

Country Motor

Australia



Issue 3

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

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FJ Holden restored by Ian Lumb

Back copies of Country Motor
are available upon request

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 third edition of Country Motor

Third Issue

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.

Issue three, as with all issues, is a mixed bag of articles. Having attended no rallies since the last issue articles include a few restorations in progress. In time we will hopefully feature the completion of these vehicles.

Often we attend rallies and only see restored cars, although some barn finds make an appearance. There must be hundreds of vehicles in garages unrestored or projects progressing. In future issues I hope to visit more garages as it is surprising how much activity is

going on and is never reported. The outcome of showing work in progress encourages others to proceed with their projects. Also hidden away are numerous cars that many of us didn't know existed.

It would be good if you, the reader, could send in your experiences and restorations to share with us all. A few people have sent in stories, photos and items of interest for this issue. Thanks to Wayne Styles, Ross Ansell, Ian Lumb, Keith Lewis and David Trunfall. If your writing is not brilliant I can edit and refine the story, so don't worry about how sketchy the wording is.

I intend being at the Federation Marong Picnic on Sunday, 26th August. If you are there look out for my silver Alvis so we can have a chat.

Happy Motoring, David

AN AUSTIN 7 50 YEARS ON

It was 1958, I had just had my 13th birthday and out driving with my father in our Melbourne suburb that I glimpsed a small old car parked in a side street and enquired with dad as to what type of vehicle it was. He replied 'It's one of those small matchbox Austin Sevens son'. Many years later I learnt that it belonged to a school friend.

My dad was always interested in motor cars so I guess in a family of only males a bit of it must have rubbed off as by the time I was 16 I had owned a 1939 Hillman and a J series Vauxhall to tinker with until dad found out and were quickly disposed of.

By this time I had realised that two fellows that were at my school had Austin Sevens [one still has the same car to this day] albeit already of legal driving age. On one occasion I enquired with the brother of one of them who was a friend of mine that I would like to learn more about motor cars and he advised that I should buy an Austin 7 as they were of a simple design.

Five years later as a commercial traveller my interest in Austin Sevens as a restoration project hadn't gone away and the constant travelling allowed me to acquire an item here and there but finding a complete car eluded me. As I lacked mechanical acumen [and still do] a complete car was still considered my best option.

During the late 60's Sevens weren't readily available and I constantly missed an advertised Seven due to affordability or I was simply too late. This went on for two years but finally I located a car of interest and rang the other school friend to seek his advice prior to purchasing the car. Upon describing the

proposed car he suggested that I contact a friend of his who had a chummy for sale. On that advice I purchased the November 1929 chummy which was in need of an engine and as it had been used as a trials car the front and rear axles were the incorrect type.

Upon learning that I had purchased the car my school friend placed a 'help me' advertisement in the Austin Seven Club magazine 'Light Shaft' on my behalf which proved very helpful. Within weeks I had been able to source the correct items missing to return the car to it's original specifications.

Within 3 years the car had been dismantled, body removed and my younger brothers had stripped the layers of paint back to bare metal in readiness for the body work to be repaired prior to painting. In the meantime I had the opportunity to dismantle the rolling chassis to prepare it for repainting in my back yard. During the following 18 months the body was painted and reassembled, rewired, trimmed, engine rebuilt and back on the road by 1975.

Whilst all this was going on I realised that I needed a Seven to participate in club events so firstly a 1929 utility was acquired for a brief time prior to purchasing a 1936 coupe, which became my only car as I had left my



Wayne & Jenny Styles along side their 1929 Austin Seven Chummy

corporate job and company car to pursue a venture in our own business.

After the chummy was completed I was disappointed in it's handling and it probably only travelled around 3000 km's in 40 years. I remember asking a friend to diagnose the issues to improve the car and upon alighting from the drivers seat looking very distressed he announced 'the only thing that works in this car is the driver' Subsequent advice from friends have finally sorted issues of concern and now it is a delight to drive.

As I write this article on the eve of a 50 year ownership of the chummy the engine has been removed for a well deserved valve related work over and a lot more use.

None of the aforementioned would have been possible if it wasn't for the help and advice of members of the Austin Seven Club of which I am eternally grateful. Lifelong friendships have resulted as a result of a simple desire to own and restore an Austin seven.

Wayne Styles

Austin 7, In the Beginning

R.J. Wyatt is an authority on Austins, having written a few books on Austin history. 'The Austin Seven, The Motor for the Million 1922-1939' covers considerable ground on the development of the Seven during its production period and racing successes in its engine capacity class.

In summer 1920 Herbert Austin realised that the Austin Motor Company's fortunes would not occur with a one Austin model policy, currently the Austin 20hp. Financial indicators shown the company was rapidly going down hill. A few supplementary models were considered. Initially a 10hp model seemed to be the answer, however the popularity of light cars, especially cyclecars showed there were many potential motorist who wanted a cheap and reliable small car.

He retired to his home 'Lickey Grange' near the Lickey Hills each night in the billiard room to ponder on a small car concept, making sketches of his ideas. Young draughtsman Stanley Edge was recruited from the floor

to join Herbert at 'Lickey Grange' He stayed there for eight months working on the project. Not on the billiard table as legend states but it was probable the full sized sketches and designs were spread over the table for discussion purposes.

Like all car manufacturers the principle designers studied the opposition's models. A Rover flat twin-cylinder, one of the most successful light cars of 1921 was thoroughly scrutinised. Ideas included a three cylinder engine when the horizontal twin idea was abandoned.

In 1921 the Austin Twelve Four, a smaller version of the Austin Twenty Four started production. The equivalent of the modern 'Mini', the Austin Seven design was decided upon early 1922. A boarded up section at Longbridge factory was set aside for construction of three prototypes. These were presented to the Board of Directors who believed the 12/4 was eminently suitable to carry the company.

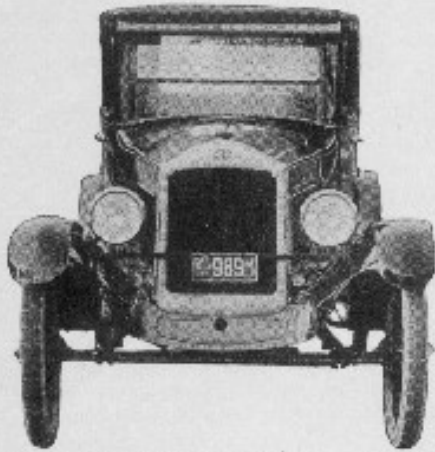
However Herbert was convinced the Seven was the master-stroke and begrudgingly the Board

permitted the 'bath tub on wheels' to be produced.

Herbert was very smart and inexhaustible in his work interest and as a reward to himself he made an agreement with the board to give him a royalty of two guineas on every Seven the company sold.

Strategically or with sheer arrogance he decided to announce the future release of the Austin Seven at the Annual Dinner of the Birmingham Motor Cycle Club in January 1922. He had a profound dislike for motorcycle combinations and remarked to a chief draughtsman they were 'only a step above perambulator makers' At the dinner he tactlessly said his car would 'knock the motor cycle and side car into a cocked hat and far surpass it in comfort and passenger carrying capacity'

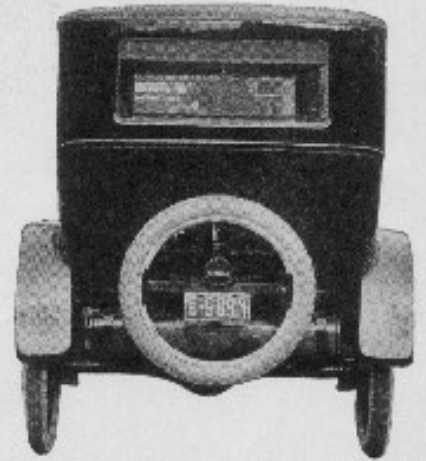
Despite considerable flack from the motoring press and cartoonist it goes without saying due to the outstanding popularity of the Seven Sir Herbert Austin had the last laugh!



Front of the new Gray showing nickelled ports, new lamps and improved lines

The New Grays are Here

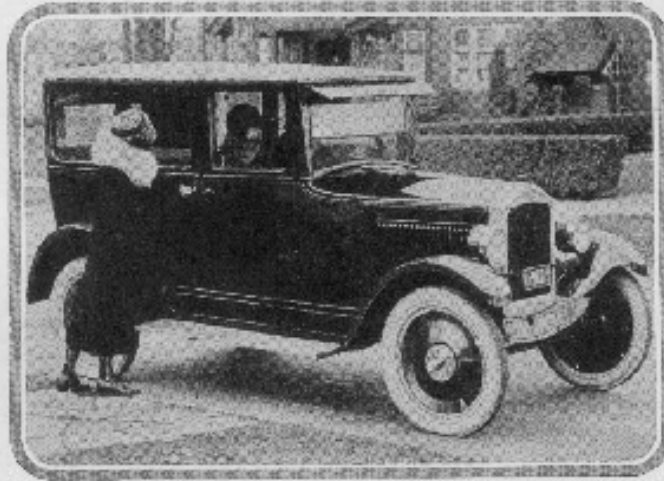
Larger Chassis and New
Bodies Make Attractive
Line for 1924



Rear view of the Gray sedan showing stop light and improved fenders

IN addition to a complete revision of its body design the Gray shows some mechanical changes among which are: an increase in wheelbase of four inches, larger gasoline tank, now to gallons capacity; longer frame; new design of fabric, universal joint and improved brake construction.

The new line consists of: Touring, special touring, coupe and sedan. Included in the equipment are: cord tires, demountable rims, stop and dash lights, transmission lock, gasoline gauge, nickelled radiator and hardware, disc



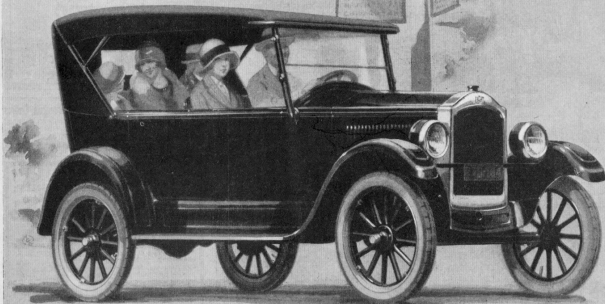
Below: The new Gray four-door sedan which comes equipped with disc wheels

wheels on closed models and the accepted form of license brackets. The body work is exceptionally good and the finish far better than is generally found in cars in the Gray price class.

The engine is much the same as before, being an L-head, 33 1/2 by 4 using a Seve carburetor and Westinghouse electrical equipment. The clutch is a disc, axles are Timkens, the rear being semi-floating, steering by worm and gear and the transmission a standard form of selective type.

35L

The GRAY GROUP for Nineteen Twenty-Four



Touring Car
\$ 630
Sedan
\$ 895

Exceptionally Goodlooking

"What beautiful cars!" This is what you will say when you see the 1924 Gray Group. "Such fine coach work and appointments are indeed unusual in light cars."

People like their appearance instantly and, when they sit in the Gray and drive it—realize the comfort of the body and the ease of driving and note the price—they say, "how can you do it for the money?"

Gray cars are selling fast because they combine distinctive appearance, low upkeep and fuel economy to just the degree that appeals to car-wise buyers.

You, too, will want a Gray car just as soon as you see it.

GRAY MOTOR CORPORATION, Detroit

Prices at Detroit

Touring	\$ 630
Sedan	\$ 895
Coupe	\$ 750
Truck Chassis	\$ 595



MORE FOR THE MONEY THAN THE PRICE SUGGESTS



Gray Makes World's Record!

Official World's Economy Record 33.8 Miles
per Gallon From San Francisco to New
York Made by Stock Gray Touring Car

4,819 miles on 142.55 gallons of gasoline in 17 days' running time, with load equal to five passengers, under sanction and accompanied by an official observer of the American Automobile Association.

This performance stamps this the greatest achievement for economy and conservation of the nation's supply of gasoline ever recorded.

General Specifications

MODEL—Four cylinder, L-head, 3 1/2" bore, 4" stroke, 20-horsepower, 28.5 h.p. at 2000 r.p.m. 100" wheelbase—large bearing. **CLUTCH**—Disc—pressure with loose motor shaft. **ROD**—1 1/2" x 17 1/2". **CRANK**—Cast iron—running in oil. **CRANK PINS**—Steel—running in oil. **TRANSMISSION**—Single gear—three speeds—bevel case—oil bath. **GEAR**—Cast iron—steel shafts. **AXLES**—Cast iron—steel shafts. **STEERING**—Worm and gear—steering shaft—cast iron. **WHEELS**—Cast iron—steel spokes—rubber tires. **FRAMES**—Front steel 1 1/2" x 2 1/2" angle, rear 1 1/2" x 2 1/2" angle. **SPRINGS**—Leaf—steel—steel plates. **SHOCKS**—Cast iron—steel shafts. **THROTTLE**—Cast iron—steel shaft. **FOOTWEAR**—Cast iron—steel shaft. **PRICE**—\$ 490. **WEIGHT**—2,000 lbs.

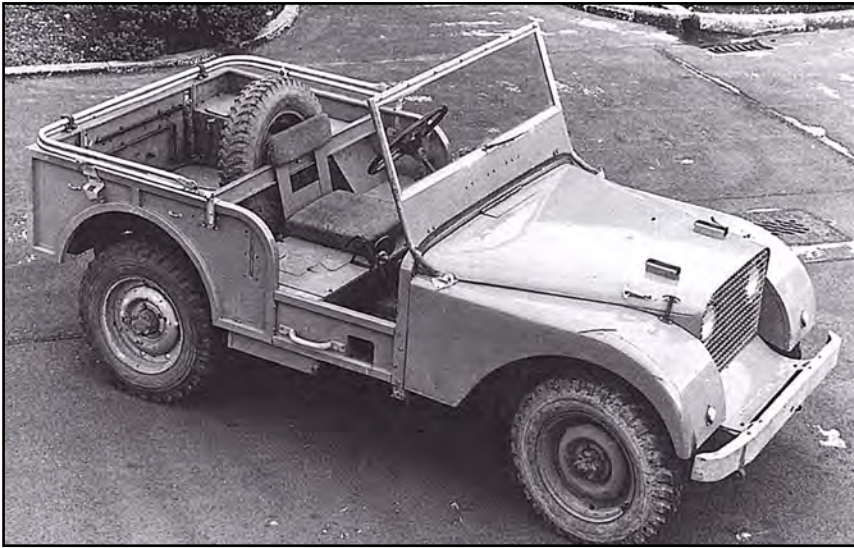
Touring **\$490** Roadster

Gray Motor Corporation, Detroit, Michigan
Canada: Chatham, Ontario



In response to more information on the Gray, Ross Ansell sent in these articles showing the sedan, tourer and achievements of the car.

Origins of the Land Rover



modelled around the American Jeep with the essence of the exercise to improve on the design. Left is the result of their intense work in 1947. Note that it had a central steering wheel that was later dropped, however the useful width of the body enabled a row of three seats. A major feature in the design was an optional power take off (PTO) at the back of the vehicle on the rear bumper. The overall dimensions of the chassis was virtually the same as the Jeep except the engine was a 1,595cc 55bhp compared to the Jeep with a side valve 2,199cc 60bhp. A four speed gearbox was used instead of the Jeep's three speed.

Money was tight at Rover and limited time for development contributed to the decision to use an existing Rover four cylinder overhead inlet and side exhaust valve engine that was chosen to fit in the ladder-style frame. Also the gearbox was from the Rover P3 saloon with a newly devised transfer gear-

The origins of the Land Rover is well detailed in the "Land Rover Series One to Freelander" by Graham Robson. This excellent book covers the development and amazing success of the English brand. Needless to say Rover was a manufacturer of cars starting very early in the piece from 1904. With its ups and down it survived the depression and after World War II it had to stake out their future without government orders for aircraft engines and military vehicles.

The hero of the story was chief engineer at Rover Maurice Wilks who had a farm property on a Welsh Island. He was a hands-on part time farmer and came to the conclusion that a multi-purpose vehicle would be handy to undertake duties on the land. The world had been proliferated with the workhorse of the US army, the basic but rugged Jeep. As many were now offered to the public he purchased one and discovered it was just what was needed. His brother Spencer, a director at Rover, visited him at the farm and sampled the amazingly versatile machine. A meeting of minds concluded that this could be the sort of vehicle that could be produced by Rover using aluminium in place of steel, which was rationed and the Government only favoured export industries such as car manufacturers. The vehicle was originally conceived for the home market. Filled with enthusiasm Maurice returned to Rover at Solihull (UK) and summoned his design team to undertake the development of the Jeep four wheel drive concept naming it the Land Rover. Without any hesitation a prototype was

box, back and modified front axles. The fuel tank, like some vintage cars, was positioned under the driver's seat.

Several prototypes were tested in 1947 and 48 pre-production Land Rovers were completed for further evaluation after the Rover's Board approved it. The new Land Rover appeared in April 1948 and production was limited to 1,000 vehicles due to restrictions of steel supplies. However the export potential was presented to the Government who lifted the limit and 8,000 new Land Rovers were produced from September 1948 to August 1949.

The Land Rover was sold for £450, being a commercial vehicle purchase tax was not applicable. Many essentials for comfortable motoring were extras, such as doors, side screens and hood, passenger seats and spare wheel. However these became standard but with a price increase to £540, that was not cheap compared to less expensive passenger cars.

In the next ten years 1948-58 the Land Rover grew in popularity all over the world, especially in Commonwealth Nations where it was used for a variety of off-road tasks. It is of interest that Salmons-Tickford built



**A
British
Challenge
to the
Jeep.**



a station wagon body for the Land Rover chassis in 1948. Despite it having all the same qualities as the open model it never sold well due to the price, with only 641 made it was withdrawn in 1951. As an alternative metal tops were available as an option to enable an enclosed cabin. 100,000 Land Rover rolled off the assembly line in 1954. By 2001 more than 3,000,000 Land Rovers of all types had been built.

**'Motor Manual' August 1948
VOL. 3 No. 29**



The LAND ROVER will be introduced to Australia next month, according to the Rover agents who will have it on view at the Melbourne showrooms. This new 4 wheel drive go-anywhere utility will have the new Rover 1,600 c.c. combined overhead and side valve motor, and will be useful on the farm as a tractor, hauler and portable power unit. It will be fully described in a later issue of this magazine.

Restoration WIP of an Early Land Rover

Early Land Rovers have been sought after by Land Rover enthusiasts for many years, unrestored examples still turn up
 Keith Lewis of Wedderburn describes his interest in the model and work in progress on his Series 1 project



My interest in Landys goes back to when I first drove one in North Wales as a kid in the 1960s. I bought the Land Rover 1953 Series 1 -80 inch wheelbase locally in 2014 just before I went to New Zealand and it was delivered when I got back. Almost no rust as it had been under cover for most of its life.

A few months later I found out the motor was not the original but a later 1957 spread-bore Landy engine. After putting the word out I was told by a chap, he new someone who had another old Land rover in St. Arnaud. I was being given the run around by this chap who new where it was but "he would find out a bit more about it". After about 3 months I told a trusted friend about this and within a week he had the name and the owner and I did the deal. I had the 2nd 1953 Series 1-80 inch in the garage. It seems the first chap was trying to make a bit of a deal himself.

The 2nd Series 1 had the correct engine but seized and also all the correct brake parts, buying it saved me a lot of cash in the long run.

I stripped the first car down to the bare chassis. The 2nd car was to be used as a donor car as it had been outside in the weather for many years. The chassis needed very little repair as did the bulkhead which was done in Bendigo and I got it all back primed and then sent to Nippa (John Sweatman) in Charlton for a coat of paint.

Most parts can be sourced in Victoria but you are given the run around by a few people in the business with various excuses and I have found it is



quicker and cheaper sometimes to deal with parts dealers in the UK.

So far new brakes, brake lines, brake drums, slave and master cylinder have been done by Bendigo Specialist Brakes. New windscreen, all electric items refurbished, gauges redone, new wiring loom, steering box rebuilt, all new and rebuilt steering joints, rebuilt axles and differentials, rebuilt gearbox and all body panels water blasted ready to paint.

New hood and seats were sourced out of the UK. You just tell them the year, model and chassis number and they send the correct parts. The engine was stuffed and is in Bendigo being rebuilt by Neville Crowe with parts supplied by Cox and Turner engineering in the UK. It should be ready by September.

The colour is classic Land Rover dark green and I am a member of the Land Rover Series 1 Club. So far doing most of the rebuild on my own with occasional

help from a good mate in Bendigo, Ian Cox, who has been invaluable with his knowledge and skill with these vehicles. Having to watch the cost it's taking longer than I thought, but I think it should be finished either late this year or early 2019. If anyone would like to see this WIP you can contact me on 0427943048.



above: The Land Rover when delivered. Note the cat has already made itself at home on the seat. Above, left and below: WIP on the reconditioned chassis and bulkhead. Right: aluminium panels soda blasted, primed and ready to paint. Below: the rebuilt four speed gearbox



Further Notes on the Series 1 Land Rover

When I was young I lived in Dorset, England. Every year our family went to the Verwood Carnival. Amongst the usual fairground attractions were old cars and commercial vehicles. The Land Rover Club supported the carnival. They held many events to entertain the public. Bending races and soccer match with a huge ball, with three Land Rovers each side. Also a half dozen Land Rovers would engage four wheel drive and try to pull a traction-engine backwards. The traction-engine invariably won leaving the Land Rovers spewing clods of mud from their wheels! At the time programs on English TV included documentaries about adventures in South Africa or foreign undeveloped countries being explored in long wheelbase Land Rovers by broadcaster and naturalist David Attenborough.

In Australia in the 1960s, even though Land Rovers were established as suitable bush transport, four-wheel drives were not a common sight. The drivers of such vehicles, like old car owners would when passing on the highway wave to each other. Toyota and Nissan were starting to find a market here and in time as we know four-wheel drive vehicles and SUVs have virtually taken over the new car sales market.

Looking through a recent motor magazine early Land Rovers have become collectors pieces. Restored examples are so perfect it would be a shame to get them dirty, quite contrary to the maker's intentions! Series 1 models are fetching £30,000+, sounds like an excellent investment. Hardly surprising many have been 'repatriated' from Australia to the UK. Little less valuable are Series II introduced in 1958 and the improved version Series III from 1971 which you may be lucky to buy a restored one for under £15,000. However the big money



is now chasing original well used examples. So take that Holden motor out of your Land Rover and put its original motor back in it if you want to sell it!

The illustration of the station wagon version was taken from 'Australian Monthly Motor Manual' May 1950. The article lists all the commercial vehicles at the Motor Show at the Melbourne Exhibition Buildings. The notation was 'Regent Motors Pty Ltd on stand No.13 augmented their display of the new Rover 75 with two versions of the versatile little Land Rover, price £798. These were the Land Rover in its normal form as a light, go-anywhere Jeep-type vehicle and in the form of a seven seater station wagon. The latter, a new addition to the range, is a most interesting vehicle and will be fully featured in a future issue of Motor Manual' Apparently an example of the wagon is owned by a Land Rover enthusiast in Bendigo.



An immaculate 1949 Salmon-Tickford Land Rover wagon was recently sold at auction by Bonhams in the UK for an astonishing £41,400. More information on early Land Rovers can be found in an excellent UK magazine 'Classic Land Rovers'

Ian Lumb, a Serial Restorer

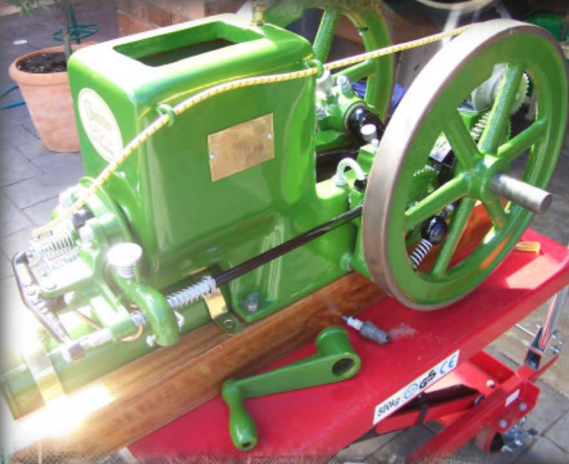
I have known Ian for many years and we always seem to bump into each other at rallies or swap meetings. Ian is a quiet achiever and has restored several cars and engines. He rebuilt a few vintage Chevrolets and this magnificent 61,000 mile Holden some years ago. He is now well into his second FJ restoration.



To gain some knowledge of the FJ you need not look any further than Don Loffler's book 'The FJ Holden' (New Revised Edition)

In 1953, although there was considerable interest in the FJ it was not advertised as extensively as the FX, as it was, in GMH's opinion just a face lift. Many external features were added, especially to the new 'Special' model. Mechanical improvements included quieter, long life pistons, torsional type piston compression rings, larger diameter radiator fan and flexible radiator mounting. The car was designed in the 1940's and already its style was obsolete compared to many cars of the period. This seemed to be trait with both Ford and Holden. By the time they released new models they were already behind overseas styling trends. However Australians believed in the car and its capabilities for Australian conditions, 169,969 were made.





Ian's Restorations: 1928 Chevrolet tourer and sports roadster. Other cars he owned —1948 MGY and German 1958 Lloyd Alexandra 600cc, these never got restored. Stationary engines (had 8) all restored, (shown above) Ronaldson & Tippett 3hp vertical 1940s, Champion 2hp horizontal 1920s, Cooper horizontal 1930s, Bamford 3hp horizontal 1927, International 3hp horizontal 1940, 2hp Sundial 1940s also a 4hp Sundial 1940s and Sunshine 3hp 1922.

Holden FJ Rescued & Being Restored

Ian Lumb tells how he acquired another FJ Holden to restore

'I was at a club meeting night and a member came to me and asked if I was still looking for a FJ Holden? I said yes. He told me about an FJ that had been sitting in a tin shed for 30 years at a Broadmeadows house behind the shopping centre. He said the couple were going to a retirement home and everything must go. The owner had a fixed price of \$3,500 on it'

'When I had a look at the car it was buried in junk. Even though there was ½ inch of dust on it I climbed over the top and it looked okay and was all there. I bought the car and picked it up the following week. The garage was empty and car was out the front ready to be rescued. Home it went'

Ian, as seen in the photos below, has commenced a total restoration of the FJ sedan. The FJ will be painted in its original



At home after a clean up the Holden appeared very original and complete for a car that was over sixty years old

colours Swanpool Green over Glen Green in two pack. Mechanical parts are still available from Rare Spares and Auto Surplus. Body panels can be acquired from Classic Panels (PJ). Panels that are not available he makes himself. Swap Meetings are also good for parts.



Work in Progress on the FJ Holden Ian is a very capable and experienced restorer. Having restored an FJ some years ago he knew what to look for and what to do. The above shows the extent of rust which was cut out and repaired. The front end has been repaired and refurbished with new paint. Axle below rebuilt and differential fitted with all new Timken bearings. He made a jig to hold and set preloads on the bearing assembly. The entire body structure repaired and etch primed. The dash as it was and the freshly coated steering wheel. Nicely pleated rear seat ready to be fitted, front seat is currently being attended to.

Other work achieved but not illustrated here includes - steering box has all new bushes and bearings, zinc plated gear leavers and painted column, steering wheel has all cracks repaired and painted. Dash restored and speedometer wound back to 000000 as it was broken, consequently he mileage the FJ has travelled is unknown. Springs and brake drums painted, all nuts plated ready for assembly. Doors were media blasted and etch primed and painted internally. Sills to be replaced and pillar was repaired. This is Ian's only classic and he still has three engines to display at engine rallies.



Vintage Trailers

Frequently when fossicking in yards I find many vintage chassis converted into farm trailers. It seems like it's the last step of a vintage vehicle's existence as it becomes less and less useful. The final step is when axles are removed and used for the 6x4 trailer. When I was a younger and vintage bits were commonly seen my father had acquired a trailer with a welded up vintage Chrysler front axle. Below are chassis-trailers seen in the last few years.



A Vulcan truck chassis provides a basis for a cubby house in Wedderburn. The chassis has been cut, both axles are complete but has extra welded pieces on it. A truck chassis seen in St Arnaud, once again on solid tyres. A rather butchered late vintage Austin 12/4 chassis (front wheel brakes make it 1925 or later) has a front axle that pivots in the centre. All pitted with rust beyond further use. A Chandler chassis cut and welded to shorten was seen recently outside a junk yard in Rochester. The huge wire wheels and absence of front brakes make it early vintage or older. It has no doubt been in the yard that is gradually being cleared, for many decades. The American Chandler was made from 1913 to 1929. Finally a mid-1920's Buick chassis seen in a St Arnaud yard. Note the up side down rear spring used on Buick cars at that time.



Rochester Junk Yard

When I visited the yard over a year ago it was evident the yard was gradually being cleaned out of the remains of rusty cars and farm implements. On that visit the scrap dealer was shifting a truck load of scrap.

Mounted on the truck was the remains of a rare sedan. Looking at the general shape it is evidently American inspired with the wrapped around back window and grill. At first I thought it was a Russian car called a Mosvitch that was a similar size and design. As it was mounted high on the truck I couldn't read the dirty name scroll.

When I got home I checked a few reference books looking for Russian cars. I had seen a picture of the car in "The Dumpy Book of Motors and Road Transport" a pocket sized book I bought when I was a teenager. It has hundreds of photos of cars of the mid-fifties. No Russian cars in there. While flicking through I saw the picture I was seeking. It was in fact the first Toyota Crown launched in 1955. I crossed reference the information with another book "The Complete

History of the Japanese Car 1907 to the Present" compiled by Marco Ruiz (NY) It was the first Toyota to be exported to USA. In 1958 a Crown unexpectedly came third in the Round Australian Rally.

Bearing in mind that Toyota car production totalled only 12,000 in 1956 an example of that period is a rarity. Sadly this survivor was consigned to the scrap bin. You don't need to be a forensic expert to work out that it had been languishing in a junk yard for many years. The chassis and below the doors was rusty and the body featured many scrapes and dents. (If you enlarge the page you see the owner of the truck and possibly the yard)



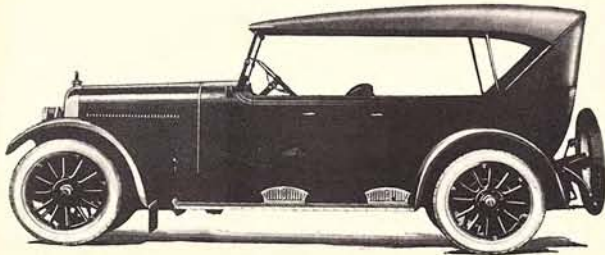
A later visit to Rochester I saw a chassis of the early vintage period outside a junk yard. It had been converted into a four wheeled trailer. Shortened by cutting the chassis and placing the chassis rail on top of the front section (as seen in the photo) The large spoke wheels looked very intriguing and on closer inspection of the rear hub it was seen to be an American Chandler. Not a common model. Below is a photo off the 'net of the model that the chassis may have originally been.



The Chandler Motor Car Company Cleveland, Ohio

Two-Passenger Roadster
Four-Passenger Roadster
Four - Passenger Royal Dispatch
Five-Passenger Touring
Seven-Passenger Touring
Five-Passenger Chummy Sedan
Five-Passenger Chummy Sedan Special
Five-Passenger Four-Door Sedan
Five-Passenger Four-Door Sedan Special
Five-Passenger Metropolitan Sedan
Seven-Passenger Sedan
Seven-Passenger Limousine

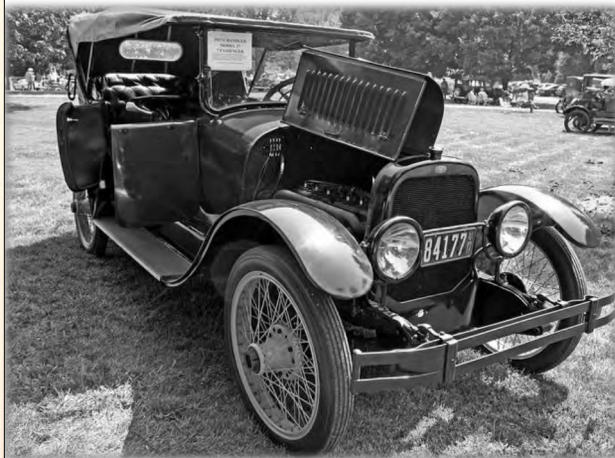
Prices Upon Application



Chandler Touring

COLOR	Dark blue	RADIATOR	Cellular
SEATING CAPACITY	Seven	COOLING	Water pump
WHEELBASE	123 inches	IGNITION	Storage battery
WHEELS	Wood	STARTING SYSTEM	Two unit
TIRES	32 x 4 inches, cord, non-skid	VOLTAGE	Six to eight
BRAKES	Service, contracting on rear wheels	WIRING SYSTEM	Single
ENGINE	Six cylinder, vertical, cast en bloc 3 1/2 x 5 inches; head removable; valves in side; horsepower 29.4, N.A.C.C. rating	GASOLINE SYSTEM	Vacuum
		CLUTCH	Dry disc
LUBRICATION	Pressure feed	TRANSMISSION	Constant mesh
		GEAR CHANGES	Three forward, one reverse
CRANKSHAFT	Four bearing	DRIVE	Spiral bevel
		REAR SPRINGS	Semi-elliptic
		REAR AXLE	Three-quarters floating
		STEERING GEAR	Worm and gear

Price includes tools, jack, speedometer, ammeter, motometer, electric horn, transmission theft lock, windshield cleaner, demountable rims, spare tire carrier, cowl ventilator and headlight dimmer. Closed cars have dome light and sun visor.



The Chandler Motor Car Co came from Cleveland, Ohio. They made cars from 1913-1929. 1920 they achieved their highest production of 20,000 cars. The mechanical layout was similar to other cars of the period. However

a constant mesh gear change was introduced in 1924, called the Traffic Transmission. Also all round lubrication was enabled by the pull of a lever. The Chandler made their own six cylinder engine joined by two eight cylinder engines in 1929 when the Chandler name ceased to exist is the brand was absorbed by Hupmobile. Only a prototype was made in 1930. The higher priced Chandler was supplemented by a cheaper model range called the Cleveland made from 1919 to 1925.

Woods Dual-Power



The Car of Unfailing Power

Here at last is the *reliable* car—the car that always operates at maximum efficiency.

An electric that charges its own battery while the car is running.

A gasoline car of unfailing power.

You can run on gasoline power alone, you can run on electric power alone, you can use both together.

Controlling the flexible dual-power with a single-foot pedal:

As a town car the Dual-Power is supreme in convenience and luxury—supreme in economy. No charging station expense—gasoline consumption reduced to the minimum.

For country use it is the car of greatest utility. The unlimited electric horse power stored in the battery takes it up the steepest hills and over the roughest roads.

Have a demonstration of this ultimate car, which solves the motorist's problems. It meets any test you can make. Phone, call or write to

Moock Motor Sales Co.

Colorado Distributor

Phone Champa 105. 221 16th St.
Metropolitan Bldg., Denver, Colo.

WOODS MOTOR VEHICLE COMPANY, CHICAGO



Item forwarded by John Blythe

Hybrid?

New Term for an Old Idea

There is a much fanfare about the great features of hybrid cars both on the road and race track; it is of interest that the idea is not a new innovation as seen by below. Woods Motor Vehicle Co. marketed such a vehicle in America in 1917.



1917 WOODS(i) Dual Power 12hp coupé. Henry Ford Museum, Dearborn, Mich.

Woods Motor Vehicle Co. Chicago, Ill. (1899-1919)

The Woods Electric was one of the longest-lived American electric makes, although its sales never reached those of electric cars of Detroit, Baker or Milburn. The usual range of town cars was made, including a hansom cab, powered by a single 3hp motor mounted on the rear axle. In 1903 a four seater tonneau was made complete with bonnet which made it look like a petrol engine car.

Woods Electrics were expensive, with prices up to \$4,500. The most interesting Woods was the **Dual Power** of 1917 onwards. This had a 12hp 4 cylinder Continental petrol engine as an auxiliary to the electric motor. Maximum speed was 20mph with the electric motor alone, or 35mph with both engines. *From 'The Complete Encyclopaedia of Motor Cars 1885-1988' by the late G.N.Georgano*



1962 Kalorama is featured in later pages.

I asked Riley enthusiast David Trunfall if he knew who owned this Riley at that time, below is his response.

This would be probably the first Kalorama the Riley Motor Club entered as a club, as it is mentioned in the club's newsletter. The sporting car is easy as it is the 1935 Riley Imp of Ron Brownrigg. Ron is 85 and is no longer a member, but he still owns the Imp. I think the car behind him is a 1935 Riley Kestrel owned at the time by Don and June Jackson. If it is that car, it is still in excellent condition and lives not that far from Kalorama.

The Rileys in the background are Riley Falcons. The one on the left is a 1937 Briggs steel bodied Falcon, (Rileys had a contract with Briggs to supply bodies for this model) while the one on the right is an aluminium 1936 model Falcon. The body of this car was built by a Riley subsidiary, Midland Motor Body Co. run by Stanley Riley.

David's Ramblings

I have been collecting car magazines since 1958 when my neighbour gave me a half a dozen issues of the English "Motor Sport". He bought them for the old car content. I had to pull out all the good articles and trash the rest to reduce the weight of my case of boy's toys when our family immigrated to Australia in 1960. In the case were books and about fifty Dinky and Corgi models which had already made it heavy. In the mid-1960s an associate gave me two piles of "Autocar" and "The Motor" of the 1950's which I still have and over the years I have collected hundreds more magazines I have purchased. These include magazines dealing with old cars - "Veteran & Vintage", "Old Motor" and more recent years "The Automobile", one of the best old car magazines available. I occasionally send in photos of wrecks or unrestored cars for the "Finds and Discoveries" column prepared by Michael Worthington-Williams. We often correspond by Email and exchange information. Now an octogenarian Michael was very pleased to be made an MBE in the Queen's Birthday Honours List "for services to Automotive History". Congratulations to Michael.

Australian author of some very good books on Australian cars is Norm Darwin. He has produced an excellent hard cover book entitled "Early Australian Automotive Design, the first 50 years" full of information, photos and diagrams nicely presented for any enthusiast interested Australian automotive history. It has to be one of his best works and on par with any publication from overseas.

While on a working bee at the local engine club a visitor, Alan Weatherhead, called in on his way to Broken Hill for the Model T Ford Rally Monday 25th June to Monday 9th July. The run was the Cameron Corner Outback Adventure. The Model T Owners Club of Queensland organised the run to Cameron Corner and invited all other Model T Clubs to participate. They planned to all meet up at Tiboo-burra & then proceed to Cameron Corner, a distance of 170km, on 3rd July, where they camped the night, returning to Tiboo-burra 4th July. Alan's Model T was restored as it was found, converted into a utility.



Trevor Bailey (centre), the engine club's President talking to Alan Weatherhead and co-driver



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)

If you have an interest in old engines as well as old vehicles do come along to the Wedderburn Engine Rally. It's a great weekend for anyone wanting to camp at the event, a free hot dinner is provided to all guests. That's country hospitality!



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A great day out for the whole Family. Old engines, vehicles, Farm machinery and many items of yesteryear on display.



Cars & Tractors

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28th Annual
Wedderburn Vintage Machinery
Twilight Rally

Engine Park Racecourse Rd.
8th & 9th Sept. 2018
Open from 9 am to 10pm **Saturday**
and 9 am to 3 pm **Sunday**.

Supported by TASC0 petroleum



Free on site camping for exhibitors

Trade and craft stalls welcome.

Food and refreshments available

2018 Features
Ruston Hornsby Centenary
32 Volt Lighting Plants
&
A quilting display in the old
school building



Oil Engines

The Ruston-Hornsby Centenary will be acknowledged by the running of two mid-1930s engines that have only recently turned over for the first time in decades. One was used to power the town of Wedderburn and the other an emergency power source at the Bridgewater Flour Mill. I will give more details of these machines in the next issue.

The club drags out all its old machinery. The threshing machine is operated by a PTO from an old tractor. Usually a gentlemen brings along a printing press power by an old engine. The sheep shearing shed has a Lister powering the cutters during the sheep shearing demonstrations. A blacksmith makes some tools. Dozens of exhibitors have their engines going driving all sorts of appliances. It's a amazing what a variety of engines that were made before we relied on electricity to power everything. A tractor trek will also be arranged. A great weekend for all the family and budding backyard engineers.

As previously stated I am working on a Lister JP3 marine diesel engine (mid-1940s) at the engine park. We are keen to talk to anyone who has a similar engine as our engine was partly in pieces and it would be great to know where everything goes and what is missing. Particularly like to meet someone who knows how to set up the fuel injectors.

1962 Kalorama

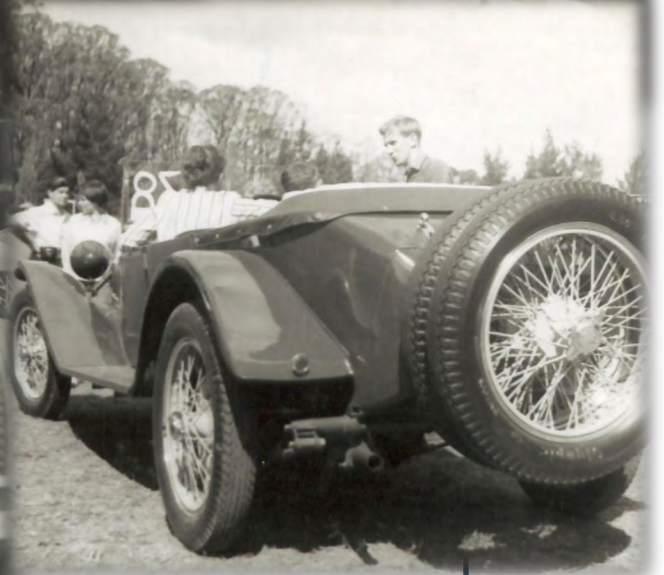
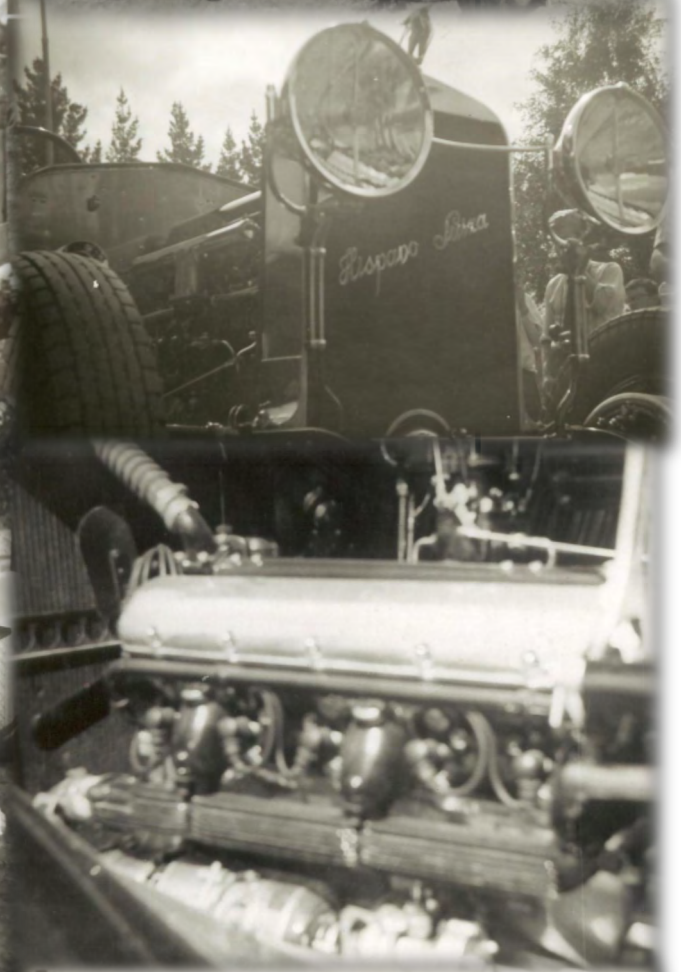
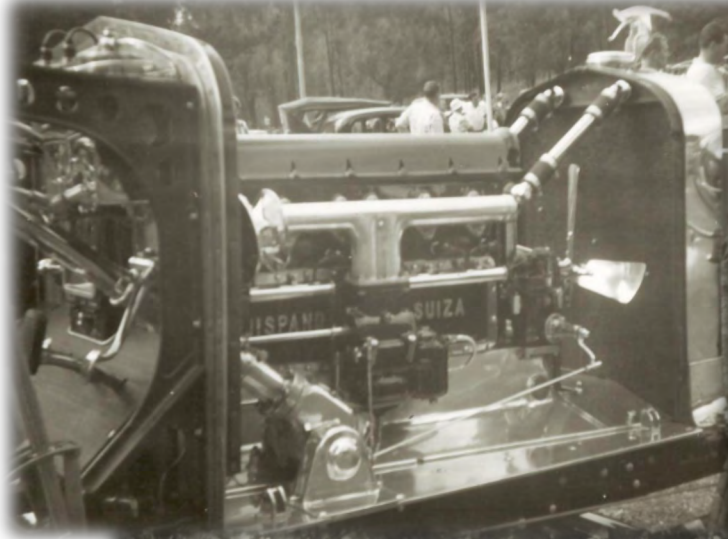


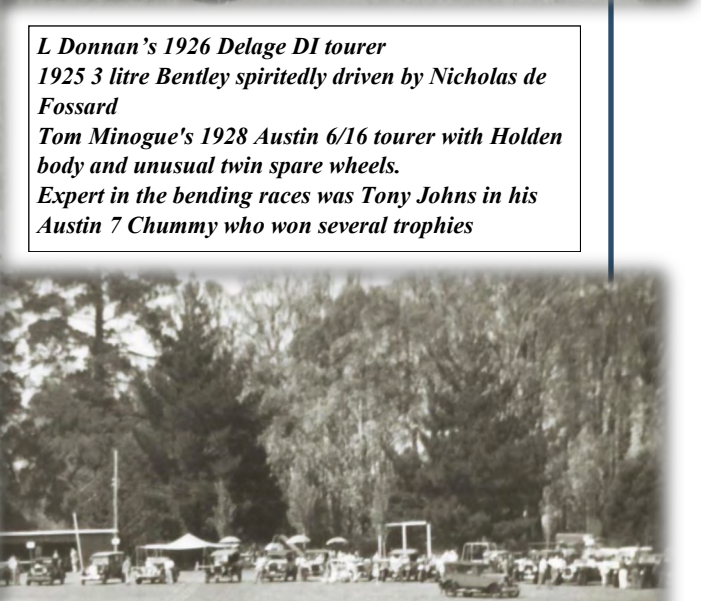
In March 1962 my father dropped me off at the start in Lansdowne Parade and once again I sought a ride to Kalorama. Neil Cuthbert was kind enough to allow me to ride in the rear seat of his splendid MG. It was the windy seat, but I loved it as the car powered through the Dandenongs hills with great views in the climb to the Kalorama oval.

*Neil Cuthbert's 1929 Mark 4 14/40 MG
Freshly restored Dodge 4 tourer owned by
Graeme Simpson, treasurer of the VDC. In the 1960s many cars
were unrestored or only required some tidying up as they were
still in useable condition. A characterful rear view of a Sunbeam
14hp coupe. Robert McInnis's very original 1926 Packard 6
cylinder that had been in his family for many years.
1922 Stanley Steamer entered by John Ricketts
1933 Phantom II Rolls Royce owned by David Jones*



*1922 Hispano Suiza 6.6 litre tourer owned by John Hewison
Superbly restored 1922 Hispano Suiza chassis
later re-bodied by James Flood Pty Ltd by staff who built the
original body in the 1920s
SS Jaguar see in the spectator's car park
V12 engine of L West's Phantom III Rolls Royce
1935 9hp Riley Imp queuing for an event
1926 Lancia Lambda 8th series tourer entered by I Magan*





*L Donnan's 1926 Delage DI tourer
 1925 3 litre Bentley spiritedly driven by Nicholas de Fossard
 Tom Minogue's 1928 Austin 6/16 tourer with Holden body and unusual twin spare wheels.
 Expert in the bending races was Tony Johns in his Austin 7 Chummy who won several trophies*

*Fabric bodied 1928 Lancia Lambda saloon entered by M Fabricant
 A rare and unique 1928 Alvis front wheel drive owned by L Lee
 When looking at these old photos notice how much younger vintage car enthusiasts were in those days!*

