

Country Motor

Australia



Issue 5



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

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John Lang's Alvis Speed 20 saloon

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
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Country Motor Australia

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Editor's Entries

Welcome to the fifth edition of Country Motor

Fifth Issue

After having a delightful serve of Rileys in issue 4 we are back to a 'party mix' of articles including a few rally reports. A spring fever of events has begun with Marong, our local annual September engine rally and a visit to our territory by the Alvis Car Club.

Thanks to Rick McDonough we are introduced to his Delage and in time we will hear more about it's re-restoration. Many cars restored in the 1960s and 1970s are due for a freshen up or total rebuild. We have come a long way since the early days of giving the oldies a quick make over. Higher standards of finish and mechanical excellence are expected these days. Although driving a shabby car to retain the it's providence is reversing the idea that all old cars must appear to be in top condition.

However keeping a car in its 'barn find' condition can play havoc on a pleasant Sunday afternoon's drive when unattended worn parts decide they have had enough and leave you stranded on a country back road out of mobile phone reception range.

A few years ago I destroyed a front tyre while humming along at 60mph in the Alvis between St Arnaud and Wedderburn on a late afternoon mapping out a course for a car club run. I had a wheel brace that couldn't untighten the wheel nuts as the tyre depot had used a pneumatic spanner. I had no car jack and I hadn't checked the tyre pressure on the spare for years. Out of mobile range I had to wait ages for someone to wave down. Eventually a local farmer saw my plight. He went home with the spare wheel to pump up the tyre and came back with a rattle gun and jack. In ten minutes I was on my way home. Local farmers are exceedingly resourceful and helpful. Spending hours on their own in their vast paddocks they are only to keen to have a chat and demonstrate their mechanical abilities.

The Riley article with stories on pre-war body makers has stirred a few readers to write about cars they own or were in their family. These will be included in issue 6 which I am now compiling.

*Happy Motoring,
David*

Picnic at Marong



26th August 2018

Marong being only 70k down the Calder Highway there is no excuse not to attend the Federation Picnic every August in the Alvis. Our local club always fields a dozen or more modern classics in the line up. This year approximately 370 cars including some commercial vehicles were on display or parked outside the oval. Most were from Bendigo or local towns as far as Kyneton, while a number of enthusiastic motorist came from the northern suburbs of Melbourne. It is understandable that any further from across the city would make the drive a very long day.

I had to replace a disintegrated exhaust gasket on the Alvis during the week before. Red Triangle, Alvis specialist in the UK, were very prompt sending me new ones (one for spare). The car no longer sounds like a tractor. Muffler putty used for a local rally only lasted that one afternoon and it flaked off. I also bought new bolts from Bolts & Fasteners at their new store in Trantara Court, Bendigo. However they only provide metric sizes and you can only pay by card above \$10.00, so I bought some metric spanners for the new bolts.



Although I don't ignore my local friends I always have an aim to talk to people I have never met about cars that I may never have seen before. Most owners are only to pleased to discuss their pride and hopefully joy, especially if their car is on its maiden voyage.



I had a very interesting chat with Russell Holmes and his partner who had just finished a 1948 Morris 8 tourer with a 998cc engine in time for the

event. They have a collection of interesting cars on their Pastoria property near Kyneton. They grow olives and process olive oil as well as have goats and sheep. They welcome any car club visiting to sample their products and view their cars. Email: sundewfarm@skymesh.com.au

The variety of models on display covered from veteran to the usual Mustangs. A FIAT group had a particularly interesting range of sporty classic FIATs that are rarely seen, such as the 1968 Vignale FIAT 124 Evelin that is based on the FIAT 124 sedan. This car was one of the last models produced by Carrozzeria Alfredo Vignale at his Torina factory before the factory was sold to De Tomaso. Only 200 Evelines were made and most of them were sold to a shady Greek entrepreneur who sold them in the UK. The car was bought by Lyn & Peter Bartold from a doctor in Geelong in 1983 in poor condition.



In the same line up was a 1974 FIAT 124CC Sport Coupe. Engine is 1756cc, dohc 4 cylinder and 5 speed gearbox (overdrive 5th) 118bhp at 6,500rpm, 115mph (185kph). Owner Roger Langdon notes that the 'arrancia rosso' or Sierre Red 1974 (June) coupe was discovered in 1999 on the front lawn of a Cheltenham house. It was unregistered and in sad condition. With a new battery and quick makeover it was driven by his daughter for 12 years. In 2012 a full restoration to factory original was begun and completed in April 2016. (see next page)



1974 FIAT 124CC Sport Coupe

Michael Paas was another keen car man who spent sometime telling me about his 1927 Crossley 20hp with a replica fabric tourer body. The car was built up by a Mr Todd from a utility. It is Michael's first vintage and he enjoys the large machine.



I observed the owner of a sports car who showed the disadvantage of driving sports cars, as there is little room for luggage. He produced a fold up chair from his boot that he assembled, sat on it and it collapsed. Sports car owners could bring a blanket to sit on but not many people seem to use picnic blankets these days as many older people have lost their body's flexibility.

I noticed a familiar badge on a board and chatted with the car owner, Wayne Evans. The group were members of the Western Vehicle Restorer's Club, a club myself and Barry Harrison (who owned a vintage and a 1940's Nash then) formed over 40 years ago in Melton. I designed the club's badge and produced the newsletter while Barry was President. They have 50 members and still meet in a

stone building called Dunvegan in Melton's historic park. Studebaker man Bob Clark suggested the Club's name. A little later I came across two of the Hubbard brothers who follow their father's interest in old cars and machinery and were members of the WVRC in my time. Wayne had a 1948 Ford V8 on display.



A Borgward Isabella is not a common model; they had a great reputation in their day as a driver's car it is no wonder John and Margaret Davis would want to attend in their smart 1961 Borgward coupe. The interior in red and cream is very 1960's blasé no doubt trying to appeal to the American market.



A Little About Borgward (from 'A History of Sports Cars' GN Georgano)

Borgward made a number of sports/racing cars derived from their family saloons. The standard 1949 Hansa had a 1½ litre 52bhp ohv engine. Power was increased to 66bhp in a special built for record breaking at Monthéry in 1950. It was the basis of the Rennsport coupes and open two-seaters that were fielded in German events from 1952-1955. For 1956 it had a twin-cam engine giving 130bhp, tubular frame and De Dion rear axle. They achieved no striking victories but came 2nd in the German Sports Car Championship and German Hill Climb Championship in 1958, being defeated by Porsche in each case. No Borgward sports cars were sold to the public. Lessons of racing were applied in the 75bhp TS version of the Borgward Isabelle saloon and there was an attractively-styled three seater sports coupe.



1957 Borgward Rennsport at Salzburg-Gaisberg Hill Climb



The picnic gives vendor's an opportunity to advertise their cars. An excellent Jaguar XJ6 changed hands and this smart Packard Clipper Custom was for sale for \$26,000. Ph: 0499640300.



Early hot rods are being sought after by the hot rod fraternity or they build up rods similar to the ones created in the late 1940s to 1970s. This 1932 Ford has a side valve V8 with Edelbrock speed equipment. Vic Edelbrock developed intake manifolds and cylinder heads in the late 1940s for his 1932 roadster. Edelbrock is now a multi-million dollar company that provides all types of performance parts to modify engines for speed.



FIAT 1100 model 103, made from 1953-1957. 1957 they were assembled in Melbourne by CKD Autocraft, Port Melbourne. Engine was ohv 4 cylinder (68mmx75mm) 1089cc, 36bhp at 4,400rpm. The car was rebuilt August 1995 to June 1996. The FIAT is owned by Karen Craig of Bendigo.



In the 1950s FIAT was associated with successes in the classic Italian road races such as Mille Miglia, Coppa Toscana etc. 1954 was no exception and the FIAT marque reigned supreme in the 1300cc class in all their races.

Rally driver Sonnino corners briskly, watched by a critical gallery en route to win the 1300cc Touring Category. FIAT cars relying on the 'Masterpieces in Oils' won no less than three classes in this 500 mile classic race. (From '1954 Achievements' booklet produced by CC Wakefield & Co, makers of Castrol Oils)

From about 1.30pm cars began moving off. Our club left after 2pm and stopped at the Bridgewater Bakery for a cuppa and sample their award winning vanilla slices. They had produced 15 trays of the slices by early afternoon as they were so popular. Lyne and I often have hot chocolates and pasties there. **David**

Picnic at Marong



Entrance to Marong park, Commer truck, Volkswagon camper van, veteran Hupmobile, 1938 Plymouth two door, 1941 Dodge, Plymouth Cranbrook owned by Ted & Lois Goddard, row of classics, Austin A105 Westminister and Bob & Helen Wood's 1966 E Type Jaguar



Some Delage History Uncovered

Rick McDonough

At the time of my purchase in 2010, all I could discern of my car's past was that the owner, Earl Chapman, bought the car after seeing it advertised in the April 1991 Unique cars magazine. He told me that when he picked it up the owner, a Melbourne Chemist whose name he couldn't recall, was not present; having already left for an address unknown in Tassie to set up a B&B. Not a good start to my history quest.

In Nov 2010 I attended the Bendigo Swap and met up with some members of the Delage Club at their marquee. One member was able to tell me that the ex Chemist that Earl had bought the car off was a bloke by the name of Howard James and that he knew he was somewhere in Tassie and he had once been a President of the VDC. This was at least a lead to follow up. Later that day I was walking past a site and it was in fact the VDC club site. I enquired whether they knew of Howard James and they produced a current roster which provided his address and contact number in Tassie.

A couple of days after the Swap I rang Howard. He said he bought the car off a George Cox in 1985. It was Howard's intention to restore the car, but the B&B came up and he had to liquidate assets for the new venture. Later that day I contacted George. George was the Liberal member for Mitcham from '76 to '82, and then for Nunawading from '88-'96. He told me he bought it in the early 70's to restore, but he then got a 23/60 Vauxhall and spent his time on that. Unfortunately he couldn't recall the name of the bloke he got it off, BUT, he did give me the contact details of a friend, Des Donnan, (now living in Queensland) who happened to be the son of an even earlier owner.

This lead was a goldmine. Des recalled going for picnics in the car as a young man. His father, Dr Laurence Donnan, was a Psychiatrist who lived

in Mont Park, and around '61-'62 was posted to Beechworth hospital as Superintendent and then later posted to Warrnambool hospital. Within 24 hrs of my initial contact with Des he'd kindly emailed me a dozen or so photos of the car taken in the '56-'63 period, together with some detailed notes his father had typed up of the car. It seems the Doc was a bit of a motoring enthusiast, also owning a nice early Lagonda. The Delage was seen at early Kaloramas in his ownership. 'Doc Donnan' purchased the Delage late in 1956 for £60.0.0 wearing registration ES 306. The Doc's notes

which perhaps was why number one big end ran twice. After the second occasion, I was never easy and with the opportunity of purchasing an engine No.8193, this was completely overhauled and fitted with the original 3835 head."

Towards the end of the Doc's ownership he repainted the car from its original green to the blue it wears today. He then sold it to a Neil Shard (possibly a Warrnambool resident) in April 1963 for £70. At this time the car was still registered ES 306. Efforts to track down Mr Shard have been unsuccessful. I do not know if it had more owners in the ten years between Shard and Cox's ownership.

Armed with the original engine number (736) and its 50's registration number I contacted the AOMC of Victoria to see what they could tell me of the Delage's history. They advised that rego no. ES-306

was first issued on 27/10/43. This was of course at the height of the war, so one wonders why it was re-registered at this time. Prior to that its rego number was 28013. This numerical plate was first issued to Mr Goodman Harris of Casterton in Oct 1921. 'Goodie', as he was known, was quite a successful businessman and pastoralist in the Casterton district.



As purchased by the Doc. In '56. Still in its original green. The driver's side spare wheel has been removed.

are fascinating to read. Statements such as *"It has given me much pleasure, but exacted considerable expense"* are a little ominous. It seems the original side valve DE engine, No.736, was replaced in 1952 with DI engine no 3835. Not long after his purchase the Doc's notes state *"When warm the engine oil pressure dropped to 7 lbs,*



On a country Victorian road in its new coat of blue. Another interesting caption in the Donnan family photo album states... "The final days of the Delage – getting more and more expensive to maintain and now leaking oil on both sides of the front of the engine." With statements like this one wonders whether one has done the right thing! Note the rear passenger door is a false one.



He also owned a number of racehorses, with the best running second in the 1927 Caulfield Cup. According to the Casterton Historical Society, Goodie had a chauffeur to drive him about and owned several French cars over the years, although sadly they don't know of any photos of the Delage. I'm hoping I may get down there one day to peruse their collections myself.

So there you have it. There are still a few gaps, but rest assured I'll keep looking to plug them.

Now for some quandaries - I had initially assumed my car to be a '21 model. Further research has now shown that while '28013' was first issued in Oct 1921, it was actually on Goodie's 'Benz'. He must have then transferred it to the Delage when he bought it in 1922.

The other quandary I have to face is originality. Clearly my car should have a side valve engine. Whilst I'm a firm believer in historical accuracy, now that I have Doc Donnan's story I have decided to keep the incorrect DI motor in it. It's had a DI motor in it for 60 years, twice as long as it wore its original. This forms part of the cars history; its 'story'; how it was adapted to keep it on the road. Perhaps retaining some of these 'anomalies' does history more of a service, than a disservice.

c1962 - A quick and rough masking up with old sheets and she'll look as good as new. Not surprisingly there are still numerous little patches of the original green to be found here and there today.

As it appears today. Ripe for restoration.



Rick McDonough

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Wedderburn Engine Rally



8th/9th September 2018

The Wedderburn Historic Engine & Machinery Society has been going for about 40 years and have to be complimented on their achievements. Occupying council land on what was once a tip they have built several large sheds and relocated historic buildings to develop the Engine Park.

In the buildings are engines and vehicles collected or donated to the club. Mobile cranes, front end loader and a fork lift are often used to move machinery around. They have engines, tractors, farm machinery and two huge Ruston Hornsby engines. Although it has over 120 members about 50 are active and attend meetings and working bees. Many display their engines at engine rallies around the state. Many also have old cars and trucks.

The second weekend in September the club holds its engine rally. The grounds are filled with vehicles and engines for two days, by 12pm the following Monday you would not know the event had ever taken place.

During the past 6 months a new extension to one of sheds has been completed and is designated to be the workshop. This has enabled freeing up the space in other sheds.

For the first time in years the unrestored Day Elder truck has been exhumed and displayed. What a curio this rare and ancient

vehicle is. Most of its simple mechanical parts are present. The truck originally had artillery wheels and solid tyres. The wheels have been modified to take more modern pneumatic tyres. Missing are steering parts and a body. The club aims to restore the truck. It was donated by it's previous custodian, Peter Norman on condition it does not leave the town.

It has a Buda engine Model WTU, BM 2458 Serial no: 114804A. Specifications: 22.5hp, inline four-cylinder engine, manual transmission, four-wheel semi-elliptic leaf spring suspension, and mechanical rear brakes. Wheelbase: 144" With a load capacity of approximately 1½ tons, the Model B was one of Day-Elder's more capable line of utility trucks.



On the web this rare 1918 Day Elder Model B Stake Truck was advertised for sale in 2007 (USA) which is very similar to the club's model



Day-Elder Motors Corporation

(1918-1937, also known as D.E.)

Notes from the Internet

Day -Elder was a manufacturer of trucks in Irvington, New Jersey. Production began in 1918. The company originated from the earlier National Motors Manufacturing Company, also of Irvington. The vehicles used proprietary engines, transmissions and rear axles. The brand used a worm-gear final drive, leading to a smooth drive - this was considered enough of a selling argument that a worm gear was adopted as the brand's logo and heavily used in the brand's advertising.

Day-Elder also had a steady market in fire trucks, and chassis were sold to be used as taxicabs in New York City. Some sources state that the brand was applied to trucks at least as early as 1916, although this seems unlikely as the company was only incorporated on December 26, 1916. When introduced, Day-Elder offered four models, of one, two, three, or six tonnes capacity. For 1918, seven different model lines were available to clients, each fitted with a four-cylinder engine ranging in output from 15.63 to 32.40 horsepower. Load capacity increased accordingly from 1/2 to 5 tons to accommodate a wide variety of work requirements.

Day-Elder trucks were imported into Australia by Gippsland & Northern in the 1920's and always painted red. They were reputed to be well engineered, however very hard to sell. The late Frank Lockhart purchased what is believed to have been an ex-brewery truck in the 1930's for use on the Lockhart farm "Kilbirnie". Frank removed the solid rubber tyre wheels and changed the wheels to accommodate pneumatic tyres. It was used for many years until it was replaced by more modern trucks.

Unfortunately, as was frequently the case years ago, no value was put on the vehicle and it was subject to considerable damage. The steering box had been repurposed for use on a farm implement.

Later, 45 years ago, the truck was offered to Peter Norman by Frank and his son David Lockhart with the idea that it be saved. By that time the radiator, engine and gearbox had been removed and damaged beyond repair. An unusual accessory was a steam whistle activated by a plunger to an exhaust cut out. The chassis was parked in a vacant block along side his house for many years until it was moved to the engine park. Peter was fortunate to acquire the scuttle, radiator, engine and gearbox from a Nathaniel clearing sale to help complete the vehicle. The steering box was also recovered.

Many years ago Peter arranged for the magneto to be restored. Several items are still

Their New York debut was at the Armory in February 1919. By 1920 the range was up to six "standardized" models, still within the same weight range. The company's president was a Charles P. Day, who founded the company together with a F. G. Elder and a Theo. McMarsh.

Day-Elder used four-cylinder engines from Buda Engine Co. or Continental. Transmissions came from Muncie or Brown-Lipe, while rear axles were from Timken, Sheldon, or Columbia.

Fairly successful for a manufacturer which depended on outside suppliers for major parts, they began to reach nationwide distribution in the twenties and were also sold in Canada. Most of their early expansion was east of the Mississippi river, but as early as 1920 their farm trucks were being advertised on the West Coast. The brand's market then began to shrink and they were once again confined mostly to the local tri-state area.

D.E. introduced a six-cylinder range (dubbed the "Super Service Sixes") in July 1930. This range, comprising eleven models, had fully enclosed "all-weather" cabins and chrome exterior fittings. In order to better compete with other manufacturers who were strong in D.E.'s home area, they then added heavier trucks of up to 8 tonnes in 1930, and engines from Hercules and others were also made available. None of this sufficed however and Day-Elder ended up shutting its doors in 1937, as they could not weather the Great Depression



1931 Day-Elder pumper with Peter Pirsch body and fire fighting equipment, belonging to the Eastport Fire Department (Long Island, NY) on a parade at the Southampton LIRR station. This vehicle was the first one belonging to the EPFD and was restored in 2013 to celebrate the centenary of their establishment.

missing - these include a coupling from the gearbox to the drive shaft, brake rods and inner shaft for the steering wheel. The ancient vehicle looked very sad parked in a shed at the engine park for many years covered in junk and having been owned by local identities it is appropriate that it remains in Wedderburn to be restored by the engine club.

Also in the line up was the Gray utility donated to the club by Geoff Maxwell. Geoff has carried out several repairs to the mud-guards and had previously got the engine running after 50 years sitting in a local farmer's shed. The club is seeking head-lamps or parts.



Harvest time under Australian skies 1948 on Frank Lockhart's farm. Diesel Field Marshall tractor, Sunshine header and the Day-Elder

The engine club will be seeking funding to concrete the floor of the new shed and for shelving and benches as well as equipment to restore the many vehicles and engines on the premises.





The event included a tractor treks to a small local town. Here two similar Massey-Ferguson MF135s of the 1970s tail the convoy to Wychitella

Although most of the engines and vehicles the club owns are pulled out of the sheds for display there are several others in the sheds. I have been working on a Lister LP3 diesel marine engine. I had started work on a less complete LP3 when this engine was offered to the club. The engine is in very good condition inside and cleaning and painting 'mid-Brunswick green' has been the main activity. I would like to talk to anyone who is an expert on these engines as the injectors need setting up and other advice is needed to assemble it. A water pump is missing and any good parts are sought for the other LP3.



Lister LP3 diesel marine engine. Advice is sought to help the restoration

vintage Model Ts. His latest project has just been completed, a splendid 1923 Model T wagonette with bench seating in the back.

One of many engines was a Roseberry oil engine made in Sydney in the 1920s. 2hp @ 500rpm. No: 14101 originally powered a concrete mixer. Restored by Trevor Dunn of Sunbury in 1987.

Marino Jetting Pump made in Brisbane 1937-53. Marino did not make engines, in this example the engine driving the pump is a 1hp air cooled pull start Cooper RV rebadged Marino. Displayed by Lindsay Elliott.



Ted Goddard is one of the farmer/engineers in the club who is part of the team that has rebuilt the club's huge engine and built the new shed. At home he is busy working on his veteran Model T Ford which is nearing completion. It is additional to his two vintage Model Ts and numerous other restored vehicles he owns. His brother-in-law Bernie Maddox from Ballarat also has a few



Bernie Maddox's newly restored Model T Ford Depot Hack or antique station wagon (the registration shows)



Geoff Maxwell's 1946 Austin 16hp & Dodge, 1930's Ruston Hornsby engine that powered Wedderburn until 1953, Andrew & Frances McDougall's Alvis 12/50, Chris Higgin's Alvis Firebird, Barry Finch parking the club's tractor, railway entertainment for the kids, a local International pickup, Allis Chalmers Model A tractor imported from Milwaukee USA in 1939 donated to the club. Maritta Parsell's TA14 Alvis drophead, Neville White's Dodge Four next to Ted Goddard's 1913 Modle T, 1913 Tangye 3.5hp engine made in Birmingham, England was used in a gold mine to run a generator & pump water restored by Don Wright of Yea, Alvis TD21 owned by Simon Ramsey of Castlemaine, drag saw powered by a Ruston Hornsby 3hp engine, Dale Anderson's 12/50 Alvis

Touring with the Alvis Car Club



Andrew & Frances McDougall are quite familiar with the St Arnaud district having rallied their Brush and Model T Ford on veteran rallies in the past few years here. When they approached Alan Esmore and I regarding proposed places to visit I suggested they attend the Wedderburn Engine Rally. Which they did after a run out to Boort to see the Spanner Man. Not being members of the Alvis Car Club they nevertheless invited Lyne & I and Alan & Heather Esmore to participate on their weekend runs.

When we lived outside Melbourne we were members of the club with the previous Alvis TA21 and 12/50 and dropped out when they were sold. Then we re-joined later when we bought our silver TA21. Moving to the country we were a long way from Alvis activity and joined the NCVCC & engine club instead.

Twelve Alvises were listed on the rally plus Alan's and our cars. A few had mechanical problems and one never left home the other went home early.

The rally organisers provided an excellent route itinerary book which no one could have got lost unless they mislaid it, as one driver did and merrily headed towards Horsham.

The first leg of the day's journey was to

travel to St Arnaud where Alan showed his eclectic collection to the group.

Although coffee was offered time ran out for the next scheduled stop at Tottington to inspect the oldest continuously used woolshed in Australia. The weather was not as pleasant as Saturday, in fact it was bleak and freezing as we listened to Glen Haldon's talk on the early property while poor ol' Kevin Cadzow stood at the gate to direct any cars that had gone astray. Eventually we were allowed in the woolshed out of the biting wind. Glen didn't seem to mind only having a shirt on! He must be made from tougher stock than the visitors. He directed us around the 1845 homestead which many years ago was in company of a small town provided for the workers on the estate. Only the foundations show where the buildings were positioned.

The rally continued on the delightful country roads through the hamlets of Navarre and Barkly towards Avoca. Our planned Sunday dinner was at the Moonambel Pub that Andrew had confirmed the booking a fortnight ago. Oh dear things have changed. We had heard the wonderful chef that had built up the pub's reputation for excellent roasts had left their employment. On arrival we saw a 'for sale' sign outside the pub. The publican was

approached and places for 25 patrons were sought. He flatly said they could not manage such a large group. After a few angry words the travellers left very disappointed about the lack of both friendly service and a promised meal.

The drivers regrouped and motored to Avoca in a bit of a quandary as to where the midday fodder would be grazed. One driver phoned the Avoca Hotel. They were only too pleased to make room for the hungry tribe. Although we had to be split up into the restaurant and bar we had a seat in the ambience of a warm and friendly pub and enjoyed some excellent food. The meals were well presented and everyone ate well.

The final leg of the journey was off schedule due to the meal calamity. The route was to go through Stuart Mill and see the historical Pebble church. As the afternoon was wearing on Lyne and I turned off to Bealiba and Logan back to Wedderburn. We were exhausted by the time we reached home. Seeing many old friends made it a very worthwhile day out.

David

Mike & Liz William's 20/25 Rolls Royce & 1932 Speed 20 with hidden hood



John Lang's Speed 20



Tottington homestead, Glen Haldon talks outside the old woolshed



Alan's 1934 Speed 20

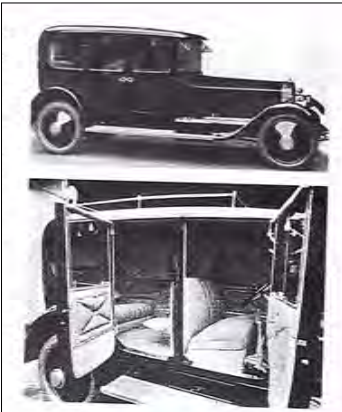


A brief stop at Moonambel for the lunch that didn't materialise. At Avoca Richard Tonkin's Alvis TA14 Tickford drophead

David's Ramblings

Producing 'Country Motor' has led to many new acquaintances who have taken an interest in the publication and have contributed information or articles to include in the magazine.

Ian Irwin from Canberra has been in touch. Ian has compiled two exceedingly well researched books on Rolls Royce Silver Ghosts that arrived in Australia and New Zealand. The first book I purchased in 1999 which was not cheap but very worthwhile acquiring. It covered the history of more than 100 Silver Ghosts to the Armistice. I later knew he produced a post-Armistice book in 2004 but didn't know how to acquire it. Ian told me he still had copies of the second edition. Needless to say I couldn't help myself I had to spend the necessary \$200 (plus \$20 postage) to buy it. He is currently working on a new book covering Phantom I & 2 models and hopes to finish it in a few years. Our local Silver Ghost (Alan Esmore's) gets a six page story in the book. The original body was a sumptuous limousine built in exacting world class standards by Kellow-Falkiner for Capt. Gordon Chirnside of Werribee Park.



It was re-bodied in the 1930s with a Martin & King body and as a result of demolishing a pole it also destroyed the body. A new body similar to the famous 'London-Edinburgh' style was made in 1980 by Larry Mc Colclough. After changing hands a few times Alan purchased the car and made further improvements to the very attractive Silver Ghost.



At the engine rally there are always a few particularly interesting engines. In 2016 a very unusual engine was displayed, if you look carefully you will note a very unusual feature for a small engine.



It was an Ericson made in New York. The unusual feature was that it was a beam engine used for pumping water. Beam engines are generally huge and seen in industrial museums.



This year displayed by Paul Perryman of Boort was an unusual horizontally opposed twin cylinder engine. It was an Enfield air cooled diesel. Power was 9.5hp @ 1200rpm or 13.3hp @ 1800rpm, engine 85mm bore x 100mm stroke. The cylinders are slightly off-set. Weight 310lb. Built in the early 1950's it was made by the same company as Royal Enfield that made motor cycles & rifles.

Probably one of the most dangerous looking articles on display are mechanical saws. The saw blade on one device is covered with a bicycle tyre. Ken Perryman, son of Paul, showed a Hargans Mobile Saw manufactured by M.L. Engineering Co. Sydney. It is driven by a 500cc BSA



side valve motor cycle engine modified to operate on its side. The blade can be turned horizontally. It was purchased at a clearing sale at Eastville, Vic. Used on a farm in the late 1940s to clear property until the 1970s. The engine was seized upon purchase. The cylinder was re-sleeved and new rings fitted. It is believed approximately 500 units of varying configurations were built.



Numerous replicas of old cars have been made over the years. The first Benz, Cobras, an Auto Union racing car to name a few. Graham Hadden of



Coleraine applied his engineering experience to make an accurate replica of Henry Ford's 1896 Quadricycle.

Reader's Comments

Comments and additional information on articles in the Country Motor are welcome

Hi David, Thanks for your magazine – always interesting. On page 16 there's a picture of a fabric-bodied Lancia entered by M. Fabricant. Maurie Fabrikant was a good mate of mine in those days and I rode in the Lancia from time to time. We were connected by traditional jazz – he a pianist, me a banjo player. He gave up on cars but not music and we occasionally

played together right up to his death in 2012. In 1962 my '29 Hudson would have been up on the hill behind the Kalorama oval. Great memories! Cheers **Peter Ransom**



Congrats on the excellent magazine you are producing. Our Secretary forwarded the latest issue to our members today. As a fellow editor (of the Veteran and Vintage Car Club of the ACT), I appreciate the efforts that have clearly gone into your magazine.

I was particularly interested in your 1962 Kalorama photos. On the top left of page 16 is a photo of a Delage, entered by Dr Laurence Donnan. It's not actually a 1926 DI as your caption suggests, but is in fact a '22 model DE. I know this car well as I recently purchased it - thus my delight in seeing it as it was 56 years ago. I'm afraid the intervening years haven't been altogether kind to the car, but it is still pretty much all together. I am currently undertaking its restoration.

I'm hoping other readers of your magazine may have some knowledge of the car and better still, more photos of it. I believe 'Doc' Donnan sold the car to a Neil Shard (possibly a Warrnambool resident) in April 1963 for £70. There then seems to be a gap in its ownership records from 1963 to around the mid-70s. Any assistance 'Country Motor' readers can provide would be gratefully received.

It was a Victorian car for nearly all its life, and attended several Kaloramas, hopefully it will jog a few memories of the older enthusiasts. I believe Doc Donnan was worked at the Beechworth asylum in the 50's, so the car was a regular sight in that town.

I attach the last edition of our newsletter. We just had our AGM and I got voted in again as Editor, unopposed.

Our club is a veteran and vintage only, although some members come in something more modern if the weather dictates that. The club here is in fact the oldest car club in Canberra, having started life 55 years ago in October 1963. There's now over 70 car clubs in the town. Not bad for a population of around 320,000. Our club has a fairly steady membership of around 60. The biggest car club in town (over 200 members) caters for the more modern classics –more so than the early stuff.

Regarding your query there's been no transport museum here in town in my time (21 years). I believe the local Channel 7 TV station had quite a collection of all cars when Kerry Stokes owned the station (late 80's), but don't know whether it was open to the public. Kind Regards **Rick McDonough**



The 1928 Alvis FWD on the back page of issue 3 is alive and well and domicile in Hobart. It has just had a freshen up and looks and runs very well. Also of note is that June 16/17 this year saw the 90th Anniversary of the Alvis FWD win at

Le Mans in the under 1500cc class. Two cars ran un-supercharged and only beaten outright by the Chryslers, Bentleys and Stutz which had engine capacities of up to 3 times the FWDs. **John Lang**



I have noticed a mistake I made in the text accompanying the Riley photos in issue 3. The Riley brother who ran Midland Motor Body Works was Alan Riley, not Stanley. (There were 5 brothers. Victor, Percy, Stanley, Cecil, and Alan). Regards, **David Trunfall**

Hello Dave, I received through the Veteran Car Club ACT, (which I joined in 1963) a copy of 'Country Motor'. I liked your eclectic collection of memories, photos and articles. My interest goes back many decades, like yours, and is similarly diverse. One of your personal old photographs is of particular interest to me. One of my interests is researching the histories of selected makes or models. I'm currently compiling histories of Rolls-Royce Phantom I and Phantom II cars that came to Australia. The

car you depicted at the bottom of Page 14, is Chassis 93MW, the Arthur Mulliner Phantom II Limousine originally delivered to Miss May Brooks of Melbourne. The photo is of David Jones Phantom II at Kalorama. It has had quite a number of owners since and is temporarily out of the movement and last known in Tasmania in 1997 I believe. If I am able to live long enough I hope to complete this work for publication.

Ian Irwin



Hi David, My apologies for taking so long to reply regarding the Chandler chassis in Rochester. The numbers on the truck photo you sent me had been disconnected so I did a search and found the new company number. The guy that I spoke to said he did not know about the chassis so I started to think it had been sent for scrap. I rang a couple of

days latter and spoke to a lady who said it was there but I had to go back to the guy. We drove up and found the son of the owner. He gave me a fair price and I got it. I had been short of two wheels and hub nuts for my 1921 Chandler. Thank you very much for the lead **Phill Hubbard**



Diamond Creek Veteran Car Rally

The rally was held on 8th October 1961 to raise funds for a new hospital in Diamond Creek

Jack Nelson sorting out the gears on his 1913 Mercedes

1910 Rolls Royce & T Ford

1903 Nash Rambler of J Alderson winner of the 1961 Golden Fleece Veteran Car Rally

1907 Brush of B F Bade who came second in the 1961 Golden Fleece Veteran Car Rally

