 Model A Ford Tudor sedan



# AUSTIN 25HP TRACTOR

Herbert Austin was an admirer of Henry Ford. He visited America to see for himself how the T Model Ford was mass produced on assembly lines and attempted to replicate the modern method of producing cars for the masses of potential English motorist. After WWI he introduced the 4 cylinder Austin 20hp, just as the T Ford was 20hp, believing this was the answer to the post-war demand for private travel. As popular as the Model T was in America and later even assembled in the UK the one model policy almost ruined the Austin Motor Company. The saving grace was, maybe due to some market research, the expansion of the Austin range in the early 1920s with the medium sized Austin 12/4 and successful baby Austin 7 that obliterated the fad for cycle cars.

Austin developed many commercial vehicles in the veteran and vintage years that few have survived. The Austin tractor based on the 20hp rated at 25hp, was an attempt again to cash into a Ford market, this time on the agricultural front that was dominated by the Fordson tractor. As duty was high on imported tractors in the UK Austin had an opportunity to compete with them, however later duty was dropped and by 1922 the production lines were needed for the new models. A total of 1500 tractors were made in 1920.

In order to provide Austin tractors to farmers on the Continent that had expressed an interest Austin bought a factory in Liancourt, near Paris, France in 1919 to manufacture them. The factory has a capacity to produced 2,000 vehicles a year, although it was unlikely to have achieved that many. The tractor enjoyed popularity in both France and Belgium well into the 1930's.

I was interested to see a rare Austin tractor at the Warracknabeal Agricultural Museum. According to the narration it was made between 1915-17, however it was 1917 that the 25hp tractor prototype was made and production commenced at Longbridge in 1919. It could use petrol or kerosene and had two forward and one reverse gear. It looked comparatively small against other bigger tractors. No doubt suitable for the small patchwork English fields however the larger scale farms in Australia needed bigger more powerful tractors, especially ones derived from the America where farming conditions were more similar. Consequently not many Austin tractors were imported to Australia.

The machines had a draw bar pull, when run on kerosene, of 3,000lbs which is what 6 or 7 horses could produce. Using petrol as much as 4,000lb pull was obtained. To start the motor petrol is used and a small subsidiary tank is fitted for the purpose. The maximum speed was 12mph and at 4mph they gave 12mpg. The 3,600cc engine power output was 25bhp at 900rpm.

Acceleration from 0-2mph took 3.1sec. A 4 ton load could be pulled in top gear on a gradient 1 in 12, it used a Watford magneto and weighed 26cwt.

*The French Austin tractor had a rounded radiator cowl as seen at Braemore House agricultural museum in the UK. A similar example was seen in a collection in Pakenham, Vic.*



At a recent Wedderburn car club rally Neville Mills told members of a Austin ute on a local farm. He took me out to see it. It is an early 1950's Austin A70 Hereford with an aluminium ute body. An A70 enthusiast, Larry Varley, is going to save it. Fortunately he is not scared of hard work! It has been resting for many years in the paddock in front of a dilapidated Victorian farm house



## David's Ramblings

Wedderburn Swap had 45 sites with a wide variety of items for sale. A constant flow of people passed through the gates paying \$2 each. Sites only \$10. I spent several hours there talking to many people. Alan Long from Kilsyth reconditions steering boxes (03 9725 6971) had many books and catalogues for \$2 each. I have accumulated hundreds of car dealership brochures ever since my father and I went to the Earls Court Motor Show in 1958. I added a few to my collection and a book called "A Pictorial Collection of Tractors Through Time" by Australian photographer Adam Lee. Needless-to-say photos are spot-on.

A few motorcycles were for sale. This unrestored 1928 Harley Davidson Pup with a single cylinder 500cc engine was for sale at an eye watering \$15,000! A guy was there signing off on the deal. For open air motoring you could buy a decent MGB for that amount as well as many other classic cars. Metal for the money just doesn't add up in my opinion.



One of our sons has relocated to Los Angeles (USA) and sent me a few photos of cars seen in the street he lives. 1949 Ford Mercury two door sedan and an Improved Model A Ford sedan of 1930, both in top condition.



During the past month I have been compiling the 100th issue of the 'Vintage Austin Magazine'. As I owned a 1928 Austin 12/4 (see photo) I formed the Vintage Austin Register Australia in the early 1970's by creating the quarterly Vintage Austin Magazine. I produced 64 issues then John Blythe was entrusted with the job. Having reached the 100th edition I decided to assist him by compiling the 100th issue by noting the main articles and photos from each of the 100 Vintage Austin Magazines. At one stage 120 copies were sent out to owners of Austins made prior to 1949. I was one of few Austin owners in the 1960's, however numerous 7hps, 12/4s, 16/6s, 20/4s and post-vintage Austins have surfaced and are in hands of very enthusiastic members who meet every two years on Austins Over Australia rallies held in alternating states. The event attracts any number from 150 to 250 Austins of all models. The next is in Barossa Valley hosted by the Austin 7 Club SA, 23rd to 27th September 2019. If you own a pre-1949 Austin and not a member of the Register then John Blythe would love to hear from you Email: [jrb.12@bigpond.com](mailto:jrb.12@bigpond.com)



At the Wedderburn Historic Engine & Machinery Society I am helping to restore Lister diesel JP3 engine of 1947. As there are many parts missing an advert was placed in The Old Machinery Magazine (TOMM). A fellow not far off said he had a marine Lister JP3 the club could have as long as they get it going for displays. Within days Ted Goddard rounded up a few guys and collected it and several spare parts. Now our attention is centred around the more complete engine with the objective of getting it working. It has been taken apart so once again very challenging! We are looking for a water pump for it and many parts for the first JP3. If anyone has spares or information regarding the JP3 please let me know. Email address on page 2. Anyone interested in displaying their engines or old vehicles are welcome to attend the **Wedderburn Engine Rally Saturday & Sunday 8th/9th September 2018**.

Many exhibitors camp over night (40 last year) and a free cooked dinner is available to exhibitors Saturday night provided by the engine club. The rally features not only dozens of engines and old vehicles but sheep shearing (Lister powered clippers), operating threshing machine, pipe band, quilt display, blacksmith, great food (try the spit roast pork rolls), this year the Alvis Car Club will be attending on Saturday, model engineers, engine driven printing press as well as the engine club's own two huge running Ruston Hornsby engines that powered electricity for Wedderburn and Bridgewater flour mill.

On the subject of the engine club local Peter Norman has donated an early 1920's Day-Elder truck that needs total restoration. I would be interested to hear from anyone who has one, or parts or information on the model. Also Geoff Maxwell donated a vintage Gray utility that requires restoration. Fortunately the engine club is building a shed extension for a workshop to enable these projects to proceed. Both vehicles have a long Wedderburn history.



**FOR SALE:** 1950 Humber Super Snipe. good org car tidied up. new upholstery. selling for health reasons, serious enquiry only please, loads of spares, POA. Peter Norman 54943261 Wedderburn

## 1961 Kalorama

Kalorama became an event I had to attend. My father dropped me off at Lansdowne Parade in the city where the vintage cars assembled before driving through the suburbs to Kalorama oval, near Olinda in the Dandenongs.

I was thrilled to get a ride in a 3 litre Bentley driven by Nicholas de Fossard. At the venue I was also a passenger in several events. My lift home to a railway station was in a Model A Ford Tudor sedan.

*1929 4½ Bentley followed by a 1923 3 litre Speed Model Bentley*

*At Lansdowne Parade 1925 3 litre Bentley driven by Nicholas de Fossard in which I had the pleasure of accompanying him to Kalorama.*

*Ian Parfitt's 1921 Isotta-Fraschini Tipo 8 6 litre 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)

*Ian Parfitt swings his huge Isotta-Franschini around the flags in the bending race. It was the only known survivor of 25 brought into the country*

*Bentley ready for the acceleration and braking test*  
*Radio personality of the day Jack Royal looks ready for business with the windshield folded down in his 3 litre Bentley that was re-bodied in the early 1930s*





*R Little's Riley Monaco  
stirs up the dust*

*1926 Bullnose Morris  
saloon entered by A Rogers*

*1929 Cadillac V8 coupe  
owned by Cliff Rees*

*P Robinson's 1912 Rolls  
Royce Silver Ghost 'London  
to Edinburgh' replica*

*1921 Fiat 501 coming  
into the picture*



*Heading a line up for an event  
is A Petterson's Hispano-Suiza*

