

Country Motor

Australia



Issue 13



free
Magazine produced
for Pre-1960
motor enthusiasts

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*1909 John Fowler B5/B6 8nhp shown by
Scobie Bros towing a night cart*

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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

Country Motor Australia

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Editor's Entries

Welcome to the thirteenth edition of Country Motor

Thirteenth Issue

The summer heat has passed us by and at last I have been able to get on with house and garden renovations. Also I attended several events which I have shown in this issue.

The few times I've been to Lake Goldsmith Steam Rally I have always enjoyed the ambience of the workshops and open sheds as well as the rally ground, especially during the parade around the oval of steam rollers and traction engines.

A few vintage tours are reported. The Golden Oldies tour by Carolyn Gowers and an Autumn Tour to Orange by Ross Ansell.

This issue has a little Italian flavour with restoration stories on a Lancia by Brian Long and a Fiat 2300S coupe belonging to Abie Fullard. Abie sends me the newsletter he edits of the Fiat Club of Africa that always features

interesting stories on Fiats.

Geoff Batt is researching early Land Rovers in Australia, as he is restoring a Series One.

Finally photos from the 1960s of some of the vintage wrecks I saw in this land of plenty. There were heaps of vintage car wrecks lying around abandoned in paddocks in the early 1960s. More to come in future issues.

Thankyou to those who have contributed stories to the magazine. I have numerous other stories sent in to include in future editions.

The next issue will feature the history of Armstrong Siddeley by Richard Tonkin. He has spent some time piecing it together and once I have presented it in the magazine I am sure it will be of great interest to readers.

Happy motoring,

David

GOLDEN OLDIES TOUR

MARCH 31st to APRIL 7th 2019

Report by Carolyn Gowers



From THE BULBHORN
Official Newsletter of the
MVVC



Brent and I spent a wonderful week touring around a beautiful part of our state in the 1930 Ford Model A, along with another 64 “oldies” – although the number unfortunately decreased throughout the week.

We started at the Wunghnu Federation Picnic on Sunday where we met up with the other entrants and had lunch. There was also a vintage tractor and farm machinery display as well as other vehicles on display on the oval. That evening the Goulburn Valley Motor Vehicle Drivers Club hosted the meal for the entrants at their club rooms in Shepparton.

On Monday morning we left Shepparton, travelling to Devenish to view the silos, then on to Goorambat to view the fantastic mural inside the Uniting Church as well as their silos. Continuing on to Upotipotpon, we were privileged to view a private collection of about 100 old petrol pumps collected from around the world. Then it was on to Winton Raceway – I am sure 65 vintage cars “racing” around the track was quite a spectacle for the onlookers. We did 2 laps of the track then had lunch in the function room at Winton and watched some slightly faster cars at practise.



After lunch we continued on to Beechworth having travelled about 180 kilometres that day. That evening dinner was at the Beechworth Secondary School.

On Tuesday we assembled on the Beechworth Secondary School Oval where

the teachers and students were given time to view the cars. Then it was on to one man’s museum just out of Barnawartha, where there seemed to be nothing that he didn’t have and I am sure he knew exactly where everything was. Each shed had that “oh my goodness” WOW factor. Then it was on to the Star Hotel in Barnawartha for lunch.

Most of the cars were reversed into the kerb which allowed for some great photography. After lunch we continued on to the Army Museum at Bandiana which is the largest and most diversified Military Museum in Australia. There are guns,



tanks, vehicles, motor cycles, uniforms, medals and much more.

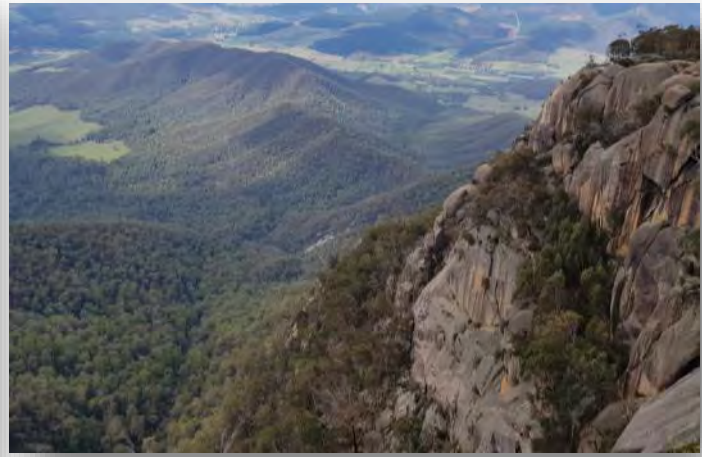
We returned to Beechworth, dining at the Hibernian Hotel that evening. We farewelled Beechworth Wednesday morning and travelled to Yackandandah where we visited Schmidt’s Strawberry winery and also had a stroll around the town centre. Lunch was at the Bowls Club then it was off again, stopping at Rustic Relics to view some interesting wares on our way to Bright. The evening meal was held at the High Country Motor Inn.

On Thursday morning we arrived at the meeting point to find water pouring out of the Model A – even with all the heads under the bonnet there was no quick fix – so

we let her have a rest at the motel and were passengers in a 1929 Buick for the day.

We travelled towards Mount Beauty to John Stanley’s Australian Stoewer Museum – a tribute to the family behind Germany’s third car manufacturer. John gave a very informative talk about the history of the Stoewer cars and shared his passion that began when he was at high school. He has five Stoewer cars - a 1911 B1, a 1923 D3A sports model, a 1922 D5 coupe, a 1924 D5/78 (all four are sole survivors of their type) and a 1913 C1 which is one of only five left in the world.

On to the Red Stag Deer and Emu farm for lunch. We had great views over the farm (even though it was drizzling rain) and



an interesting talk about the history of deer and emu farming in the area. Back at Bright we helped keep Craig, the RACV patrolman, busy as the water pump was dissected and repaired. Then the Model A was ready for the next day.

On Friday morning we travelled to Nightingale Alpine Produce at Wandiligong. We had a tour of the fully computerised apple washing and grading system. A look through their massive produce store – a huge array of apples, nuts, jams, ciders, gifts and goodies. The apples were fresh and amazing. I wish I had bought more!



It was off up the road to Mount Buffalo – about 30 kilometres up hill. Not all the cars tackled the drive today but, those that

of hiccups on the way down – our tour directors did an axle on their 1930 Nash. At the top we had lunch at the Dingo Dell Visitors Centre and went to the Chalet for fantastic views over the mountain edge and countryside below. Back in Bright we had time for a wander around the town centre and then a free evening.

Saturday morning we farewelled Bright and headed off, passing through Myrtleford and on to Everton Primary School for lunch. The caterers provided a lovely lunch and there were a few market stalls on

did, made it to the top although there were a couple

the oval as well. Then we continued on to Wangaratta. The final dinner was held that evening at the Gateway Hotel.

Sunday morning breakfast was back at the Gateway and there were farewells all around.

We thoroughly enjoyed our week – our first Golden Oldies Tour. Such magnificent organisation by John and Margaret Davis – this being the seventh and last Golden Oldies that they are organising. Their daughter Anne helped out and has put her hand up to organise the eighth tour (with valued input from her parents). We would highly recommend the Golden Oldies to anyone with a vintage car 1919-1930. We certainly plan to do the next one. *Carolyn*



Model A Ford

The Model A Ford superseded the T Model Ford, and was made from 1927 to 1931. The new model was well over due and tooling up for the A also delayed it's public appearance until December of 1927 (USA)

The Improved Model A production ended March 1932 after 4,860,000 A's were made. It was replaced by the Model B that had a further developed four cylinder engine and a new Model 18 which had a new sv flat-head V8 engine.

The A Model's engine was sv, 201ci

(3.3 litre) 40hp (30kw) mated with a conventional unsynchronised three-speed gearbox. Four wheel mechanical brakes. Top speed of 65mph.

The 1930-31 models had stainless steel radiator cowl and headlamp housing. The fuel tank was situated in the scuttle and gravity feed to the carburettor.

It was the first car to have safety glass in the windscreen.

Henry was a reluctant convert for any improvements on the T Ford and the same with the development of the Model A. He left the Model A's styling to his son

Edsel, even though he took the credit for it.

The Model A was simultaneously released in all Australian capital cities on the 15th May 1928, The response from the motoring public was huge at any location the new car was on display. A variety of passenger bodies were available as well as commercial vehicles. The most popular version was the tourer followed by the Tudor and roadster. Body parts were initially imported from Canada until Ford Australia Geelong installed their own body presses with a notation proudly stating 'Made in Australia' on the near side front seat frame.

Lake Goldsmith Steam Rally

4th/5th May 2019, 113th Rally



1911 Foden 8hp compound traction engine restored by the Scobies

In issue 12 I included a story on a Felix engine that Ken Rhodes our next door neighbour had recently acquired. Ken was anxious to learn more about the engine and what better place to seek information than attending the May 2019 Lake Goldsmith Steam Rally. Needless I was very pleased to accept his invitation to join him and visit the splendid steam park near Ballarat, Victoria.

I have attended the rally several times over the years and each time I am overwhelmed by the attractions at the event.

The steam park covers many acres and is occupied by numerous sheds exhibiting hundreds of large and small engines, vehicles, tractors, traction and portable steam engines, old equipment by a bunch of crazy enthusiasts. Their passion for collecting old wares is very evident by the crowded buildings that are akin to Aladdin's Caves. I love exploring each display shed. Many had working ancient motors hissing and phutting creating primitive engineering noises. All were happy to talk about their collections.

From the rally program we learn that the Lake Goldsmith Steam Preservation Association Inc started in 1942 when a group of local farmers held working steam traction engine shows for American servicemen who were in the area for training and R&R. The farmers continued to meet infrequently until the 1960s when they established a permanent presence on the site. A small shed was erected, the

secretary brought a living van on site and a miniature railway track was laid. The current arrangement of rallies in May and November began in 1962. The Association's President, Trevor Oliver, presented the machines and boilers in the 'Boiler House' then took to the oval and described every vehicle that was on parade. As push bikes to monster traction engines motored by, he told the spectators their individual stories, with some exaggerations and for listener's amusement.

We located a few Felix engines similar to Ken's, as well he bought a Felix pamphlet on how to operate his engine so the trip was worth while.

The weather was typically Ballarat for the time of year. Cold, at times drizzily, overcast and very bleak. The best sort of weather to enjoy Lake Goldsmith and appreciate the warm wood heaters and operating engines in numerous open sheds.

The 113th Rally featured 1 and 2 cylinder tractors. It is surprising that one or two cylinder engines were widely used in agricultural and heavier vehicles. Generally when thinking of one or two cylinder engines early veteran cars come to mind. In time four

cylinder and over became the norm for passenger and commercial vehicles. The advantages included being more refined and more powerful. However manufacturers of numerous tractors and road equipment evidently regarded one or two cylinders as perfectly adequate for the jobs they were designed for. At least mechanics only had to decoke one cylinder head and grind in one set of valves in the case of a single cylinder engine.

The featured tractors were displayed then later lapped the oval. The most common being the semi-diesel Lanz Bulldog and similar but different Field Marshalls. It is little wonder that most old farmers loose their hearing having to endure hours and hours ploughing their paddocks behind the wheel of a noisy thumping one cylinder tractor. The German Lanz engine was reputed to burn anything included used engine and gearbox oil thinned with paraffin. One can imagine the amount CO2 pollution that would have belched through their exhaust! Hopefully the farmer was not driving against the wind. It goes without saying farming has always been a hazardous occupation.



Lanz Bulldog towing a grader

Lanz Bulldog was manufactured by Heinrich Lanz AG in Mannheim, Germany. Production spanned from 1921 to 1960 with various versions of the 'Bulldog'. John Deere acquired Lanz in 1956. The Bulldog was one of Germany's most popular tractors, over 220,000 were produced. In addition the Lanz Bulldog was produced in France (Le Percheron 3,700), Poland (ZM Ursus 55,000) Argentina (Pampas 3,760), Spain (Lanz Iberica SA 17,100 built from 1956-63) and Australia from 1948 to 1952. The KL Bulldog was produced by Kelly & Lewis of Springvale, Vic. Just over 860 were built, based on the 35hp Model N Bulldog.

The Bulldog had a single cylinder, Horizontal, two-stroke, hot bulb engine. Initially of 6.3 litre, 12hp. As it evolved it was increased to 10.3 litres and 55hp. While hot-bulb engines were crude, they were easy to maintain. The engine was designed by Fritz Huber.

The British Field-Marshall also modelled their tractor on the Lanz Bulldog. The early model had a cartridge starting system and top speed was 12mph. Below a Field-Marshall Series 3 of the early 1950s.

More impressive than a Lanz Bulldog was a Jelbart 12 ton road roller built in

Ballarat and once owned by the City of Ballarat, now in the custody of the Lake Goldsmith Steam Preservation Association. The roller had a stepped single piston two-stroke engine which were used on their early tractors. Built until 1932. Jelbart worked with Cowleys of Eureka Ironworks in Ballarat East for the construction of these machines. Simplicity for the driver, who has to start it by turning the external flywheel.



One and two cylinder engines are associated with motorcycles. Below is 1915 Bradbury twin made in the UK. This very original example is ex-army. Owned by Rod Lofts.



One of the Association's largest exhibit is a Ruston Hornsby No.4 Face Shovel (shown below) Built in 1924

Class No. 20 SNC (Steam Navy Crane) serial number 922.

It was despatched on the 7th Jan 1925 to the Australian Portland Cement Co. at Fyansford on the outskirts of Geelong. It was used in the limestone quarry until 1980. It weighs 20 tons and required dismantling to transport it to Lake Goldsmith.

The rail mounted steam shovel behind it is a 1903 model 65C Bucyrus-Erie 180-degree Tower Navy. 65 ton, serial number 506 was built in Milwaukee, USA for Mount Morgan Gold Mining Co. in Queensland. It too was later purchased by Portland Cement in 1920 to remove overburden at their Batesford limestone quarry. The steam shovel was withdrawn from use in 1951 when the boiler was no longer serviceable. It was later revived by using compressed air as the power source.

David





1929 Sunbeam motor cycle, Rumley Oil Pull tractor, White truck, 1982 Reliant Rialto 848cc 4 cyl engine, 70mpg, 135 kph owned by Leigh Durham, Austin ex-military truck (0409 568 084), 1936 Ford V8 sedan, fried eggs anyone? fresh from a plate below the boiler!, 1949 Fowler Mk VF British Diesel Crawler 40hp 1cyl, 2 stroke horizontal water cooled 298ci eng owned by Peter Craig, 1957 Porsche 4 stroke diesel Junior 1 cyl 822cc 15hp eng, made 1956-64 ex-German castle restored by Kerry & AnneMarie Braty, Ballarat, 1915 Felix twin cyl 7½hp engine previously used on a chaff cutter & saw bench, owned by Roy Nicol, Land Rover Massey Ferguson fire tender, Australian made circa 1910 Sutherland motorcycle with Fafnir 3½ hp engine, J I Case Co (Racine, Wis, USA) portable steam engine, Bailor cultivator powered by 4 cyl 'Le Roi' eng new price £85, Garret 10hp portable made in England drove first electric lights in Melbourne at Centennial Exhibition of 1888 previously used on McDonald farm at Myall, Ken Rhodes examining a Felix engine, Brown's Steam Haulage Foden 8hp compound traction engine ex-Barrabool Council and Aveling & Porter steam roller

Federation Three Rivers Picnic at Kerang

A four years ago as it was National Motoring Heritage Day Lyne and I drove in the Alvis to St Arnaud for hot chocolate at the Kara Kara café. By coincidence a few other members of our local club had also brought their cars out and met at Kara Kara. I decided then that in future a tour should be organised on that day of celebrating the classic car movement. Each year we have had successful tours to see towns and places of interest we don't normally visit.

Plans were made for a visit to Kerang a few years ago with the local club being our hosts to show us around. However in the meantime the day became the Federation Three Rivers Picnic. This new arrangement was quite acceptable, still giving us a chance to motor to Kerang and meet other country enthusiasts. The Picnic is to be rotated with Echuca, Deniliquin, Swan Hill and back to Kerang. I personally would have preferred to have seen more of Kerang as there are a multitude of show and shine car displays we can attend. The saving grace for the Kerang run was looking over their huge museum.

Lyne and I always travel the route of future rallies to check out cafes for morning tea, lunch and places of interest. We were pleasantly surprised to find a nice café, Godfrey & Bear, in Boort for our morning tea stop. At Kerang we met Colin Day ex-president for 29 years of the Kerang club, who showed us his collection of cars then the location of the site of the Picnic.

On the preceding Saturday was the **Wedderburn Swap** which we attended. For the engine club it was a great success with sites up from 45 last year to 54 this year. A great variety of vendors wares were available as well as plenty of food from the club's food stalls. Every year a raffle is organised consisting of a food hamper, also 2nd prize was a bag of vegetables, which we happened to win.

Come Sunday at 8.30am we left for Charlton. At Charlton we waited for 12 cars from Donald and St Arnaud. Ten minutes later the convoy of classics arrived and we were able to move onto Boort for morning tea. The run to Kerang was the longest stretch

which we sat on about 55mph. We arrived about 11.00am to find the allocated parking area on the green lawns by the lake was almost full leaving just enough room for our group. Approximately 140 cars were on display. People who didn't bring a picnic never went hungry as food stalls provided lunch. The cars present were the usual classics we have come to expect at gatherings with a about a dozen pre-war and vintage models. A splendid 1962 Studebaker Gran Turismo Hawk owned by R Mills & R Dempsey was voted the most desirable car on show. It has a V8 289 ci 225hp engine, with auto transmission, power steering and brakes,



with air con. One rare variation of the 1950's Dodge/Plymouth, DeSoto range was a Plymouth Plaza two door sedan owned by Lex Kirkly. Only three are known to come into Australia and it's the only one the road.



1928 Chevrolet National Fisher body 4 door sedan has travelled s few oceans. It was originally shipped to New Zealand, then California then Australia, 4cyl 172 ci engine.



Once the raffle and announcements were over we crossed the road and inspected the excellent Kerang Museum. There was plenty to interest everyone. An old homestead on the property was inside a large shed with rooms packed with memorabilia of days gone past, collected from people in the area. Due to the advanced age of the building, evident by the undulating wooden floors, it is going to be pulled down and a new shed in front of the museum will display the huge amount of historic items.

The vehicle section includes numerous tractors, commercial vehicles, a row of engines and a few traction and portable engines. One of a kind and first made in Kerang in 1915 was cobbled together by a local identity Achille Franzini. It was very much a cycle car with friction drive. It was powered by half a Model T engine! I can not visualise how he cut off two cylinders!



Colin Day showed us the museum's workshop where members are continually restoring vehicles for the museum. A pre-war International truck was one of their projects that had an extra wide cab designed to enable the driver to sleep across the seat. A 1956 Ford Thames van is in the queue ready for some attention.

A little later in the afternoon we all dispersed and wandered home in time to beat the setting sun and 'roos. *David*



Our Alvis at Boort



2019 Autumn Tour

Orange N.S.W.

3rd-5th May

This rally is held yearly for vehicles born prior to 1931. Whilst this event was held in Orange, it is rotated between Parkes, Orange & Dubbo. After having attended last years run in Parkes, our first, fellow Vintage Drivers Club member, Lou Martone & myself, were impressed enough to head off

Lyndhurst for lunch. Carcoar, listed by the National Trust. It



to this years run in my 1926 Hupmobile Series A tourer. Whilst the weather was not ideal, it supplied some much need rain. (Ross's 1926 Hupmobile tourer above)

Friday - After registering at the ODOMC club rooms, we headed off to the Emus Rugby Club for lunch. It rained pretty much all the time, but we didn't complain as it was desperately needed. The majority of us decided on discretion, rather than valour and did not go on the planned run to Milthorpe.

Saturday - A much improved morning saw us gather at the Robin Hood Hotel for photos. The collection of 131 veteran and vintage cars was truly impressive! Rarer marques included Napier, Gardiner, Bean, Falcon Knight, Marquette, Cadillac, Durant, Roosevelt & Crossley. Chrysler, Buick, Ford & Chevrolet were well represented. Hupmobile was showcased by 3

was our final destination for the day. That evening was the farewell dinner at the Ex Services Club.

Sunday - A breakfast at the club rooms was enjoyed by all before going our separate ways. As Lou and I were staying an extra couple of days we were able to catch up on what we missed Friday. Milthorpe is an attractive early village with an excellent museum housing a vast array of exhibits.

Monday - We toured of some of the villages to the south of Orange and returned to base. We did a walk about through Orange itself. The entire run from

John & Steven Wards 1916 Benz DS2, Colleen & Gerald Rainbird's 1927 Hupmobile Series A sedan, John & Kerrie Nicholson's 1927 Chandler, Ian & Chris Holgate's 1923 Gardiner Radio Special (below)



mid 20's 6 cylinder cars & a 1913 Model 32.

After drooling over the cars we headed off to Newbridge for morning tea. After another excellent drive, we reached



Melbourne & back covered some 1,200 miles. We highly recommend this tour to all pre '31 owners. Next year is in Dubbo.

Ross

1955 Lancia Aurelia B12 Saloon

Brian Long

I remember my Mother saying, when I was first showing interest in cars, that her two favourite cars were the Lancia Lambda and the Hispano Suiza. We never saw the latter in Geelong but from time to time she would point out a Lambda. I guess my interest in Lancias was kindled then.

As a teenager holidaying in Lorne I helped a chap straighten out a Lambda front suspension framework. He was hammering the daylight out of it on a big tree stump that used to be beside the bridge over the Erskine River opposite Vern Grose's BP garage. It had come off second-best against a cliff face on the Great Ocean Road, when his girlfriend misjudged a bend. As a reward he took me for a run in the car which had the usual Ford V8 replacement engine in it. The performance made quite an impression on me; but I don't think I told Mum about it!

Then I started peering under Aurelias to look at the transaxle because I was intrigued by the hub-mounted universal joints. What a fetish to admit to! So early in the seventies I bought my first Lancia; a rather dilapidated 1500 Flavia sedan and the die was well and truly cast. The car was originally owned by an RAF man who drove it to Lancia in Turin for servicing, on to England and back every year when going on leave. I still have the 'ADN' international plate in my garage. Around the same time I met Darrell Waddell who then had two Aurelias; a B12 and a B20. Max Dupont, my local garage owner in Mitcham, had an Ardea (which I subsequently bought from him and is now owned by Chris Long) and a yellow Fulvia sedan that went to Western Australia. Max also put me in touch with Peter Renou and Paul Vellacott. I was really enmeshed now.

Darrell knew how I hankered for an Aurelia and the B20's were out of my reach. His solution was for me to buy his brother-in-law Peter Foster's Aurelia B12 sedan which I did and which I still have thirty-five years later. The car had been imported by a Mr. Dibernardi when he emigrated from Italy and established a market garden in Red Hill, Mornington Peninsula. Every day, he used to tow a produce trailer to the Victoria Market in the city. This explained three things:

1- I eventually had to replace first gear and fix a slipping clutch, 2- the engine still didn't burn oil; nice long runs with a warm engine, 3- why the car had a 1½ inch angle iron back bumper with a tow-ball!

He sold the car to a solicitor in the

Sorrento area who in turn sold it to Darrell's brother-in-law. Early years of ownership saw me painting the car red because the non-original blue was fading badly; why red? I don't recall except that it didn't suit it at all. The front brakes needed relining and instead of trusting that job to Clive Beattie, I took the brake shoes to the local brake specialist who rang me up later in the day to say that two of the shoes had melted in the oven which was used to strip off the old linings. The leading shoes are of zinc alloy for better heat dissipation... up to a point! The "I could have told you so look" was quintessential Clive Beattie as he hunted around for some replacement shoes! In retrospect I should have used woven soft linings that would have reduced the pedal effort, but the brakes are more than adequate. Years later I had all the wheel cylinders sleeved with stainless steel.

The B12 became part of the family. My article on the *viva-lancia.com* website talks of many trips between Sale and the Colac/Lorne district. I was then in the Oil and Gas industry and we moved to Sale, in eastern Victoria a year or so after I bought the B12. At that stage Sale had the world's highest population of Lancias per capita outside of the Lancia factory itself. Gene Marshall was a Lancia stalwart in this town, of then 11,000 people and there were about fifteen or so Lancias resident there. An Appia, Gene's Aprilia, Fulvia 2C, B12 and Fulvia Coupe. His daughter's Flavia. Three Flavia coupes, my B12, Ardea and B20, Flavia sedans, John Clancy's Betas, Jerome Baldwin's Lancia 2000 and on it went. I wasn't in Lancia isolation in Sale. The new house had a big garage and Arthur Ogg's Flaminia convertible, Cam Anderson's Flaminia Zagato, Mario Sbrana's Maserati 3500 also dripped oil in our driveway at one time or another!

Darrell Waddell had a block of land in Wymboliel on the Mt Sabine Road that runs along the ridge of the Otways behind Lorne, on the famed Great Ocean Road. My wife and I had met in Lorne, we always



holidayed there and we now have a house there. But in those days, Darrell used to go down there in his B12 to determine the outlook of the house he eventually built a few years before his untimely death.

Many a time Darrell and I blasted down from the Otway hills in our B12's or along the Mt. Sabine Road to a farmhouse restaurant run by a Prussian German chef who would banish the kids to the farmyard 'becoss your parentz haf kom to enjoy my food and don't vant to be dishtraktet' The fortification against the cold as we returned along the Mt. Sabine Road was Bob's imported Prunes in Armagnac that would lead to instant loss of licence now!

Eventually the red colour got to me and one momentous night in the garage I soaked a sheet of hessian in paint stripper and placed it on the front mudguard. Point of no return! Months of work went into stripping many layers of paint off. I came across the original colour, a light brown, that was there somewhere? I juggled mudguards and doors, primed, filled and sanded night after night vowing never again! I also fitted the correct front and rear sidelights, the fog lights and even the small backing light under the bumper. On an earlier trip to England I obtained a back bumper bar to replace the VW item that I had used instead of the channel-iron towing assembly.

Amongst all this B12 activity I also had a Flavia 819, a Flavia 1800 coupe, the Ardea and a sixth series B20; not necessarily at the same time!

A couple of months after the car was back on the road I accepted a two year assignment in Malaysia, which became twenty-two! For the bulk of this time I am indebted to John Waddell, Darrell's brother who had a B20 which he carefully restored, for storing and looking after the B12. I managed to come back nearly every two years for the Castlemaine Rally and we also

attended some of the U.K. Lancia Club AGM's. Business trips to the U.S.A. enabled me to meet Tom Sheehan. I met up with Bob Fiengold, who was in the oil industry in Singapore and who had a B20 in the U.S.A. In fact we have met a lot of great Lancia enthusiasts over the years.

I also unearthed a very original Flaminia Touring convertible in Malaysia which I brought back here when we repatriated. But when we downsized, we kept the B12!

I persisted with clutch problems over the years; mainly shuddering. I could take the transaxle out blindfolded now. However, the final problem turned out to be a slight seepage of oil through the cylindrical spacer on the input shaft. The original seal hadn't been replaced when I had a new first gear installed. The B12 and early Aurelia gear-boxes are indirect and the lower shaft is

submerged in oil. Peter Renou and I fitted a small O-ring in the spacer solved that problem. At the same time the pressure plate was modified to accept a Toyota thrust bearing; the originals now being unobtainable.

The rear wheel bearings have no slack although I have spares and I did change out the bearings on my B20. A straightforward job provided, once again, you take the trouble to make the requisite tools. My article on that job appeared in an Australian Lancia Register Newsletter in the late 70's complete with sketches. About the same time I also did an article on setting up the B20 coupe's twin leading shoes.

In closing, the B12 has always been my favourite and it bears out the comment made by many that Lancia's sedans were always the best example of any of their models. It is a relaxed cruising car and keeps

up with modern traffic without any trouble. Like all Lancias, it is easy to work on with the right tools and you come to appreciate that they were designed and made by engineers and not by accountants!

Since writing this article for the Register newsletter I have completely rebuilt the motor and had the body stripped and repainted in the same silver colour. The car has since had trips to Queensland, South Australia, the Alpine Way and two visits to Tasmania. All without any problems **Brian**



Ford Speedster

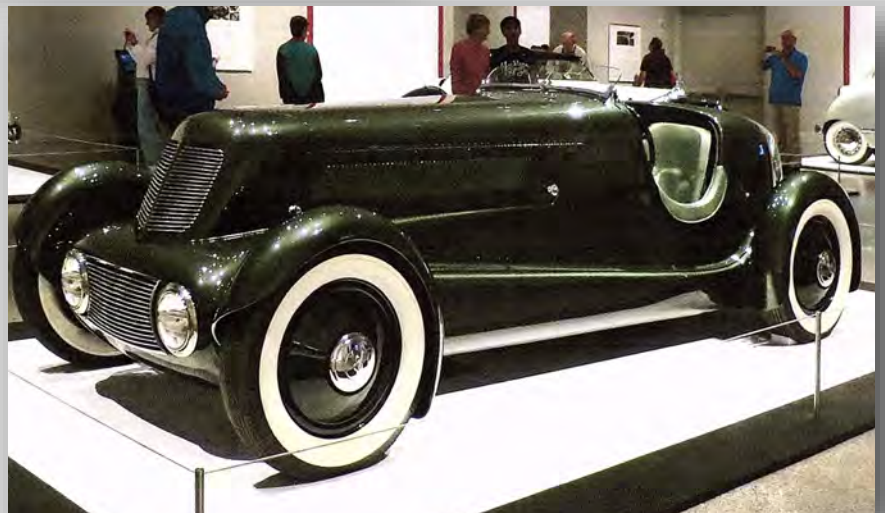


*1934 Model 40
Special Roadster.
Edsel Ford's
whim for a
sporting chariot
based on the
Ford V8*

Edsel Ford, Henry Ford's son, commissioned Ford's chief designer Eugene T. Gregorie to design and supervise the construction of a personal sports car based on a style of period sports cars Edsel had seen in Europe.

A special two-seater roadster was built from aluminium and fitted with a flathead Ford V8 engine. It came with a starter button decades before the feature became standard on most cars. Only one was built and is currently at the Ford House Museum, Dearborn, USA.

The original side valve V8 engine was 221cu in (3.6 litre) rated at 65hp (48kW). With improvements it continued in the main stream American Fords until it was replaced by the ohv engine in 1953 (1954 in Canada & 1955 in Australia)



Researching the History of Series Land Rover's in Australia

Geoff Batt

My research started with my own late model (1958) SWB 88" Series1 which I purchased in 2007. I had known of this vehicle for many years and it took a number of attempts to persuade its then owner to sell it to me (quite a story in itself)

It had been sitting under an open carport at the side of his house in the suburb of Gladesville in Sydney for approx 30 years and he only finally agreed to sell it to me on the understanding and condition I would restore it and use it and not just sell it on to make money from the exercise. As part of the purchase I also received quite a bit of paperwork (copies of old rego papers etc)



Some time later a friend suggested to me he didn't think it was a S1 but an S11. As I knew virtually nothing about Land Rover's I thought I'd better check and see if it was an original and genuine S1, which started me on my journey.

Without going into a long explanation I now have the facts or evidence which confirms I am only the vehicle's third owner and it is a genuine S1, with its original engine and all other components and only a few minor additions. In addition I've also got facts and details of around 90% from it leaving the factory (dispatched out) of the PMC Ltd's plant in Enfield Sydney to the present day.

I started restoring it in 2015, which has for various reasons (too many to list here) been a start/stop affair and its been in these times between actually working on its restoration I started looking further into the History of Land Rover's here in Australia. It probably took off after I attended the 70th anniversary celebration event held in Cooma NSW in 2018 where I saw and met many other owners and enthusiasts of Land Rovers.

When I'd done my own vehicle's history I started on this next leg of the journey. I decided I would limit my research to Series

vehicles only, that is those built from 1948 through to the last S111 in 1985 and the various special builds, ie: Forward Control & military units etc during this period.

I make no apologies to any owners of a 90/110/127 which had been introduced as early as 1983 to not include these in my research as I had to draw the line somewhere.

My main area of interest is to try to discover exactly how many vehicles were imported as CBU (complete built units) or as CKD (units – complete kit dispatched) Many of the records of the agents/dealership's which did build/assemble them have been lost/misplaced or destroyed and yet occasionally records do come to light.

It would be interesting to know how many still survive and are being used and enjoyed. During any restoration project enjoyment might be better described as both frustration and then satisfaction when the particular job is completed.

There is no one place this type of knowledge or information can be sourced and I'm planning on creating a web site (a non-profit organisation/group) where this can be shared with other owners and enthusiasts, who will contribute their known facts and records, help to build the big picture.

I've already set up the web site and registering the non-profit organisation, but will only launch the site when there is sufficient (enough) information to be of value and interest to the user/visitor to the site

Please note this is just my own personal interest and I have no intention of profiting from this exercise other than my own personal knowledge and sharing this with other owners and enthusiasts.

If you have any knowledge or records of the various main dealers and would be willing to share this it will be to the benefit of all Series Land Rover owners and enthusiasts.

Some facts and figures I have come across during my research of many Web sites, National Archives and State Libraries along with many books, magazine articles plus conversations and information generously supplied by other owners and enthusiasts.

1. Based on information available around 27,000 S1 units of the various models between 1948 to 1958 came to Australia which was about 1 in 8 units being built during this period. Note: total production for this period is recorded from available records as being just over 200,000.

2. For S1 S11/S11A S111 and other variants production figures from available records indicates that in total from 1948 through to 1985 some 1.36 Mil units were manufactured and by using a similar percent-

age as in the S1 units this would suggest around 170,000 Land Rovers were imported to and or built here as many were. Note: without historical data or records this figure is purely an estimated number based on the 1 in 8 figure of S1 units imported and could be far more or less vehicles in total.

3. In the early years many of the CKD units were assembled by the main agents in Adelaide – Champion Ltd, Brisbane – Annand & Thompson Pty Ltd, Melbourne – Regent Motors Pty Ltd, Perth – Faulls Pty Ltd, & in Sydney – Grenville Motors Ltd, along with possibly a small number built/assembled by other local agencies/distributors, however by the mid 1950's Rover made the decision that all assembly would be done in Sydney by the Pressed Metal Corporation, although its possible a small quantity were still built by the main agents in the other states. Note: it is also possible units sold in WA continued to be imported directly from the UK during this period.

4. It is understood there was also another plant in Sydney based in the Liverpool area (Morebank) close to the Holsworthy Military Facility (Reserve). It is believed all Military Land Rover vehicles were assembled and built at this facility to the specifications and requirements of the various services, Army, Navy, & Air Force; although its possible some basic or standard units were built and supplied through the PMC facility at Enfield.

5. As a result of attending the 2018 event in Cooma I became aware of the role Land Rover's had played in the Snowy Mountain Hydro Project, which resulted in me being lucky enough to receive some (copies) from Grenville Motors/PMC and was able to put together a list of vehicles purchased and used on the project between 1949 & 1973. This may not be the complete record as there are many missing details or gaps in the available information I have, but the evidence from these records is that some 792 vehicles were used on the project

To close I will ask anyone wishing to get in touch can do so using the details below, but I ask that if you have any questions about your own vehicle/s I will be happy to help out where I can but I am not a free research service. I'm hopeful this will be a win/win situation for both myself and those wishing to get in touch and share what ever information they may have to enable us collectively to create a site of historical data and information of Series Land Rovers here in Australia.

To contact me or pass on information Email to geoff.lrinfo@gmail.com **Geoff**
Disclaimer all information in this document is provided in good faith and may not be 100% accurate



1965 Fiat 2300S Ghia Coupe

Abie Fullard

From the newsletter -

iL Topolino

Abie, Editor of 'iL Topolino', the newsletter of the Fiat Club of South Africa writes about his Fiat Ghia Coupe



During my 40 years career here and in Europe, I have owned, driven and sold many cars, by far the majority being Fiats. I really have owned and driven virtually the complete range of earlier Fiats, from Fiat Cubs, 1100's, 1200, 1500 OTS Sable, 124 ST, 124 coupe's, 124 spiders, 850 coupes, 850 Sport spiders, 500 Nuova, Fiat 600D, Fiat Dino, Fiat 2100, Fiat 2300 sedans and coupes. Unlike many other cars, in my opinion, Fiats have a distinct character, they are absolutely not just transport. Always eager to be driven hard, always had road holding and brakes to match their performance. Of all those, one stands out as the king of them all, the Fiat 2300S Coupe. As was written in a report on Fiat by a UK Motor magazine in 1967, the 2300S coupe was "Far more of a thoroughbred than it had any right to be" and was often announced as "Half a Ferrari at half the price"

I have owned 5 of them over the years, and can compare them to their Italian competition I had also owned, the Alfa 2600 Sprint and the Lancia Flavia. Its build quality, eager performance and above all, the precise steering and road holding sets it apart. The Alfa 2600 is more powerful, but so much more cumbersome than the nimble 2300S coupe.

I have had a 44 year old love affair with a Fiat 2300S Ghia Coupe. During the early 1970's, I befriended an old engineer, Jacob Bos, the owner of an engineering company called Diesel Auto Engineers in Vermeulen Street, Pretoria. He was a huge Fiat lover and in 1972, he and I built a Fiat 2100 sedan fitted with a balanced 2300 engine and a Basil Van Rooyen Road Race camshaft. My wife, Lesley and I went on our honeymoon to the South Coast with this car.

It was amazingly fast and what surprised me was that the 2100 was a much nicer car to handle with its rear coil springs and the de Dion rear axle, than the later 2300's, and that, although fitted with the standard drum brakes, could stop on a "sixpence".

After the holiday I bought a Series I LHD 2300S Coupe with an Abarth

conversion that comprised an Abarth Free Flow exhaust system, an Abarth camshaft and three side-draft Webers as opposed to the two that come with a standard 2300S Coupe. The body was a bit untidy but the engine screamed like a Ferrari when pushed hard.

(Lesley sitting on the Abarth)



In the middle of 1975, I sold the Abarth Coupe and found a silver RHD Series II 2300S Coupe which I believe might have been the personal car of Allan Joss, the owner of Cartoria Motors, the Fiat agents in Pretoria at that time. It was in superb condition with very low kilos. *(Silver coupe at my house in Littelton, Pretoria)*



Oom Jacob Bos loved these cars and with me having one, we set out to actively look for one for him. In October 1975, we found a white Series II RHD one on a small holding, East of Pretoria. Jacob Bos bought it and being a motor engineer, immediately opened the engine and overhauled all the components. Those were the days when you could walk into Cartoria Motors and even though the 2300S was very scarce in South Africa, you would be able to get anything you

needed for the cars. They really were fantastic Fiat agents.

This car in particular was scarce as it was also a RHD. Toward the later 1970's, as my family had grown, I was forced to sell my Coupe and for a few years I bought family type cars. (Family cars being Fiat 124 coupe, 124ST etc) The silver coupe was sold to a person in Kimberley, so somewhere in Kimberley, there might still be a completely original RHD 2300S Coupe.

Sadly, in 1980, Jacob Bos died of a heart attack and the family offered me his 2300S as I was always involved with him and his Fiats. I bought the car from them, but as a working family man, I did not have enough cash to repair some of the rust that had set in, so I stored it in my garage, awaiting time and money to do the restoration. There it stayed untouched until May 1987 when I had accepted a position in the UK with an American Super Computer company called Control Data. I sold the car to a young guy who did not have the cash, but gave me 22 post-dated cheques for R150.00 each that covered the amount. I still remember giving all these cheques to the Standard Bank in Sunnyside as I would not be in the country and to this day, I am not sure whether they ever managed to pay the cheques in every month.

The years passed and during the middle 1990's, while working and living in Geneva, I heard that a certain Gustav Wolvaardt had acquired the car but as he was also living in Switzerland, he had also stored the car. That implied that the car had, by then, not been on the road for some 15 years. I contacted Gustav and offered to buy the car from him but he was adamant that his wife would never sell it and that he was intending to fix it when he returned to South Africa.

In 2000 Lesley and I returned to South Africa and I happened to meet an old friend of mine, Anton Heyn at the 2000 "Cars In The Park" and it turned out that he was a friend of Gustav. I contacted Gustav again and this time he was ready to sell as the rats had eaten the entire rear seat material, the hood lining had

fallen down and the dashboard had become badly cracked from the sun.

I bought the car and started to look at what had to be done. The body was not too bad but had rust in the boot and some minor rust and scratches on the body and of course,



the interior was in bad shape. (As bought in 2000)

Mechanically it was still potentially perfect as by now, it had not run for some 20 years. I set about fixing some things. The first disaster was that the head had corroded very badly and was leaking water into the cylinders. By then, Fiat had left the country and no cylinder heads were available. I purchased a donor car from a Wally Rossi, who had been working on Alfa's and Fiats for as long as I can remember, that had a

good head and for safety reasons had the engine opened up to make sure all was OK.

With the engine open it was clear to



see that the engine had indeed done almost no kilometres since Jacob Bos had overhauled it.



The car was re-sprayed in an unusual Ferrari colour called PPG's Bianca Argenta. (left: stripped and ready for a re-spray)

I managed to find an old Italian upholsterer who still had some of the exact seat material and he also fitted a new roof lining and refurbished the dash board top.

Now the car is in very good condition and has been seen at many Fiat events over the last 18 years or so. My only slight regret



is that maybe I should not have changed the colour and should have kept it in the original white colour. *Abie* (Top previous page and above: *Abie's Fiat at home in Pringle Bay in the Cape, two similar coupes*)

For Sale — 1949 Riley RMB

The time has come for my beautiful 'Mistress' ('Missy') to find a new home where she will be loved, enjoyed and receive the attention to which she has become accustomed. Over the last 43 years 'Missy' has given my late wife, Jan and I remarkable service, both in comfort and reliability. Between 2008 and 2010 a major restoration took place: Stripped back to bare chassis. Chassis and external/internal metal work rust-proofed and treated with POR-15. All fittings renovated or replaced where necessary. Unsound timber in the A-pillars and doors replaced. All 22 panels individually sandblasted, etch-primed and finished in two-pack black. Complete fit-out with new carpets and internal lining. Front and back seats resprung and finished in quality leather. The generator had been replaced with an alternator at an earlier date (at Forbes while



returning home from the Tumut Rally 2008) More recently, additions include: An electronic distributor. An isolator switch for the electrical system. An electric thermo-fan in front of the radiator (not pressurised). Riley Club members will know 'Missy' as she has been to every State (except Tassy) taking part in many National Riley rallies – the most notable being the 2013 Rally in S.A: Nuriootpa to Port Augusta and then Port Augusta to Darwin. But 'Missy' started and



finished in Townsville – a total round trip of 11,500kms and she didn't miss a beat! However, time moves on and because I have new time-consuming interests and projects Missy has spent most of the last two years in the garage, only venturing out for her annual road worthy inspection to renew her Historic Plate registration. It's time for someone else to enjoy this lovely car. Asking price: \$19,500 Contact: mal.lorimer@gmail.com Ph. 0408 511 727

For Sale — 1949 Riley RMB

My 1949 Riley is for sale. Very little to do to have her on the road. Best offer over \$10,000. For information phone Dave Gillespie 0439 479 593. Located Boorowa, NSW.



Country Motor Australia issue 13



David's Photo Gallery of Wrecks seen in the 1960s

As well as taking photos at rallies of vintage cars I also took photos of motor vehicle wrecks during the 1960s. I often explored back streets and country roads on my bicycle and later in my vintage Austin 12/4 to locate old cars, often finding car wrecks. The wrecks that were available for sale I advertised in the VDC newsletter. Many occasions members collected the wrecks for spares.

Car wrecks have a amazing attraction in there unhappy state of condition they make interesting photographs. Most were taken north of the northern suburbs as in my teenage years I lived in Glenroy. I have gone back to most of the sites and needless to say all the wrecks have long gone. I have shown the years when they were taken, locations and makes of vehicles as well as added information I found out at the time.



I stayed in Ballarat for a few days and found this early vintage Model T Ford along with a few veteran Model T chassis laying in the long grass. The collection had been on farm and rescued by a garage proprietor to restore. He lost interest and left them behind a main street grocer's store. (14/01/62)

Junk collectors are very reluctant to allow sticky break youngsters to explore their prized possessions as I discovered when I approached the owner of these wrecks who set his snapping little Jack Russell terriers after me! Not before I managed to take a photo of two vintage cars in Fawkner. He did disclose that the roadster was a rare Moon and the tourer a Morris that he had purchased six years before. (Jan 1963)



Above is an Ansaldo engine a school friend Dennis Healey of Pascoe Vale had acquired from a chassis in the country. He sold it on to an Ansaldo enthusiast.

A veteran run-a-bout was seen on Mt Alexandra Road, Moonee Ponds outside a scrap merchants. It had a one cylinder De Dion Bouton engine and I was told a T Ford back axle. (02.02.62) In 1972 in restored condition it was one of 60 cars auctioned by Frank Illich, Blue Point Motors, Lakemba, NSW. The last sighting was in a Tasmanian motor museum



Don't read this if you don't like sad stories. A Graham Paige 610 sedan was sitting amongst more modern cars in a Campbellfield wreckers on the Sydney Road. The foreign lady allowed me to take a few shots as she thought I needed them for a photographic competition. I told local Graham Paige enthusiast Robert Bonner, however when he visited the premises only the radiator was left of the original, restorable and previously complete car.



Buick two door sedan used for spares and left for the owner's kids to play in. Later removed after advertising it in the VDC NL. Glenroy yard 1963





In January 1963 I photographed these Hupmobiles having seen them in 1960 when I was walking to Fawkner High School. The eccentric owner, Ken Pitson had intentions of restoring them. Ken was a musician. He played for the Melbourne Symphony Orchestra and collected reams and reams of old sheet music.

In the garage he had a Hupmobile sedan and acquired the roadster for parts. He drove an early 1950's Studebaker and a late 1930s Packard wreck was also on the premises.

Visiting him many years later he had built his 'U' shaped weatherboard house around the roadster and had sold the earlier model. The early model was a 1924 4 cylinder 14hp tourer complete with an optional iron bedstead for long trips. The roadster is 1932 6 cylinder 28hp model.

On a later date I visited William Street, Fawkner and saw this Packard sedan, one of three in the backyard. He also had a 1949 Skoda, 1951 Studebaker, Daimler Conquest, Austin 1800 and 1930 Hupmobile 8 cylinder with a US roadster body. When he died a relative collected or disposed of all his dreams for the unrestored cars.