



Country Motor



Australia



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

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Product of Riley Ltd, Coventry

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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Country Motor Australia

Issue 4

Contents

Australian Coach-built Rileys	3
Echuca District Trek	14
Tractor Trek Moora to Rushworth	15
1960 Golden Fleece Car Rally	16

Editor's Entries

Welcome to the fourth edition of Country Motor

Fourth Issue

One of the aims of Country Motor is to provide an opportunity and encourage anyone to send in written and photographic items on pre-1960 motors. Many enthusiasts will never send items to main stream publications, however I hope readers will want to share their stories in Country Motor.

David Trunfull responded to my request for material for Country Motor by sending me a Power Point presentation he made at the Riley Motor Club on Australian Coach-built Rileys. After having difficulty transferring the extensive article into my computer's format he sent it as a Word document. It took quite a few hours transferring all the text and photos into the magazine's format reducing 42 pages down to 11 pages. I believe the exercise was thoroughly worthwhile and I thank David for sending the in the very informative article.

At the foot of page 12 illustrates an unrestored Riley saloon that's states



the car was restored 15 years ago. David believes the 1932 Riley saloon was restored by his good friend the late Ken Hodge, a long time President of the Riley Motor Club. The body is may have been built by Ruskins who were previously Melbourne Motor Body until 1930. Like so many vintage and post-vintage cars the maker's plate was missing. It is currently owned and rallied on VSCC runs by Peter Fleming. (Photo: taken by David Trunfull in 2017)

Neil Athorn has a passion for tractors and enjoys participating in tractor treks. His article on two recent runs shows there is plenty of variety in the type of vehicles we can experience for the joy motoring.

Finally a few photos of a miserable wet 1960 veteran car rally I saw off from Melbourne.

The magazine is basically the 'Riley' issue. Next issue will include more restorations WIP and rally reports as well as many comments readers have made particularly about the rallies I attended in the 1960s. The photos have evidently stirred a lot of memories.

*Happy Motoring,
David*

Australian Coach-built Rileys

By David Trunfull



1929 Melbourne Motor Show

The Riley in the middle has a Martin King body

(page 147 'The Second James Flood Book of Early Motoring')

The origin of this article was my decision over winter last year to scan every photo of Rileys with Australian bodies that I have taken or have been given in the last forty-four years. With the help of many others in the Riley Clubs of Australia it has become a photographic record of some of the existing and extinct Rileys with Australian coach-work. There are likely to be many more to be discovered or re-discovered.

The majority of cars, including Rileys, delivered to Australia in the inter-war years were delivered in chassis form and were bodied by various local coach-builders. World War 1 had demonstrated Australia's deficiency in manufacturing, so the Australian Federal Government in 1917, imposed a punitive tariff on fully built cars in order to encourage the establishment of a viable motor industry. The Rileys were generally in the style of the English bodied cars, but some were quite different, some were one-offs and others were made in small batches. Although some were fabric bodied and some were aluminium, the majority were steel bodied.

Some of the coach-builders were quite large and were well equipped with large presses etc. and they did in fact contribute to Australia's efforts in WW1, whereas others were quite small. Some of the bodies built were probably shared with other makes of cars, especially the tourers, and two-seaters.

My research has discovered that some of these cars were marketed and sold with the following Riley model names, Alpine, Gamecock, and Monaco.

I once had the opinion that only Coventry bodied Rileys could be correctly called by these names. However, my opinion has now changed, because of the marketing by local authorised Riley Distributors and evidence I have seen that the Riley factory ascribed model names to some of the chassis exported. Riley sold the cars in an unfinished form and as they had a representative in Australia at this time, I believe that they certainly would be aware of the practice of the local distributors.

We do not know who built the bodies on some of the existing cars, but the following coach-builders are known to have built bodies on Rileys: Downing Bros. (Qld), Smith and Waddington (NSW), Diskon & Molyneux (NSW), Martin and King (Vic), James Flood (Vic), Elite Motor Body Works (Vic), Corporate Motor Body Works (Vic), Damyon Bros. (Vic), Domain Body Works (Vic), United

Motor Body (Vic), Melbourne Motor Body Works (Vic), Regal Motor Body Works (Vic), Ruskin Motor Body Works (Vic), T.J. Richards (SA), Spencer's Body Works (SA) and Bolton's (WA). There are likely to be others, but this list only includes coach-builders of existing cars, plus a couple who have been mentioned in publications.

Following is a summary of some of the known coach-builders, with photographs of existing cars -

Smith & Waddington Sydney 1922-1930

Frank Waddington, a cinema owner partnered with Arthur Smith and Charles Fairs to establish this company in 1922. Smith and Fairs were experienced coachbuilders and the new firm specialised in bodies for imported cars. By 1923 they were bodying 85 percent of the Rolls-Royce chassis delivered to Australia and were even exporting bodies to Asian countries. In 1924 Smith & Waddington added motor bus bodies to their activities however, competition from other companies and the Depression forced them into liquidation in July 1930. Frank Waddington provided extra capital and his son Russell re-opened the business as Waddington Body Company, Ltd. in 1931. This company was taken over by the Federal Government during WW 2 and renamed Commonwealth Engineering. (Sources: 'Comeng, A History of Commonwealth Engineering' by Frank Dunn.)



*The only vintage Riley with a Smith & Waddington body that is known to still exist. This car is now being rebodied in aluminium in the same style in Queensland
Photo: Torque Tube Qld*



Photo: Torque Tube, Qld

**Diskin & Molyneux
Sydney 1932-1941**

After Smith & Waddington went into liquidation, William Diskon who had worked there, with his friend Robert Molyneux, then formed their own motor body building firm Diskon & Molyneux at 2 Broad Street, Bexley. They assembled CKD Packards and also built bodies on other makes such as Triumphs and Rileys, which Bob Molyneux must have quite liked as he kept one into the 1950s. They made very stylish cars, and exhibited a Sunbeam at the 1933 Royal Sydney Agricultural Show. They also re-bodied a Speed 6 Bentley for Robert Casey, who was later to become our Governor General. This fabulous car still exists and I photographed it in Fremantle in 1979.

Two Rileys with a body work by Diskon and Molyneux still exist, one in Australia, and the other in the U.K.

(Source: *Classic and Old Car Enthusiast Magazine Sept-Oct 1987*)



Riley 9 Saloon Photo: DPT McLarenvale 1983



This is the rear of the Diskon and Molyneux of Sydney Riley



(Photo *Classic and Old Car Enthusiast Magazine Sept-Oct 1987*)



Riley 12/4 Saloon

(Photo: *Classic and Old Car Enthusiast Magazine Sept-Oct 1987*)



(Photo: *Classic and Old Car Enthusiast Magazine Sept-Oct 1987*)

Martin & King Melbourne

This company founded in 1888 by J. H. Martin, a coach body maker, and A. King a coachsmith. Martin left in 1889 and had no further connection with the business. Martin & King built only horse-drawn coaches and wagons until 1914, when the business built their first motor car body on a Ford T.

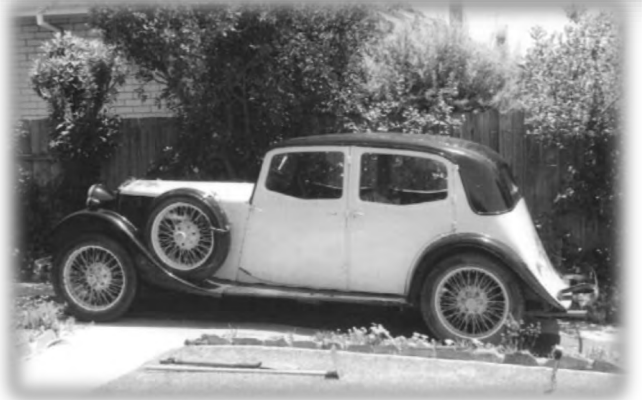
King's two sons John and William joined the company when they and motor car body construction began in earnest in 1922. Martin & King's exhibits for the 1923 and 1924 Melbourne Motor Shows, both on Delage chassis, won "outstanding body of the Show" recognition and led to their first Rolls-Royce body in 1924.

Soon Martin & King were among the leading Australian coachbuilders, built for all the prestige brands and were Rolls-Royce's own preference for Australian bodies. Martin & King bodies were more robust and had better dustproofing than British bodies, but they are reported to be quite heavy. They developed a technique of limited production body panel pressing by using concrete dies covered in sheet steel.

The outbreak of WW2 saw the suspension of motor body work and the move into war production, including making urgent spares for aviation engines. Towards the end of the War they had no less than five scattered factories and so purchased the new greenfield site between Clayton and Springvale, outer Melbourne, to consolidate their facilities. They had a contract to assemble the first Volkswagens in Australia and this site was taken over by Volkswagen in 1958. They purchased a new site at Dandenong where they undertook the construction of railway carriages for the State Government. This I believe was in turn was taken over by Commonwealth Engineering and then by Bombardier.

Only two known Martin & King Rileys still exist but there were many more. One Martin & King car although not a Riley, is the Rolls Royce Phantom 1 once owned by the prominent bookmaker Sol Green. This car was re-bodied by Martin & King in the 1930s. It's radiator and fittings were gold-plated. I knew the car when it was owned by my good friend the late Harold Paynting. It is currently for sale in Western Australia.

Further Sources: 'The Story of Australian Motoring: The Complete History of Motoring, from the First Horseless Carriages to Our Cars of Today', 'Front Cover' Keith Winser, fortnightly 'Motor Manual', 1955. H. King, 'Martin and King', 'Vintage Drivers' Club Magazine, Victoria, March-April 1969, Tom Clarke and David R Neely: 'Rolls-Royce and Bentley in a Sunburnt Country', Sir Henry Royce Foundation, Melbourne, 1999 T Walker, 'Winged Messenger', January-March 2016



This Riley is a wide tracked six-cylinder model. It still existed in Bentleigh in the 1980s but its location is now unknown to me Photo: John Mole



Riley 9 saloon Photo: Geoff Burford



Two-seater Riley by Martin & King Photo: 'The Second James Flood book of Early Motoring'

Above right: Riley 9 tourer. This car is believed to have a Martin & King body. It is now in Japan Photo: N Wyatt

James Flood, Melbourne 1907 - 1980s ?

James Flood, a coachbuilder from Essex England and a former employee of the Tarrant Motor Company founded this company in 1907. It grew to become one of the largest body-building firms in Australia. During his time at Tarrant's Flood designed the first fully-enclosed Australian-built body, which was fitted to a De Dion chassis. Their first premises were in the old West Melbourne Brewery, which they quickly outgrew. They moved to St. Kilda Rd in 1911. By and after the Second World War Flood's became more and more committed to cheaper production and they established a policy of 'jobbing shop' for other manufacturers. A fire in 1952 prompted a move to a new factory in West Footscray.

James Flood senior died in 1958 and was succeeded by his son, Jim junior, who did not initially have much interest in the business. He hired Harold Paynting to wind up the company. Harold told him the company was a very viable business and that if he hired him as General Manager he would run it for him. The company survived into the early eighties with him at the helm. They still had contracts with the motor industry pressing panels well into the 1970s.

One contract was with GMH where they assembled Bedford van bodies. They also made "style-side" bodies for Holden HQ one tonne utes. During this time the company collected and restored many vintage cars with Flood bodies. Notable ones were a H6 Hispano-Suiza, Italas (who they had been the agents for), an Excelsior and a De Dion; there were many more.

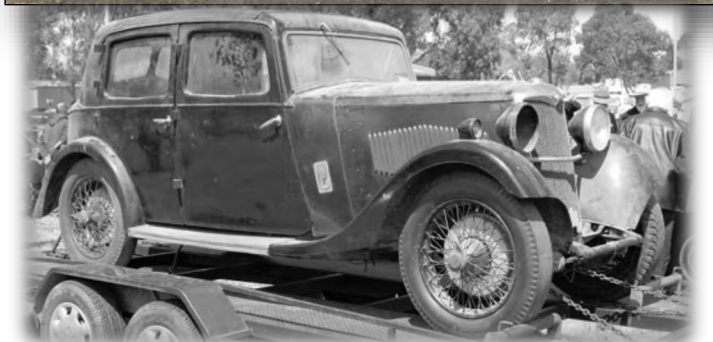
In 1968 the first James Flood Book of Early Motoring, edited by Harold Paynting to celebrate the 60th anniversary of the company was published. The Second Book of Early Motoring was published in 1971, and was co-edited by my good friend and mentor, the late Les Mills. There were to be two more Books of Early Motoring after this, plus a book of early Australian photographs and a book on motorcycles, co-edited by Mal Grant. Harold, a keen Rotarian, set up the James Flood Charity Trust and the proceeds from the sale of the books went to the Royal Children's Hospital. Harold and Les were then a regular site at Motor Shows for several years where they sold the books.

In 1974 Floods sold many of the vintage cars they had collected over the previous decade. They then opened a car museum in 96 Buckley Street, Footscray that displayed the cars Floods retained, plus other loaned cars. They sold cars on consignment. I was employed on the weekends to assist with the sale of the books, plus the clean the cars. The wages were minimal, but the reality was as a vintage car mad 22-year-old I was in my element. Unfortunately after about 18 months the museum closed. As although it was profitable, selling the products at the Motor Shows was more so. I continued to volunteer selling the Books of Early Motoring at Motor Shows and other events until the early 1980s.

There are three surviving Flood Bodied Riley Monacos.

Sources; *The James Flood Books of Early Motoring, plus my own recollections.*

At this point I think it important to show a few photographs of the Flood bodied Riley Nines that travelled from Melbourne to compete in the Monte Carlo Rally in 1932. Their leader was Bertie



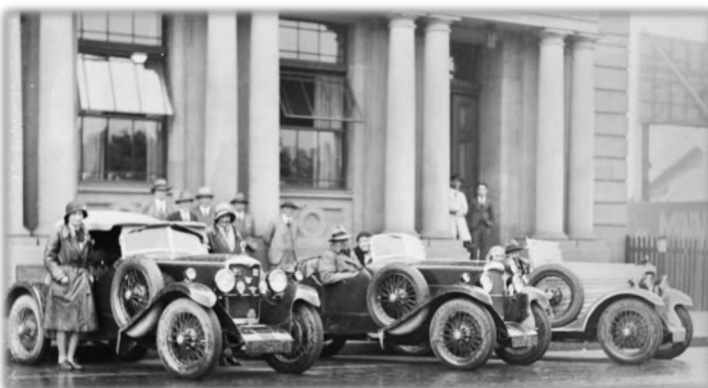
Beatson (the Riley representative for Australia) who drove with Joan Richmond in a two-seater bodied, not by James Flood, but by Elite Motor Body Works of South Yarra. (*see next section*) The Flood fabric bodied tourers were driven by Jean Robertson and Kath Howell in a black with red guards car and Captain Pat Morice M.C. and Mrs. C. Coldham, the chaperone, in a maroon Riley. Joan, Jean and Kath were all experienced drivers. Jean and Kath had already driven a Lancia Lambda from Melbourne to Perth in 1927 and held a record between Adelaide and Perth. The group travelled via Sydney, Brisbane, Darwin, Singapore, Malaysia, Burma, India, Iraq, Syria, Lebanon, Israel, Egypt to Palermo Sicily, which was their starting point for the Rally. They did much sight-seeing on the way and it is a fascinating story. They travelled this way to approximately follow the air route to Europe of the time.

For more reading about this story, read the account by Les Mills in 'The Second James Flood Book of Motoring', which is based on interviews he had with Joan, Jean and Kath and David Price's book, 'From Melbourne to Monte Carlo' that is based on his interviews with Joan, and tells of her fascinating life story.

Joan Richmond and Jean Robertson admire the workmanship of one of the Flood bodied tourers outside their St. Kilda Road



*premises.
Photo:
Second
James
Flood book
of Early
Motoring.)*



The party outside the Royal Automobile Club, Sydney 18th August 1931. From the left is: Jean Robertson and Kath Howell, Capt. Pat Morice and Mrs. Charles Coldham and Joan Richmond and Bertie Beatson.



The lead car on the adventure to Monte Carlo was built by Elite Motor body Works. Here Joan Richmond is being towed by Bertie Beatson, in Joan Richmond's previous fabric bodied two-seater by the same company. Photo: The Second James Flood Book

Riley 9 saloons Photo: Colin Dennis & Brian Mole

**Elite Motor Body Works
Victoria**



*This is the only surviving Riley Nine by Elite Motor Body Works
Photo: DPT*

Corporate Body Works of Hawthorn

I have not been able to find out anything about this company other than they were located at 36 Burwood Road, Hawthorn. They must have built sturdy bodies, as three of them survive.



Riley Nine Tourer (Photo: The Riley Crank S.A.)



Riley Two-seater (Photo: DPT Como Gardens, The Basin 2009)

Damyon Bros of Carlisle Street, St. St. Kilda



Riley 12/4 Saloon Photo: Noel Wyatt



The car on the left is a Riley factory bodied Falcon the one on the right is the Damyon car which is similar from the rear but is built on a Riley Kestrel chassis. This car has been made into a "special" but the body still exists (Photo: John Mole.)

**Downing's of Fiveways,
Woolloongabba, Brisbane**

Downing's were the Riley agents for Queensland and although they existed until the 1970s I have been unable to find out very much about them. The following cars are believed to have been built by them.



Riley Nine Plus Ultra (Photo: DPT)

An article in the Riley Motor Club of Victoria's magazine in the 1960s states that the Riley representative, Bertie Beatson visited the Brisbane Agricultural Show in 1932 with a factory Plus Ultra and Downing's secretly stripped it down and copied it.



This attractive looking sloping radiator series of Riley is often referred to as a "Lynx", but as it has a taller radiator and is not aluminium bodied, I don't believe it is correct to call it as such. Photo: Matthew French

Fabric bodied Riley 9 Photo: Matthew French

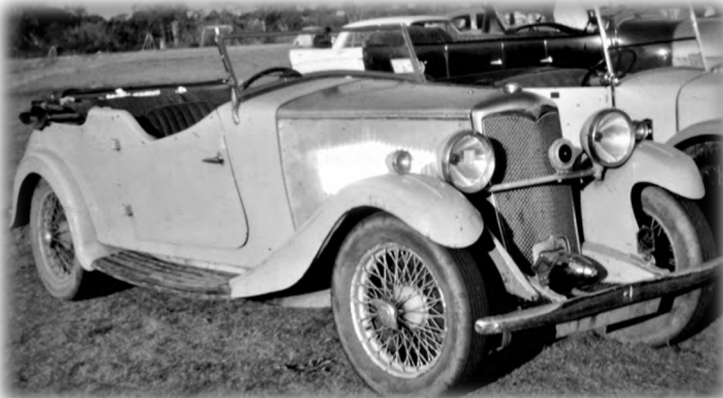


1927 two-seater was the oldest known Riley Nine in Australia. It has now gone back to England. Photo: DPT

This is believed to be the last Riley Nine imported into Queensland. It was fitted with a Pre-Selecta gearbox so that Jack Downing's daughter could drive it.



This is the same as above, it was the late Noel Wyatt's first car. He restored it in the 1990s.



Riley 12/6 Photo: Matthew French

**Spencer's Carriage and Waggon Works
Adelaide**



Riley 9 by Downing's Photo: Matthew French

Riley 9 s-seater. At least two if these bodies still exist. Photo: DPT

Domain Motor Body Works, South Yarra.

Cars with unknown coach-builders



Riley 9 fabric bodied tourer Photo: Noel Wyatt

T.J. Richards, Adelaide



We do not know who built these sporty looking 1933 model Riley Nines Photo: Phil Evans

To me they always looked like a cross between two Riley models, the Lynx and the Earl of March Special. Last year through the resources of the National Library of Australia I discovered that they were marketed in Australia as "The Riley Gamecock Le Mans Sport Tourer": The English Gamecock was a two-seater and was not sold in 1933, so this was a purely Australian model. Factory records called them Gamecock Special Chassis.

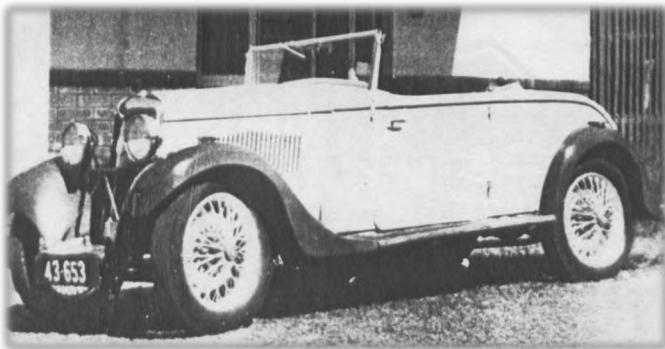


Riley Monaco style car is believed to be by this company

Bolton's of Perth.



Photo: DPT Nareen 2016



This car has now been made into a "Special"

Photo: Riley Motor Club of W.A

the New **Riley** is here
The Logical Leader in PERFORMANCE, SAFETY & ECONOMY

RILEY WINS FOR: Speed with Long Engine Life! Safe, Roving Seating for Four! Low, low, low! Road Grip for corners & hairpin bends. Small Gear Change! Economy—low oil, and more, miles per gallon. Pneumatic front wheel adjustment.

Riley incorporates in every car all the latest learned in years of intense research, experimentation and testing. They mean you get a car proved on the widest of proving grounds—international competition—proved for Safe Speed, and extraordinary economy of running. And a well sprung, rummy car that seats four large persons in comfort!

Works on any road . . . but Riley offers more. Climb and all kinds of wheel in the ability designed, rummy body power. And the size of the Riley means the widest range of power as you press the accelerator. Test it for you like — get to know it, and your choice will be the choice of others—RILEY!

1932 PERFORMANCES

1000 cc. 1600 cc. 2000 cc. 2400 cc. 2800 cc. 3200 cc. 3600 cc. 4000 cc. 4400 cc. 4800 cc. 5200 cc. 5600 cc. 6000 cc. 6400 cc. 6800 cc. 7200 cc. 7600 cc. 8000 cc. 8400 cc. 8800 cc. 9200 cc. 9600 cc. 10000 cc.

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Price from £425 Plus Tax

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 Riley Motor Club of W.A.
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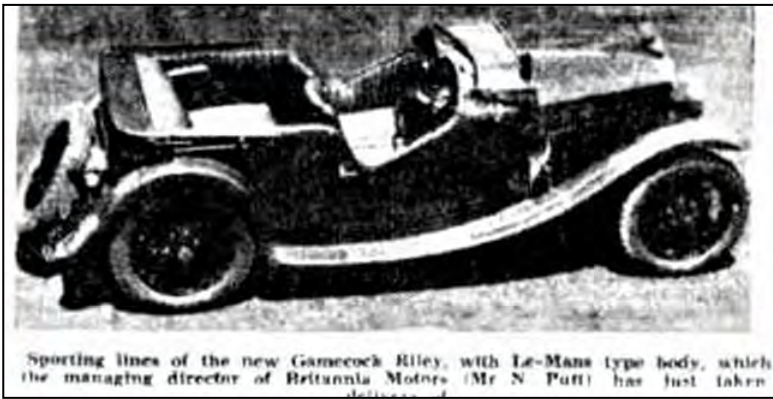
The Sydney Morning Herald February 16 1933 (NLA)

The text below the Tourer says: The "Gamecock" Sports Tourer with the "Le Mans" double-coupled four-seater body. A roomy car, seating four persons, even if six feet or over comfortably.

This model can be specially prepared for us in the Riley Racing Department at an added cost. Price £495, plus Sales Tax. Sports Department is under management of Mr. W. B. Thompson, well-known racing driver.

A three-door tourer also by Bolton's of Perth





Sporting lines of the new Gamecock Riley, with Le-Mans type body, which the managing director of Britannia Motors (Mr N. Patti) has just taken

The Melbourne Herald April 10 1933 (NLA)

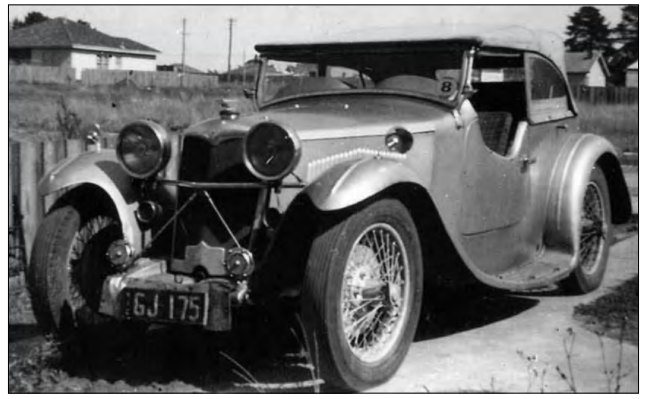


Photo: "Blue Diamond"



Photo: DPT



Photo: DPT Phillip Island 2017

October, 1933 Page 19

The Riley RECORD

A general view of Cohen Motors Pty. Ltd. stand at the Melbourne International Motor Show.

AN AUSTRALIAN MOTOR SHOW

At the present time, when the thoughts of all keen motorists are centered round the Annual Motor Show at Olympia, it is interesting to note that the International Motor Show at Melbourne, Australia, also attracted a lot of attention.

The show was well patronised by exhibitors and the public, the former being very considerably encouraged by the reduced ground rents.

The main floor of the building was devoted to motor vehicle displays, and Rileys were shown by Cohen Motors Pty. Ltd., the Riley Distributors for Victoria. In addition to the cars on view, there were cinematograph shows and lectures for the entertainment and instruction of the visitors, among whom were the Lieut. Governor of the Province—Sir William Irvine.

The Riley Distributors report excellent business.

The Lieut. Governor—Sir William Irvine, and the Presidents of the Chamber of Commerce of Auto Industries, looking over the Riley Six/Twelve Chassis.

Following is a selection of other Rileys who we do not know the names of the coach-builders.



This Riley appeared at a Concours at Ferny Creek in the late 1980s but I haven't seen it since.



*The photo is taken at Kalorama. It is a 1928 Riley
Photo DPT*

I have had a collection of the official Riley Company magazines for many years and this copy shows two of the Gamecock Lemans Sports Tourers.



*Don Irons at Wiseman's Ferry hill climb, 1st of May 1932. This car still exists
Photo: Australian Motor Racing Champion - Bill Thompson by Kent Patrick*



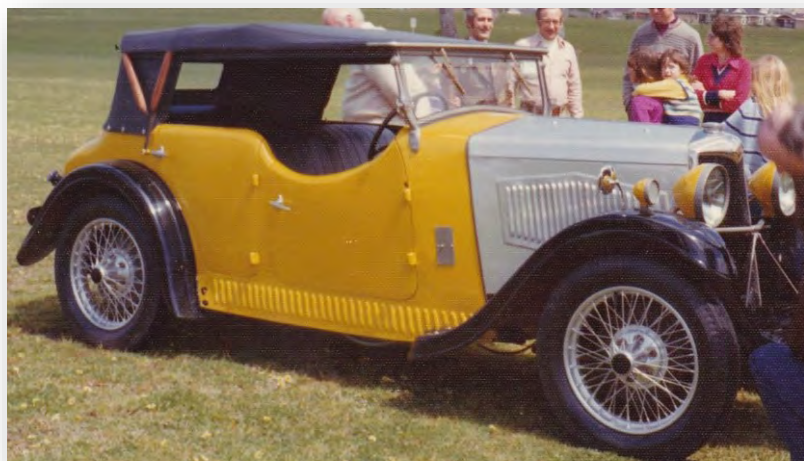
*Another Riley Nine Sloping Radiator Series Tourer
Photo: DPT Phillip Island 2017*



*This Nine Tourer came to Victoria in the late 1960s from Queensland
Photo: DPT: Bundoora 1974*



Riley Nine Coupe Photo: John Mole



*Victorian bodied Nine Tourer, photo taken at Bundoora in 1974
Photo: DPT*



*A Riley Nine once owned by the late Don Kinsey
Photo: The Blue Diamond*



A Victorian Sloping Radiator Series Nine Tourer Photo: DPT



*A 14/6 Riley on an Alpine chassis
Photo: DPT 1983 Chirnside Park*



Riley 12/6 Saloon Photo: DPT



Riley 9 Saloon Photo: Keith Walker NSW



Riley Nine Saloon from N.S.W. Photo: The Riley Crank S.A.



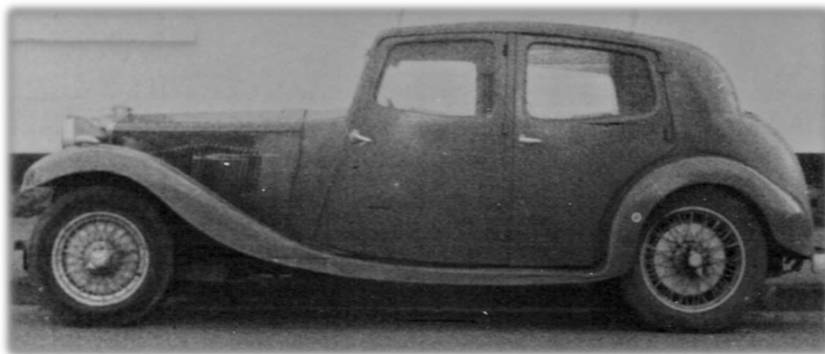
Riley Nine fitted with a Pre-Selecta gearbox. It came from N.S.W. a few years ago but has similarities to the Victorian built cars



Riley Nine taken in the 1940s Photo: Colin Dennis



A Plus Series Sports Two-Seater which featured in an article in: "The Australasian", Melbourne on the 23rd May 1931 Photo: John Mole



Riley Nine, possibly by Head Bros. Photo: Graeme Pinkney

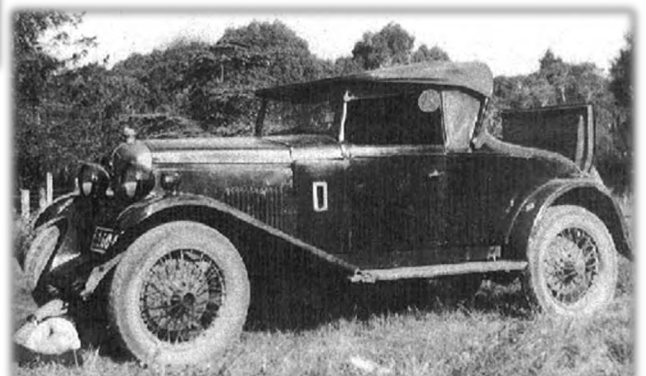


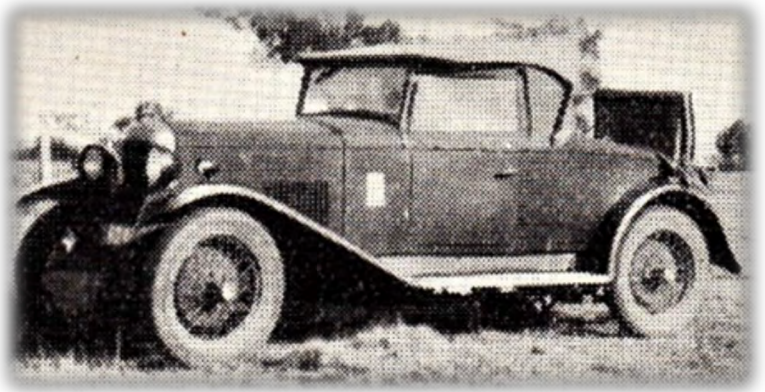
Photo: The Blue Diamond 2004



This photo was taken in the early 1960s. and happily it was restored about 15 years ago Photo: Ean McDowell



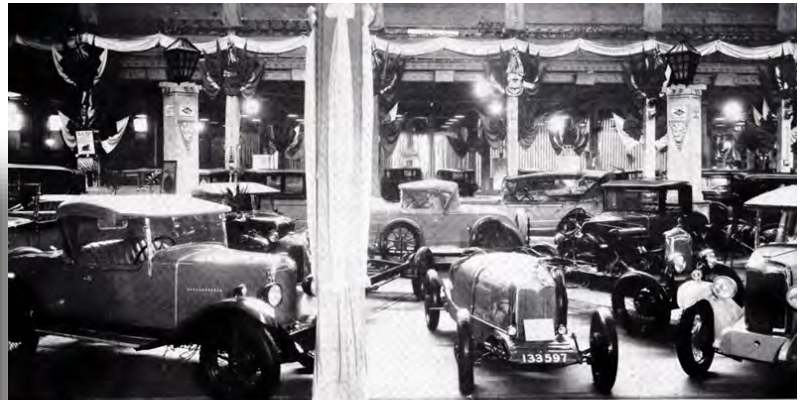
*In 1929 Peter Antill set the Light Car Record between Fremantle and Sydney. This photo was taken in Perth
Photo: Grahame Glanville*



The Riley record 1936, photo was taken at Riddell's Creek



This is the same car today Photo DPT



Above: The Riley Distributors Stand at the Melbourne Motor Show in the late 'twenties. Most of the cars shown are "Nines," but the chassis on the right is one of the last of the 11.9 h.p. side valve models.

*Melbourne Motor Show in the late 1920's
The car in the middle was raced by Jack Day*



In 1979 Grahame Glanville and David Trunfull commemorated the fiftieth anniversary of the Record in Grahame's 1930 model car Photo: DPT Melbourne Post Office April 1979



*This is the same car as the one in the centre of the previous photo
Photo: John Mole*



Photo: DPT Parkes 1974

Conclusion

This exercise has given me a new respect for the skills of the Australian coach-builders. That so many of the bodies still survive is a testament to this. They built bodies that were quite obviously sturdier than some of their overseas counterparts. While some were simple designs others were more complex and stylish. This article only represents some of the cars that I have discovered/re-discovered. If any one knows of any others I would be very pleased to hear about them.

I think I have acknowledged all my sources throughout the article, but I would like to make a special mention of the invaluable resource the National Library of Australia's is. I can thoroughly recommend Trove website to anyone. It is amazing what you can find on it.

I am also very grateful of the co-operation I have received from many people in all of the Australian Riley car clubs, especially Matthew French, Colin Dennis and my friend of over forty years, John Mole.


David Trunfull, Rye, Victoria
rezolutions1@bigpond.com



ECHUCA DISTRICT TREK

15TH JULY 2018

Neil Athorn



Early start for this trek as we have to be ready to go in Echuca by 9:00am. It was a cold start and the radio announcer didn't make it any warmer by saying it was minus 1 at 6:30. Peter and I had a good run from Huntly with not that much fog. We did hear later that Mac experienced a lot further South.

Time to go and our first stop was only half a k away from unloading as it was coffee and breakfast time at the local servo. Those who came from Deniliquin, Shepparton, Maryborough and Bealiba were happy to get some breakfast. Henry from Rhymney had travelled up the night before with two tractors on his truck.


We then set off on our way out of town and along the road back to Albury. We were not long on the main road as it was busy and then we veered off that and soon into farm land mainly used for dairying.

We turned into a wildlife sanctuary area that seemed like we were travelling over river flats on lot less used roads and the dust started. In July we should have been in mud but it was so dry. The trees in there are very old and it's a shame they are looking like they need a good drink.

Our lunch stop was the Falcon Hotel/Motel (*see above*) on the main road and we wound our way around a lot of back roads to get as close as we could without impacting on the highway. That worked out really well. The warming log fire at the Hotel was very welcome and we sat and chatted and had an excellent lunch over an hour and half break. Mobile again to the delight of the other patrons in the Hotel who all came out to see us depart.

Our tip back ran along the railway line and we crossed it a number of times. As it was later in the afternoon the cows were all lining up at gates ready for milking time. The 18 tractors passing

didn't seem to worry them at all.



We arrived back a little after 4:00pm after an excellent day and no mechanical problems at all except for past Fergy Club President Daryl who was noticed wiping the dust off his tractor. He says it was carbon spots though.



Interesting sitting up the back of the line and the drivers heads that turn when there is an old tractor or machinery in the paddocks.

18 tractors and one 4WD on this trek. We did have 19 but one had developed a cracked fuel bowl and didn't get unloaded at the start. Old age catches up with everything - even timeless Fergy's.



TRACTOR TREK MOORA TO RUSHWORTH

Neil Athorn



run. We would liken this to the Veteran Car Clubs icicles rally or the one they have in Scotland where the drivers wear a kilt and its known as the Chilly Willie run.

But cold days and forecast of rain must attract tractor drivers as we had 23 start off. Our starting point was at Moora rec reserve where they have good facilities and a loading ramp. We all enjoyed a warming cuppa and excellent slices. I had unloaded my TEA20, had it running ok and turned off for the cuppa. At the time to go it was dead and the starter didn't work, neither did cranking. A tow from Peter's 35 started it within a meter. At our first stop I left it running. I turned it off at lunch time and it restarted fine for the rest of the day. Being on the edge of a forest it does not take long to get off sealed and even gravel roads onto tracks and rarely used access roads.

This year is one of the driest that we have encountered though and even after a few showers in the past week dust was still evident. Traveling along the trees are magnificent in the forest. One quiet large box iron bark was broken off about 3 meters from the ground. We can only assume that it had been hit by lightening as there was no other damage to tree to indicate it was wind and it wasn't cut for sure. One can only imagine that happening in summer and the end result may have been a major fire.

We stopped to look at an old gold mining works site and what would have been a small crushing works where a horse went round and round to drive the crushing plant.

Our lunch stop was an excellent place and large under-cover area with three fires going. One open, one old double oven cooker and one modern wood heater. It was excellent. Old blacksmith tools and items from our farming past were on display. Certainly there was a lot to view. Memories were coming back to many and stories of past experiences with use of equipment like it. Excellent lunch of warming

soup, sausages, hamburgers, salads and then fruit and hot drinks. On the go again and a quick crossing of a highway, then into the bush again. Next we knew we were on the outskirts of Rushworth. We went to the CFA lookout tower and you can see a fair distance around the area. Travelled over the other side of that hill and down a very steep track that needed lower gears. Next stop was an old mine site and its still holding water today. Our trip back to Moora was through forest again and it was warmish in there but when we broke out into cropping and grazing land it was a lot colder with no tree shelter.

Back and loaded, then more drinks before heading home. Peter measured 45k's in all. I thought we would have done more but we did have a few stops. Home safely and reflecting on another excellent trek. **Makes attended:** Chamberlain x 1, David Brown x 1, Fiat x 1, Ford Dexta's x 3, Iseki x 1, Massey Ferguson 35's x 6, Massey Ferguson 135's x 4, Massey Ferguson 355 x 1, TEA20 x 5 & 4WD x 4

1960 Golden Fleece Veteran Car Rally Melbourne to Sorrento and Back

On a wet November's day I caught a train from Glenroy to Flinders Street to see the start of the annual veteran car rally from Lansdowne Street, Melbourne.

My primitive Kodak box camera only managed four images of drenched veterans setting out on their adventure



J C Duncan's 1911 Mitchell was not the ideal car for the conditions, with no windscreen or hood. Neither was E G Grant's 1914 Daimler. The occupants seemed cheerful enough, how long did their state of mind last as cold wet droplets penetrated into every tiny opening of their waterproof attire?

A Plymouth Cranbrook is ready to take direction from a traffic cop into Flinders Street while passing a small Renault

Better prepared was D G Lipsham in his 1910 Renault. The lamps were getting better treatment than the couple in the car.

