

Country Motor

Australia



Issue 14

free
Magazine produced
for Pre-1960
motor enthusiasts

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Alex Gow's Chrysler Roadster

Back copies of Country Motor
are available upon request

Country Motor is a E-magazine
created for and by country motor
enthusiasts who have passion for
ancient motor vehicles,
engines, in fact any motor that is
curious and old

Please forward all editorial
enquiries and contributions to
David Vaughan

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Editor's Entries

Welcome to the fourteenth edition of Country Motor

Fourteenth Issue

Thanks to Richard Tonkin for his comprehensive and interesting study on Armstrong Siddeley. A story comes to mind about an Armstrong Siddeley Hurricane. When I was young I attended Ferndown Secondary Modern (in Dorset, UK). The science teacher was a particularly nasty pasty who owned a Hurricane. A few years after we came to Australia a friend reported that the students were so sick of him they rolled his Hurricane into the school's new swimming pool!

Alex Gow has provided a story on his twin vintage Chrysler 4 cylinder roadsters. It would have been a formidable task restoring these wrecks.

Old car enthusiasts are well acquainted with the fact that many obscure makes appeared on the market then just as quickly disappeared. The Stoneleigh was associated with Armstrong Siddeley in the early 1920s. The light car never lasted, fortunately a few survive.

Andrew McLintock has provided

photos and his commentary on the EJ-EH Holden Rally in Canberra. It is always of interest to hear what classic car activities are going on interstate.

Many cars we once owned are now regarded as classic cars. Milton Job discusses cars he has owned and is interested to hear from anyone with a pre-war BSA car.

Tractor Treks have become very popular and Neil Athorn is one keen tractor driver. His brief account of treks adds variety to the magazine. A national trek is planned at Wedderburn in spring 2020 that may attract over 170 entries.

Bits & Pieces are a collection of small stories or photos that readers send in. If you are not into lengthy articles then just send in a few photos of your cars and a brief description.

Once again I am showing more photos of vintage wrecks seen in the 1960s. I can only hope some have survived as they are certainly not where they were seen any longer.

Happy motoring,

David

JOHN DAVENPORT SIDDELEY AND 100 YEARS OF ARMSTRONG SIDDELEYS

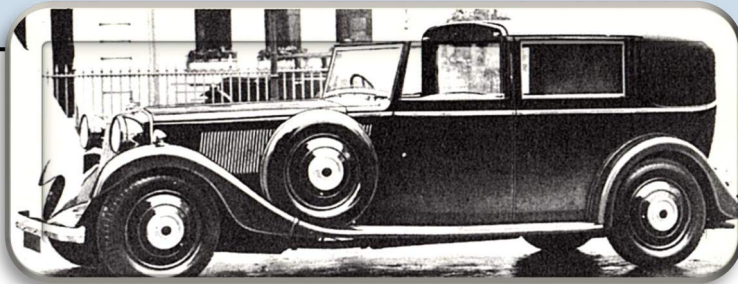
Richard Tonkin

“Armstrong Siddeley – wasn’t that the car they said made walking a pleasure?” This statement was first coined by the British motoring press in 1921, and later by J.D. Siddeley himself when referring to his company’s unsuccessful Stoneleigh economy car. Only the ignorant say that about Armstrong Siddeley cars.

In fact, the company’s slogan was “Cars of Aircraft Quality” For it was the parent business, Hawker Siddeley Aircraft, which made the Hurricane fighter, of Battle of Britain fame, the Typhoon fighter bomber and the Lancaster bomber – aircraft that, along with the Spitfire, helped turn the tide of World War II.

But back to the beginning and a look at the events which led to John Davenport Siddeley becoming a captain of the British car and aeroplane industries. Born in 1866 at Longsight, Manchester, Siddeley’s father, William, owned a hosiery and glove business and later a factory and mill. He was a Member of Parliament in the Manchester area. John was a cycling enthusiast, opening a bicycle shop in Manchester and organising record breaking runs from Land’s End to John O’Groats. He joined Humber, then a bicycle maker, at the age of 26. The next year saw him opening and managing the Dunlop Cycle Company’s factory in Belfast. In 1896, when he was 30, Siddeley set up his own factory in Coventry, the Clipper Pneumatic Tyre Company, making tyres under licence from the German Continental company.

Following success in motor trials at the turn of the century, Siddeley’s first foray into motor cars came in early 1903, when he displayed the Siddeley Autocar at the Crystal Palace Motor Show. His subsequent complicated involvement with Wolseley (Wolseley-Siddeley cars), Deasy (J D Siddeley Type Deasy or JDS Deasys for short), Siddeley-Deasy and, ultimately, with the huge Sir W.G. Armstrong-Whitworth Company industrial complex, which took over Siddeley-Deasy in 1919. This is set out in exquisite detail in Bill Smith’s definitive work “Armstrong Siddeley Motors” Suffice to say in this little monograph, that Siddeley’s extensive experience with those businesses in the first 19 years of the 20th century stood him in good stead to launch the first Armstrong Siddeley car, a 6-cylinder 30 horsepower model in 1919. (above: 1935 version of 30hp, a Siddeley Special sedanca



de ville with coachwork by Lancefield)

This article does not attempt to cover the history of Armstrong Siddeley for the next 41 years, until the end of car production in September 1960. That is extensively covered in Bill Smith’s book and in the works of the Australian author and marque guru, the late Robert Penn Bradly. The company was successful from the beginning, making a wide range of vehicles and enjoying Royal patronage. Including the honeymoon car of the Duke of York and his bride, later King George VI and Queen Elizabeth - there is a Royal Siddeley shooting brake on display in the mews at the Sandringham Estate.

Armstrong Siddeley were also innovative – at the 1928 Motor Show they introduced the pre-selector gearbox, developed by Walter Wilson and called by Siddeley the “Self-Changing Gear” – at a time when almost all cars had “crash” gearboxes. This system involved pre-selecting a gear from a lever on the steering column and when that gear was to be engaged, depressing the “clutch” pedal. Armstrong Siddeleys were offered with that system up until 1958.

While well known for their cars, the company was very much involved in the development and manufacture of aircraft engines – as early as 1925, Britisher Alan Cobham flew from England to Australia and back. Some 60,000 people swarmed across the grassy fields of Melbourne’s Essendon aerodrome (now there’s a lovely old word – do you recall your parents/grandparents saying they were going to the ‘drome to catch a plane?) Cobham’s de Havilland aircraft was powered by an Armstrong Siddeley engine called a Jaguar. The story goes that Siddeley gave permission to William Lyons to use that name for the Jaguar car – the former name of SS (for Swallow Sidecar) having fallen into serious political disrepute. Charles Kingsford Smith’s and Charles Ulm’s Australian National Airlines four AVRO, ten passenger planes each had three Siddeley 240 horsepower Lynx engines.

By 1936 it was time for John Siddeley to retire. In the words of Bill Smith – “Siddeley was a paternalistic autocrat,

in control but seemingly magnanimous, with a strong puritan streak. His strong religious convictions led him to dismiss one works manager for suggesting manning a shift on Sundays. In many respects Siddeley was a Victorian, in the mould of his father. Indeed, the first years of his life were lived during the reign of Queen Victoria. Although the Victorians were harsh taskmasters, they had a strong sense of social responsibility as did Siddeley. The moral, social and industrial sensibilities of someone like Siddeley made it extremely difficult to contemplate the contemporary developments in science and engineering. By 1935 Siddeley no longer understood the industrial landscape around him and managed a workforce of around 2,500, many of whom he did not recognise.”

On 30 September 1936, at the age of 70, the by then Sir John Siddeley sold the company he had spent most of his life nurturing. Armstrong Siddeley Motors was sold to the Hawker Aircraft Company, which had been named in honour of an Australian, Harry Hawker, by Englishman T.O.M Sopwith. The car business thereafter became a division of Hawker Siddeley Aircraft. In 1937 Sir John Siddeley, previously knighted, became the first Baron Kenilworth for his services to the car and aircraft industries. He died on the island of Jersey on the 3rd of November 1953, aged 87.

The Second World War saw production turn to aircraft and munitions. The Armstrong Siddeley Motors factory at Parkside, in Coventry, was bombed extensively by the Luftwaffe in October and November of 1940, during which 568 lives were lost in and around the city. Following further bombings in November 1941, which destroyed the nearby Alvis car factory (but not the one across the road which was repairing aero engines – the pilots got their maps mixed up) the Germans believed that Coventry had effectively been destroyed and they did not return until the night of 8 April 1941. Then, two bombs hit the Siddeley factory and 280 people died in Coventry. In summarising the company’s war effort, Bill

Smith says —“The Hawker Siddeley Group contributed a major proportion of both fighter and bomber aircraft to the war effort as well as those in the areas of transport, training and reconnaissance.”

Armstrong Siddeley Motors began planning their post-war cars in January 1943, while the war was still well under way. In his Memoirs, the company’s Head of Sales said of the small team authorised to work on the development of the post-war cars — “The three or four men nominated to work on the post-war car designs were not too happy doing peace work while the war was still on, however, with a bit of understanding and some coaxing they carried out the work they were allocated. We were able to put on the road a Hurricane Coupe and a Lancaster four-door fixed-head coupe.” — note the names of the cars — after the wartime Hawker Siddeley aircraft.

Put on the road they did — the two models were announced on 11 May 1945, a mere four days after Germany surrendered, although deliveries did not start until December. The company, in contrast to the plethora of models available before the war, produced just those two, until the Typhoon (*below*), a fixed head version of the Hurricane (*below*), appeared in October 1946. Britain had been brought to its knees, both physically and financially, by the war and a return to multiple models, especially with the election of a left leaning and austerity-minded Labour government two months after the European war ended, would have been socially and financially irresponsible.

These were not warmed-over pre-war models, as many manufacturers offered. The body designs were all new and very handsome, with faired-in headlamps, they featured independent front suspension and an extremely strong chassis. The 6-cylinder, 2 litre, 16 horsepower engine was a development of the pre-war unit, but it served the cars well until

upgraded to 18 horsepower in March 1949. In June 1949 a Utility Coupe (a “ute”) and a Station Coupe (an early version of a Twin Cab, with rear seats and a smaller load capacity at the back), were introduced.

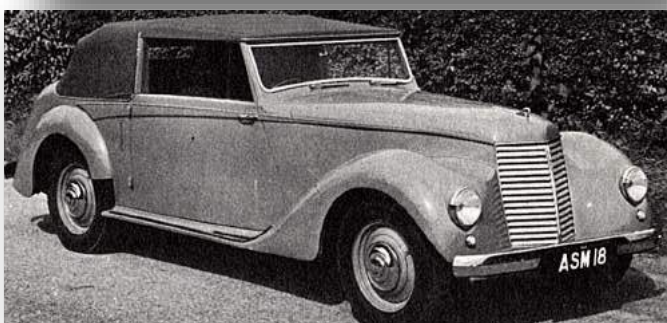
These two models resulted from requests from Australian dealers who felt there was a market for them — particularly amongst Anglophiles, which most of us were then, who felt loyalty to the Mother Country and would rather buy a British product than an American Ford or an Aussie-U.S. Holden. In the event, 60% of the production of 1717

vehicles came to Australia. I remember that a school friend’s parents in Sydney had a Station Coupe as their daily driver and to ferry goods around for their antiques shop.

The Lancaster was upgraded to the Whitley (*four-light below*) Those names again — the Whitley was the predecessor to the WWII Lancaster bomber; in 1950 and then, at the Motor Show in October 1952, a whole new car, the Sapphire, (*below*) was unveiled. This had a conservative, but strikingly beautiful body, with a 3.4 litre, overhead valve 6-cylinder engine. There was seating for 5 — 6 at a pinch and the choice of two transmission systems — a 4 speed manual from Rootes and a 4-speed pre-selector, updated from the Wilson system that Siddeleys had used since 1928. In 1955 the Mark 2 Sapphire was released with updates, including better brakes, a more ergonomic instrument panel and a 4-speed automatic transmission by Rolls Royce, sourced from General Motors.

What was not intended to be, but was, the last Siddeley model, the Star Sapphire, appeared in 1959.

Although outwardly it looked like the Sapphire, the Star was an almost new car, nearly all the body panels being replaced and with more luxurious appointments, the biggest change was the engine, which was increased from 3.4 to 4 litres — brake horsepower went up from 150 to 165. The Star, although tipping the scales at 1 ¾ tons, was no sluggard, topping 105 mph.



Engine	6	Suspension	Independent. Coil Spring and Wishbone
Cylinders	6	Front	Semi-elliptic Leaf
Capacity	3,435 cc.	Rear	Girling Hydraulic (Two-leading Shoe, front)
Bore	90 mm.	Dimensions	
Stroke	90 mm.	Wheelbase	9 ft. 6 ins.
Valves	Overhead. Push Rod	Track	(front) 4 ft. 8½ ins.
Compression Ratio	6.5:1	(rear) 4 ft. 9½ ins.	
Max. B.H.P.	120 at 4,200 r.p.m.	Overall Length	16 ft. 1 ins.
R.A.C. Rating	30.13 h.p.	Overall Width	6 ft. 9 ins.
Transmission		Overall Height	5 ft. 3 ins.
Clutch (a)	Centrifugal	Tyre Size	6.50—16
(b)	Single Dry Plate	Weight Dry	3,472 lb.
Gearbox	Four speeds fwd.	Performance	
Control (a)	Electrically operated pre-selector, miniature gate on column.	Approx. Max. Speed	90-95 m.p.h.
(b)	Synchro-mesh—lever on steering column.	Approx. Petrol Consumption	18-21 m.p.g.
Overall Ratios:		Fuel Tank Capacity	16 galls.
(a) Top	4.091	Prices	
Third	3.564	Model: Sapphire Four-light Saloon	
Second	3.153	Basic £1,100 plus P.T.	Total £1,728 3s. 4d.
First	13.909	Model: Sapphire Six-light Saloon	
(b) Top	4.091	Basic £1,100 plus P.T.	Total £1,728 3s. 4d.
Third	3.307		
Second	3.540		
First	12.80		
Rear Axle	Hypoid Bevel		



I have been fortunate to have been the keeper of four Armstrong Siddeleys – (I say “keeper” because we never really own them, do we? We are their custodians, until they are passed to their next keeper – properly cared for, they will long outlive us) a Typhoon, a Sapphire, a Star Sapphire and a Sapphire 234. A 234? My apologies - I didn't mean to miss the 234. In 1956, about halfway through the Sapphire's production run, the company released the 234 and its stablemate the 236, in an attempt to get into the compact car market. The 234 was a 4-cylinder, 4 door saloon. The engine was of 2.3 litres, being 2/3rds of the Sapphire motor. The 236, rather strangely, was also 2.3 litres, but with 6 cylinders. The cars shared the same body, which was not universally liked and compared unfavourably with the compact Jaguar when both were shown at the 1956 Motor Show in London. The models were discontinued in 1958, after only 2 years.

My Typhoon was a lovely car (actually, they were all lovely cars) a little pre-war in handling and performance but a stunning looker – 2 doors, red, with a black vinyl roof. We called him Humphrey – we reckoned he had the stern appearance of Sir Humphrey Appleby in Yes, Minister. (cover)

The 234 was a great little car – she was named Gloria, because she was red, with red upholstery and red shag pile carpets. She faithfully took two English mates and I from Melbourne to Longreach and back on a Siddeley rally and never missed a beat. She is now getting the body-off restoration that she so richly deserves with her new keeper.

Then there was the Sapphire – he (Bruce – I've forgotten why) was to be our last, our ultimate Siddeley. He was a very smart chap – two tone blue with the electric preselector gearbox. He took us on Siddeley rallies to NSW and Tasmania and was set to be with us for the duration. But came a phone call from a Club member a Sydney.

A Star, whose keeper had died, was for sale through a classic car dealer in Melbourne. While my wife and I were perfectly happy with Bruce, the prospect of acquiring a Star was too tempting to pass up. So it was that Siddeley friend and marque expert, Sandy Cameron and I hot footed it to the dealer.

The Star had little use in the past 40 years, but it was sound and only in need of some recommissioning – new front suspension rubbers, drain and clean the fuel tank, fix the brakes and a couple of electrical items. So, Sir Reginald (Reggie to his friends) came into our care. While it is said that comparisons can be odious, putting the Sapphire and the Star side by side was interesting. The Star is marginally (1 inch) longer, wider (by 2 inches), heavier (by 1 cwt), faster (by 4 mph) and with a significantly improved



1959 Star Sapphire

turning circle (42 feet for the Sapphire, 38 for the Star). The interior appointments are more luxurious in the Star. On the road, the Star handles well - the power steering is a bit light at speed, but you soon get used to that. He wafts along happily on the speed limit and the top gear ratio of 3:77:1 through a 3 speed Borg Warner automatic transmission provides comfortable long-distance touring. There are lots of creature comforts – little interior lights everywhere, ducts to blow hot or cold air onto the rear window and a split front bench seat – 1/3rd for the driver and the rest for the passengers.

Penn Bradly said of the Star “...they are, in my opinion, the greatest of all Armstrong Siddeley cars” Of course, beauty is in the eye of the beholder and any assessment of the greatest Siddeley will be subjective. Some have said that the early 1930s Siddeley Special was their finest car. This was a large car, squarely aimed at the luxury market, to compete with Rolls Royce and Daimler. It weighed in at over 2 tons, had a 6-cylinder overhead valve engine of almost 5 litres, twin SU carburettors and the trademark Siddeley preselector gearbox. Penn Bradly had one for 16 years and described the Special as “a fantastically enjoyable car. Just its presence in my garage gave me a warm fuzzy feeling and I loved every minute of ownership.” The world land speed record holder, Sir Malcolm Campbell, said —“The Siddeley Special that I have owned for over eighteen months and which has been in constant use, has afforded me every possible satisfaction.”

The Star Sapphire was intended to be a stopgap model until a more modern looking Siddeley was ready but the Star was, alas, the company's last car. The parent, Hawker Siddeley Aviation, saw no profit in making another upmarket, low volume car and the last Star Sapphire saloon left the Parkside, Coventry, factory on 5th June 1960, The Limousine variant finished in September that year – a sad day for devotees of the marque, but the indignity of badge engineering had not overtaken the proud name – thus, to the end, an Armstrong Siddeley was an Armstrong Siddeley.

In conclusion, Armstrong Siddeleys

were fine cars, made by a company that became one of the giants of British industry and which did so much to achieve victory for the Allies in the Second World War. John Davenport Siddeley was one of the captains of that industry and his legacy remains in the cars, of all ages, that continue to be lovingly maintained and enjoyed by those who are fortunate enough to have them. I am indebted to Sandy Cameron for his critical review of this article and for

correcting some historical inaccuracies in the text.

Sources: Bill Smith : Armstrong Siddeley Motors, Veloce Publishing 2006

Robert Penn Bradly : Armstrong Siddeley The Postwar Cars, Motor Racing Publications 1989 and Armstrong Siddeley Cars The Complete Collection, Limula Pty Limited 2014.

Bill Smith and Daniel Young : Advertising Armstrong Siddeley, Yesteryear Books 1996.

Nick Geordano : The Encyclopaedia of the Automobile, Fitzroy Dearborn 2000.

David Williams: former employee of Armstrong Siddeley Motors (Aero Engine Division) – presentation to the Rolls Royce Heritage Trust – 26th April 1989. **Richard**



My favourite of the Sapphire



Interior of the Mark 1 Sapphire

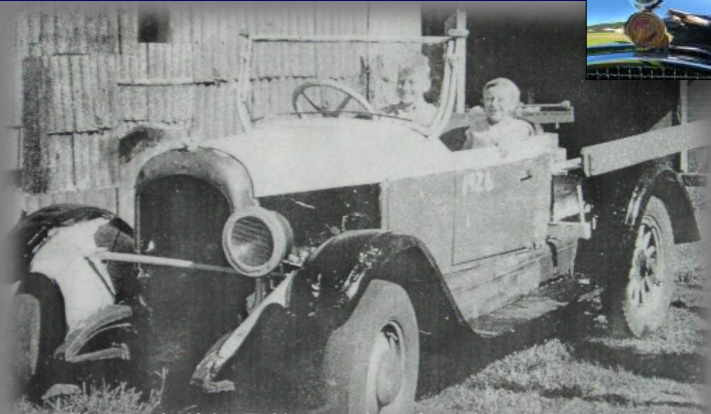
Model name	Type	Engine	From	To	No. produced
Thirty	Various	4960 cc	1919	1931	2770
Eighteen	Various	2400 cc	1921	1925	2500 inc 18/50
18/50 or 18 Mk.II	Various	2872 cc	1925	1926	2500 inc Eighteen
Four-Fourteen	Various <i>18hp Kingsley cabriolet</i>	1852 cc	1923	1929	13,365
Twenty	Short and Long chassis	2872 cc	1926	1936	8847
Fifteen	Tourer, saloon	1900 cc	1927	1929	7203 inc 15/6
Twelve	Tourer, saloon, sports	1236 (1434 cc from 1931)	1929	1937	12500
15/6	Tourer, saloon, sports	1900 cc (2169 cc from 1933)	1928	1934	7206 inc Fifteen
Siddeley Special	Tourer, saloon, limousine	4960 cc	1933	1937	253
Short 17	Coupe, saloon, sports saloon	2394 cc	1935	1938	4260 inc Long 17
Long 17	Saloon, tourer, Atalanta sports saloon, Limousine, landaulette	2394 cc	1935	1939	4260 inc Short 17
12 Plus & 14	Saloon, tourer	1666 cc	1936	1939	3750
20/25	Saloon, tourer, Atlanta sports saloon Limousine, landaulette	3670 cc	1936	1940	884
16	Saloon, Sports saloon	1991 cc	1938	1941	950
Lancaster 16	4-door saloon	1991 cc	1945	1952	3597 inc Lancaster 18.
Lancaster 18	4-door saloon	2309 cc	1945	1952	3597 inc. Lancaster 16.
Hurricane 16	Drophead coupé <i>1952 Whitley six-light</i>	1991 cc	1945	1953	2606 inc Hurricane 18.
Hurricane 18	Drophead coupé	2309 cc	1945	1953	2606 inc. Hurricane 16.
Typhoon	2-door fixed-head coupé	1991 cc	1946	1949	1701.
Tempest	4-door fixed-head coupé	1991 cc	1946	1949	6.
Whitley 18	Various	2309 cc	1949	1953	2624.
Sapphire 346	4-door saloon & Limousine	3435 cc	1952	1958	7697
Sapphire 234	4-door saloon	2290 cc	1955	1958	803
Sapphire 236	4-door saloon	2309 cc	1955	1957	603
Star Sapphire	Saloon & Limousine <i>Sapphire six-light saloon</i>	3990 cc	1958	1960	980
Star Sapphire Mk II	Saloon & Limousine	3990 cc	1960	1960	1

Two Chrysler Fours

Rescued



Chrysler 50 as rediscovered in Joe Gatt's paddock, Coonaar Road.



Elliot Heads 1964: Taking my sister for a drive in Laurie Knight.

Between 1925 and 1928 the Chrysler Company produced a series of four cylinder cars that were low priced companions to their popular Chrysler Six range. The Chrysler Four was basically an old Maxwell design that had been spruced-up to look like a Chrysler. There were 3 versions, the Series '58' introduced in 1925, the Series '50' (1926) and the series '52' (1927). The Series 50 was unique. It was the only model Chrysler ever produced that had two wheel mechanical brakes. All the others had Chrysler's trademark four wheel hydraulics, although in 1927 customers could order a '52' with optional rear wheel mechanical brakes only.

Chrysler Fours sold well and by the time they were given another face lift and renamed "Plymouth" in 1928, just over 82,000 had been made. In Australia, they were assembled and bodied at two plants; Holden (now GMH) and T.J. Richards (later Mitsubishi Australia). Both styles were available in any colour the customer desired, just so long as it was royal blue with black mudguards and varnished wheels.

The following short story is the personal history of two surviving Chrysler Fours.

Bert Anderson had a parcel delivery business in Bundaberg in the late 1940's. He made his rounds in a Series 50 Chrysler four-cylinder sedan. It was 20 years old, well used and very tired, but still giving good service. One day Bert noticed the remains of another series 50 Chrysler in a local wrecking yard. It

years was used as a source of spare parts to keep the parcel delivery car on the road.

In the early 50's Bert's son Bernie turned 17 and successfully sat for his driving licence. Bernie needed a car so he and his dad tinkered up the old spare parts car, got it running and registered it. It served the purpose for a time but when Bernie could afford something better, the ute was sold off. The new owner was Bill MacDonald, who had a fruit and vegetable delivery run. Worn out as it was, the old Chrysler was put to work traveling to isolated communities, heavily loaded with produce that MacDonald was hawking. Eventually a worn-out distributor drive caused the timing to occasionally jump a cog and frequent breakdowns occurred. Then the distributor carrier fell to pieces completely on a trip to Riverview on the Elliot River. MacDonald, unable find the necessary bits to fix the car, dumped it under a giant fig tree in

Laurie Knight's yard in McIntosh Street. Laurie subsequently sold some parts from the wreck to local farmers who used the bits to make trailers and irrigation trolleys. (I'm told that there is an old trailer on a farm near Riverview that still has Chrysler Four wheels on it. I haven't found it yet.)

Meanwhile, on the coast at Elliot Heads a few miles away, there lived a young kid named Malcolm Plath who habitually rode his pushbike to Riverview on fishing and crabbing expeditions. On one of these trips Malcolm asked Laurie Knight if he could camp under the fig tree. That's when he noticed the derelict ute that was rotting into the ground under the tree. It captivated him – he had to have it. He especially liked beautiful winged cap that was still on the radiator. At the end of some long and serious negotiations Malcolm bought the car for 10 shillings, which was all the money the 14-year-old could raise at the time.

Getting it home was a problem. Firstly, he had to put something under the chassis to get it off the ground, so the district's scrap heaps and dumps were scoured for axles, wheels and springs. He managed to scrounge up a few bits and pieces but not enough to finish the job. However, back on the Plath family farm Mal's father had an ancient box



"Laurie Knight" at Elliot Heads in 1965 with Mal Plath at the wheel.

trailer. It was mounted on an unsightly composite of springs that were a mixture of square ended leaves, chamfered leaves, tapered leaves and broken leaves. But they just happened to be the right length for the Chrysler, so the trailer was duly sacrificed. (I replaced these springs with a nice set of restored originals in June 2013 so I suppose we got our money's worth out of them)

The ute was eventually mounted on a Ford wheel, a Morris wheel, a Plymouth wheel and a Whippet wheel. It arrived at the family farm looking a bit lopsided but happy to be away from under that fig tree. Mal would later find some other ancient springs and used them to repatriate his dad's old box trailer. He still uses it to this day. (Frugal folk my family)

Now came the problem of the broken distributor drive. Malcolm put an ad in the local paper, which was answered by Joe Gatt, a local mechanic. Joe said that he had an unwanted Chrysler on his property that was turning into a rotting derelict so he was trying to sell it for scrap just to get rid of it.

Catching a lift to Joe's place, Malcolm discovered a complete but deteriorating Chrysler 50 tourer that was fitted with an Australian made Richards body. He asked to buy the whole thing but Joe said he wanted 10 quid for it. Unfortunately, this was beyond Mal's fiscal capacity as he only received six-pence a week pocket money. But for five shillings the distributor and a wheel were acquired.

It wasn't long before the old utility was tinkered up with improvised and home-made parts and in 1963 Malcolm got it to run for the first time. From then on it served as weekend bash-about, being flogged along farm tracks and across paddocks as only rural teenagers can get away with.

To the north of the family farm was an area of sand dunes that we called "the coloured sands". Mal's usual outing in the Chrysler was a frantic and often futile assault over the sands to reach Barolin Rocks, a favourite fishing spot. He was usually accompanied by his awestruck nephew (me). When I was ten he taught me to drive the Chrysler and I persisted with the traditional weekend thrashings and Barolin Rocks fishing trips until 1973.

Around about that time I decided that the poor old relic deserved to be restored, but there wasn't much left of it to save. Joe Gatt sold me the tourer from his paddock for \$10. Sadly, during the intervening 12 years, grass fires had reduced it to practically nothing as well. Amazingly the winged radiator cap, usually the first

thing to be souvenired, was still on the car. There was another surprise. As I handed over the \$10, Joe gave me the dashboard he had removed from the car years earlier. All the instruments were still like new, so they went straight into a 1926 Chrysler Series 60 tourer I was restoring at the time. The instruments on that car had been smashed to pulp by the previous owner's hammer-brandishing grandchildren.

The Chrysler 50 project went with me when I went to work in Mount Isa a few years later and I spent my spare time scouring the country looking for the bits that were missing. Gradually, little treasures were being added to the inventory in dribs and drabs. Some original wheels turned up under an old railway building at Charters Towers, a dashboard light was found on the Camooweal dump, bonnet catches on mangled catch panels near Prairie and so on. A windscreen frame came from the nightsoil dump at Croydon in the Gulf. I always rake through old nightsoil dumps. Doesn't everybody?

One day my neighbour in Mount Isa bought some veteran Hupmobile remains that were in the dump on Carandotta Station near the Northern Territory border. During the retrieval I noticed a squashed-flat roadster tail next to the stock yard that seemed to have Chrysler mudguards on it. I asked to buy it but was given it for free, which wasn't a bad deal as it turned out.

I eventually bashed, rolled and pressed the two sides of the roadster body back into shape and tried them on the car. To my utter astonishment everything fitted perfectly, even the bolt holes and screw holes all lined up. It seemed that I may have fluked upon a Holden roadster tail.

It took a while but eventually the car was put back on the road. I named it "Laurie Knight" in honour of where it was found back in 1961. Just a week ago I fitted the final missing genuine part to it, a tail light that is an exact miniature of the car's distinctive headlights. A completed job at last and it has only taken me

half a century to do it!

So, what happened to the Spare Parts Car? When I'd finished with the spare parts car that I'd bought from Joe Gatt, I gave it to Ron Wilson in Brisbane. At the time Ron was trying to put together a Chrysler 50 from an accumulation of bits he had found on a dump in far Western Queensland. In the meantime, I had found another Chrysler 50 roadster tail, this time on Magnetic Island. It was from a Richards bodied car and was in excellent condition so I told Ron Wilson where to find it and who the owner was. Using this roadster body, he restored the old spare parts car into something so beautiful that it won restoration awards. When Ron put the finished car on the market, I bought it on my 50th birthday as a present to myself. I named it "Joe Gatt", again in honour of where it was found.

So now at my place in Brisbane there reside two almost identical cars. Both were found 50 years ago at the Elliot River, one on either side. Both began life as tourers but are now roadsters and both are incredibly lucky to have survived.

These days I travel a lot with my work, but whenever I'm in town, Laurie Knight and Joe Gatt are always started up and taken for a run. I get as much pleasure from them now as I did in 1963. *Alex*



The Chrysler 50 that I named "Laurie Knight"



The Chrysler 50 that I named "Joe Gatt".

Reunited with ex-owner after 50 years

Restored roadster comes to town

Marc Obrowski

WHEN Alex Gow and son Andrew walked into the Elliott Heads Bowls Club one evening last July, they deserved a square meal.

They had just arrived from Brisbane – in a 1926 Chrysler 4.

The perfectly restored roadster is a piece of Bundaberg history and so is what happened next on that memorable night.

The car turned some heads at the bar and got chins wagging.

Fate had it that Gordon Shepherd, an old friend of Alex's late grandfather, was among the patrons.

"Where did you get it from?" he asked. Alex told him.

In the early 60s, when Alex was only 9, he had helped his uncle restore another Chrysler 4.

His uncle advertised in the *NewsMail*



SLICK RIDE: Joe Gatt, Alex Gow And The Indestructible Chrysler 4.

PHOTO: LYNILA CAPULONG

seeking parts and mechanic Joe Gatt answered.

He had an old Chrysler 4 in his field. He had bought it for 10 pounds for parts.

Joe sold them some parts from it and years later Alex bought the rest of the car for \$10.

By then it was a burnt wreck. Car enthusiast Alex removed more parts from it and used it to restore his uncle's Chrysler 4, which finally became his.

He then gave the remains of Joe's car away to a Brisbane man who started the near-impossible task of restoring it.

Alex helped him finding missing parts and,

when years later he found that the fully restored car was for sale, he promptly bought it and brought it back to Bundaberg.

He named the car Joe Gatt, in memory of the man from whom he had bought it so many years before.

Sadly, he had lost contact with him shortly afterwards.

While Alex was happy being reunited with this survivor of a car, he was also sad that Joe had never seen what became of his Chrysler again.

And he feared it was too late.

"He would be over 100 years old now if he were still alive," Alex said and the crowd at

the bowls club fell silent – except for one man.

"No," said Gordon, the old friend of Alex's late grandfather.

"Don't you know, he is only 89, fit as a fiddle and he lives opposite you in Bathurst St."

The next day Alex drove the Chrysler over to Joe's place.

Joe had no idea what was coming. While the man behind the wheel looked vaguely familiar, the shiny car in showroom condition certainly didn't.

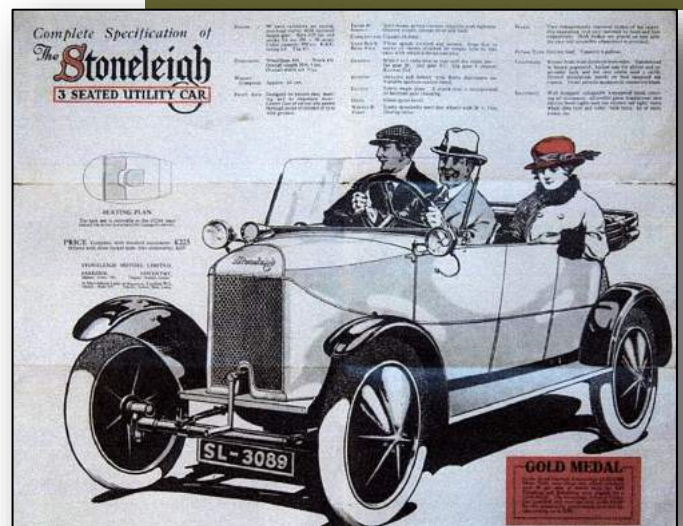
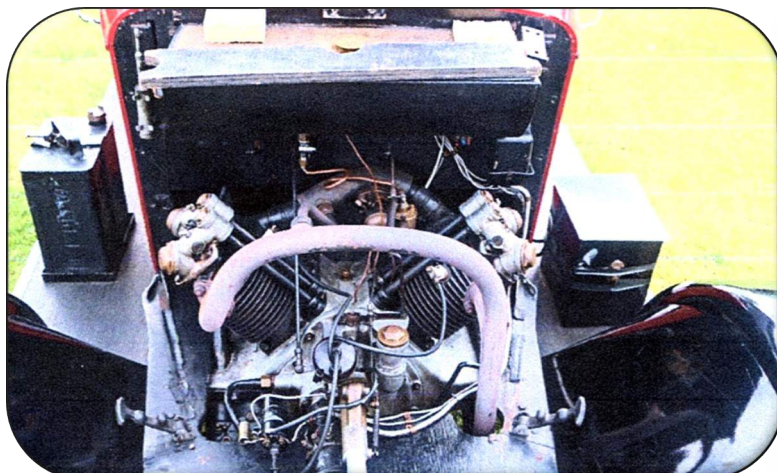
When he learned what car was standing in front of him, he drily said: "What a nice car – maybe I shouldn't have sold it to you."

STONELEIGH *In Richard Tonkin's story he mentions the unsuccessful Stoneleigh associated with Armstrong Siddeley.*

A little research on the internet and Georgano's Encyclopaedia reveals it was a light car, a size that was very popular in the early 1920s.

The brand was made from 1912 to 1924 at Stoneleigh Motors Ltd, Coventry, Warwickshire. Prior to WWI it was identical to the sleeve-valve BSA as made by Daimler, except the radiators. During the first WW 100 Stoneleigh trucks went to Russia.

Its association with Armstrong Siddeley (previously Siddeley Deasy) began in 1922 until 1924. The light car's engine was 1010cc, V-twin, air cooled with inclined overhead valves and aluminium pistons. It seems to have derived from a Hotchkiss design as a similar engine was produced with differences by BSA for its 3-wheeler cars. The three seater body was of unusual design, with a single seat and central steering wheel in the front and two seats behind. As it did not sell Armstrong Siddeley ended the brand in 1924.



Canberra Annual EJ-EH Holden Display

Andrew McLintock

that I didn't know much about, other than I didn't know what it was. After a bit of research, it appears the car was a derivative of the Velox and unique to Australia. They were assembled by GM and only made between 1949 and 1952.



A very impressive late 40's Chevrolet Fleetline that you couldn't help but see as you walked in to the event.

I think is pretty special. Such a unique part of our motoring history at a locally arranged event, for the cost of a gold coin donation to charity.

All the cars there were interesting and special in their own way, however there were a couple of stand outs. Firstly, a genuine S4 EH Holden, (*above*) looking like it just rolled off the factory floor. I've read a about the S4's but never actually seen a real one. The S4 was Holden's first factory prepared race car and the first to be raced at Bathurst. They didn't fair too well but it was a start. The car in question was the 65th of 115 made. Apparently 3 S4's went to Bathurst in 1963 and this car was one of them, which

A factory pink EH Premier, assembled for a General Manger from the US coming to Australia to run the SA Woodville Plant. The colour is a Cadillac pink, apparently the same colour of the car he was driving in the US before he came to Australia. Sometime in its life the car came to Canberra and was bought in a somewhat neglected state, but recently restored to its former glory.

Not surprisingly there were a lot of EH's, a number of EJ's and a range of other newer and older Holden's. There as a very nice and original HG Monaro, but my pick of the day was the S4. It was great to see people bring their cars and for others to come and see them. The EJ-EH club did a wonderful job of arranging the day as well.

Andrew



Starting with the old there were two very nice early Holden's, a 48-215 (FX) and a FJ. There was also a first generation Vauxhall Velox Caleche Convertible, a car

Milton Job Discusses The Cars He Has Owned



years, 290,000 'miles' and still going strong. Had to put another baffle in the sump to overcome oil surge, but when fitted with Billstein shocks, a good set of Michelin tyres, it could almost match my XU1.

Thanks for Country Motor Australia. I have been an 'auto enthusiast (nut)' since my first car, the BSA Scout. That is 67 years ago, how time flies when you are having so much fun. I have written a bit of my story, for what it is worth.

My love of vehicles began some 68 years ago, with my 350cc AJS motorbike. I had a girlfriend and needed a car, so begins my story on four wheels. Some people collect stamps, others butterflies, some old cars which are loving stored in garages and sheds. I seemed to collect cars to get around in and so begins my real story.

A 1938 BSA Scout was my first car, just something to get around in, never realising that it would become something valuable later on. I owned it for about 18 months and soon after I drove it home, it 'stripped' what I call, the worm wheel, in the differential. It was front-wheel drive, so the gearbox and diff were in the same housing.



BMW - 2800cc-190 bhp. limited-slip diff, 4 wheel discs. JP XU1 - 3300cc-190bhp. l.s.d and front discs. Both fun cars to drive.

The 2800 was joined by a 3.0s which, left me for a 733i, then came a 735i followed by a 735iL. A VY Commodore wagon followed two years ago with the VE.

All the BMs were 1970 - 1992 vintage, all second-hand. I worked out the sums, 34 years of BMWs at a total purchase cost of \$34,500 and the sale price was \$17,000, \$17,500 to own all.

When my wife and I retired some 10 years ago, we had 2 kayaks and 2 pushbikes and found a BMW 735iL not the most suitable car for us, hence the Holdens. Sorry to ramble on, but it has been a most interesting and pleasurable trip. Still would like to have the BSA in my garage. All it have now is the VE and my trusty BMW R90s bike, which I have owned for 44 years. Oh I forgot the 'postie', that is there also.

Milton



Minx convertible and the last one to come to Oz. was a black one. Norm Christie, the dealer in Wellington, NSW, had to chase it down and discovered that when it was being lifted from ship to shore, something went wrong. Sydney were busily repairing it to sell to me. Norm said forget it. Hence the Minx sedan.

That was followed by a Vanguard Phase 11, then followed a Vanguard Estate. This was replaced by an Holden EJ auto. Perhaps the car that I most disliked of all I have owned. Here I will add, that the only new cars I have ever owned were the Hillman and the Holden. It was gutless and heavy on fuel. I traded it for a Valiant AP5 push button change.

It took nearly nine months to get a replacement. Then some few months later, driving home from the Wellington (NSW) show, the front wheel left me. The BSA was traded for a Hillman Minx.

To cope with a growing family, the Valiant was displaced by a Rambler Rebel wagon. For a while, I had a "Benz" 170. Then began my 'love affair' with BMW. The first was a 1974 2800cs, I drove it for 17



Quite a story there too; I wanted a



TREK BENDIGO TO GOORNONG AND BACK

Neil Athorn



Taking advantage of what Anzac being on a Thursday offers we thought a trek on the Friday may give people the chance to take a day off work and come along on a trek. That worked out really well as we had 19 tractors and 4 x 4wd's start off.

Interesting that its been dry for months and months. When I arrived at the show grounds to unload before 8:00am there was not a cloud in the sky. By 9:00am we had had a short (4 minutes) shower and everything was wet. However, it must have only rained over the show grounds as we travelled away from there and within a couple of k's there was no more evidence of the shower. That certainly was true when we got onto the bush tracks as it was dust all the way. We were all in envy of the Fendt with its sealed cabin keeping out dust and cold.

Our trek took us up not to bad unmade roads and a few tracks and short runs on main roads. Past a few properties with "Slow Down - Prevent Dust" signs out beside the roads. Just imagine keeping the washing dust free out there

especially when we went by.

Couple of stops along the way and the large Inter V8 was making sounds that it shouldn't. It limped into Goornong and sat waiting until the semi came to collect it. Best to check it over in the workshop.

Lunch was pre-ordered at the Goornong Hotel and they were really helpful once they knew we were coming with parking out the front for us all and meals all pre-ordered. In less than an hour 25 people had enjoyed an excellent meal and were ready to go again.

Next stop was to view a few Mack trucks all from the 1980's. Very large engines in them all and they made the Fergy look small as we passed by the line-up. Then off again with a little distance on sealed roads but then back onto unmade again. Farming activities are varied out there and some cropping, grazing and some irrigation from on-farm dams.

Back into the built-up area again just as school pick up time was on. Although busy the kids from the Primary School were all excited to

see us file past. On one intersection stop to let traffic go a 135 stalled and the starter decided that was the same time to stop working as well. A quick short tow and it was away again. Next day the starter was changed and it started up straight away.

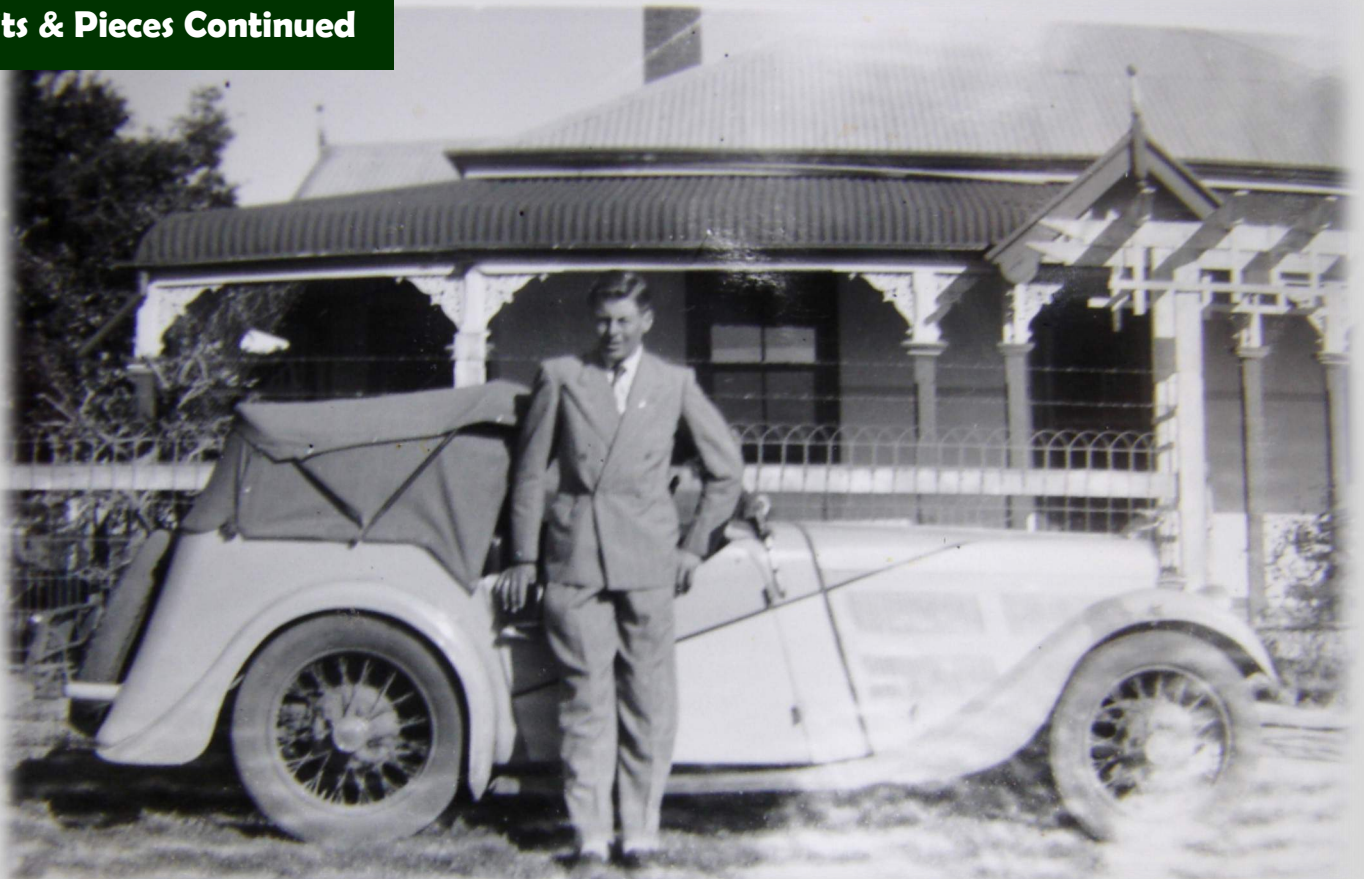
Inside the show grounds and time to bring the tractors in to line up to add to the display for the Swap that was on that weekend as well as the trek. Most stayed for the weekend, but a couple headed to Echuca to enjoy the annual trek from there to the Lockington rally. So, a busy weekend for tractors around Bendigo. Not as busy as Maldon as I hear 1,200 Historic motor bikes arrived there Saturday for lunch.

Those on the 75k round trip were:
1 x Fendt, 3 x TEA20 Ferguson, 1 x Fordson Power Major, 1 x Fordson Super Dexta, 1 x International 434, 4 x Massey Ferguson 135, 3 x Massey Ferguson 35, 2 x Ford 3000, 1 x John Deere 1020, 1 x Iseki, 1 x International V8 and 1 x Army Jeep 3 x 4wd **Neil**

Bits & Pieces



*I was most interested to see the MG Y Type tourer in the issue 12 of CMA. I attach photos of my 1949 Alvis TA14 Tickford-bodied drophead - quite a similarity. **Richard Tonkin***



Good morning David. I have just read your Country Motor for the first time. As a bit of a rev head, over many years, 5 BMWs, an XUI and 7 others of various makes, I am wondering if any of your readers can throw some light on this part of my 'motoring journey'?

In 1948, I bought from a mechanic at the garage in Yeoval, NSW, a 1938 BSA Scout. This was a 2 door, 4 seat soft top. I

had some problems, (being an understatement), when the phosphor bronze "crown wheel" fell apart and after months getting a new one made, soon after, the front wheel left the car. I then traded it for a Hillman Minx. Some 40 years later, when I realised it may be a bit special, I traced it to a wrecker, but it had disappeared.

Is there a reader who can throw some light on whether there were a number of

these in Australia, are any still mobile?

This picture was taken soon after I bought the car. I would be interested to hear from anyone who can give me any information. Thank you.

Thank you, and you do a great job with Country Motor, I look forward to further issues.

Regards, Milton Job.
kamaru@spin.net.au



Model M Cadillac 1 cyl. wearing 1908 Pennsylvanian number plates. (provided by Alex Gow)

BRIAN FORTH

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BEADED EDGE TYRE SUPPLIES

19 Condada Drive
Banksia Park 5091
Ph: 0409 514 213

I sell and most sourced from Vintage Tyres UK. Ensign beaded edge tyres to veteran and vintage motorcycle people 26 x 2 ½ and 26 x 3 both with Michelin 21md tubes and 28 x 3 including Cheng Shin tubes.

Champion (Thailand) 26 x 2 ½ tyres/tubes. Veteran hubs, spokes etc. Chevron Cord beaded edge tyres for Veteran and Vintage cars

Tyres for classic and modern where tyres are hard to find or expensive here in Australia.

The person orders thru me, I give them the price plus postage, they pay for them and they come within 5-7 days via UPS. I do not advertise – word of mouth is the way it has been for years regards
Brian Forth

Bits & Pieces Continued

Haynes Repair Manuals

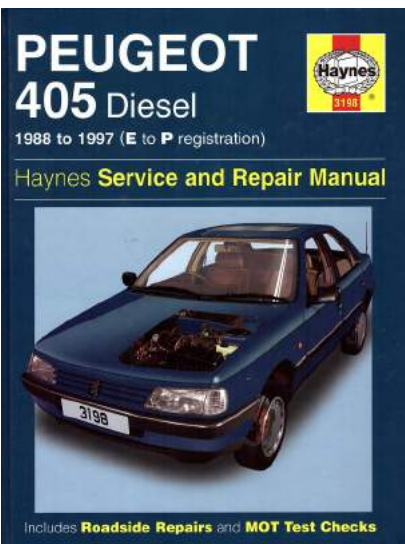
Any enthusiast who is a D.I.Y. mechanic would have purchased at least one a Haynes Service and Repair Manual to work on their cars. When we lived in the UK for six months on a working holiday I bought a ten year old Peugeot 405 diesel estate car for £250 and immediately bought a Haynes book to assist gaining understanding the cheap car.

This manual was one of over 200 million workshop manuals sold! The existence of the series of hundreds of individual makes and models covered by the Haynes manuals began with an illustrated booklet of working on an Austin 7hp

special written by the late Sir John Haynes (1938-2019). He sold 250 copies in 10 days. His next project was a step by step picture handbook of working on an Austin Healy Sprite with his wife Annette in 1966. Haynes Publishing has covered over 1,000 makes and models so it is very likely you may have bought a copy or copies at some-time or another.

John also established the Haynes International Motor Museum. Sparkford, Somerset as an educational charitable trust and donated 30 of the 400 vehicle exhibits. He was awarded an OBE for services to publishing in 1995.

The majority of manuals are for post-1960 cars, however a few have been compiled for older models such as for the Bugatti Type 35.



Humber Enthusiast

Re: Your query regarding where I live. Stanthorpe is on the NSW/Qld border, it is our nearest town. Stanthorpe was founded on a tin mining boom in the 1860/70s and in about 1900 started becoming a fruit growing area, as well as grazing; sheep at first and then cattle. The area now has fruit, stock and an award winning wine industry and is the only place in QLD that gets snow every now and then in winter. My wife and I actually live north of Stanthorpe at The Summit so named because it is the highest point on the railway line between the NSW border and Brisbane, 3030 feet or about 970 metres.

My business Heritage Engineering does all aspects of vintage machinery and at

times some not so vintage! from reconditioning arm type shock absorbers, fitting modern ceramic seals to water pumps done in such a way the pump looks bog standard, white metal bearings and vintage engine reconditioning. The list goes on and on. From the not so vintage list recently I repaired a large industrial meat mincer that nobody else would take on, certainly nothing like a challenge.

The 1934 Humber I will put some photo's together and it can become a WIP. Another WIP I have is a 1926 Reo Speedwagon truck I am about 75% the way with this one. It was a totally seized and worn out. Borers and white ants had eaten the wreck when found. I am about to start on building a

new timber cab and tray.

I write a quiz for the Rootes Group Car Club of Qld I have been doing this for about 4/5 years now. Being addicted to Humber's especially side valve models 1934-51. A 1951 Super Snipe would be a Mk3 the last year of that shape before the much more modern looking Mk4 with the ohv Blue Riband 6 in it.

Mk3s where the first chassis/engine numbers to start with a letter in their case an A800 or A801 etc depending on whether they were a full import or ckd assembled at the Rootes factory at Fishermans Bend. I can provide a list of chassis numbers.

Garry Ellis

Email: gdeheritagehumber@gmail.com]

Motoring Books

If you enjoy motoring books as I do there are many bookshops around Australia.

Having an interest in vintage Bentleys I couldn't wait to get 'Vintage Bentleys in

Australia' that is available from Pitstop Bookshop. I'll give my impressions of the large book in the next Country Motor.

Pitstop Bookshop has been providing excellent service for years and have a huge range of titles that include motor vehicles,

motor bikes, aviation and military items. Well worth checking their web site or receiving their mini catalogue.

www.pitstop.net.au for on-line purchases. Check out 'A-Z of Italian Motorcycle Manufacturers' Greg Pullen \$71.30 (postage \$6.95)

Coming Local Events

There are several events coming up in the area should you be interested.

Federation Marong Picnic 25th August 2019 I generally go in the Alvis, so if you attend make yourself known.

Wedderburn Winter Rally 6th, 7th & 8th September 2019 For the vintage tourist of the Vintage Drivers Club Stuart McCorkelle and I have organised a weekend rally in September. Melbourne drivers are staying at the Wedderburn Motel, which is now booked out. However there are other accommodation alternatives at Inglewood Motel or camp at the Engine

Park with 40 other campers attending the Wedderburn Engine Rally on 7th/8th September. The vintage cars will be displayed at the engine rally from lunch time Saturday 7th. All old cars and old machinery are welcome to attend. For full details of the VDC rally please contact me and I'll send you the weekend's itinerary. If you would like to join us on one or more of the weekend runs you are welcome. On Friday cars coming from Melbourne will stop at the Morris Minor Museum at Harcourt North, Saturday a brief run to the Melville Caves and display at the engine rally. Sunday cars will be going home via Inglewood stopping at the Eucalyptus Distillery for morning tea and motor home

via Maldon and Daylesford.

Bendigo Swap 16th/17th November 2019 I always attend on Saturday and at 12pm I meet friends outside the building entrance near the front main gate. If you are there make your self known.



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



There was a Mobilgas petrol station on the Pascoe Vale Road, Glenroy run by an old codger who lived on the premises.

The garage was surrounded by long grass and car wrecks. In his garage was an 8 cyl Packard sedan which he had trouble starting and was amazed by his young assistant who got it turning over successfully, who told me later that the only problem was a flat battery. Another Packard 8 cyl sedan was in the grass as well as a Nash 6 cyl sedan.

Behind the garage was an unusual Austin 12/4 utility that had been left by a customer who was not willing to pay for the engine that had been overhauled. The utility body had a full sided panel from the scuttle with a spare wheel mounted behind the door. It is believed it was a PMG maintenance vehicle. It was then used as a pen for the old man's geese that were very effective watch 'dogs'.

All the wrecks disappeared when the old man died and the plot was redeveloped with a new service station.



In a Glenroy backyard was a Standard Six Buick tourer later collected by a VDC member. Rear of a BP petrol station were two Morris tourers. One was going and the other, a narrow track model, stored in a back shed in Bell Street, Pascoe Vale. The old chap said he had been offered £50 but declined, saying that was okay for a holding deposit (13/12/63). In the background is a Shell service station on the Pascoe Vale Road, Strathmore. The Chrysler coupe was along side a beautiful old brick homestead. I talked to the owner and accurately said the wreck was a Chrysler. I knew because my father had a trailer with a set of vintage Chrysler wheels and the stylised 'C' was on the hub cap. He thought I was knowledgeable for a lad on a push bike. One day the house was being attacked by an excavator prior to the block being redeveloped for a fast food franchise. The historic home was being demolished. Someone reported the action and the local council halted the demolition as the developers did not get council permission. They had permitted the fast food outlet to be built but probably were not aware there was a home of significance on the block. Too late! A few weeks later the site was cleared and the coupe had gone.





You've got to be quick is the moral of this story. I was told of the Sunbeam 14hp tourer at the rear of a BP Service Station in Cumberland Road, Pascoe Vale. I was told Keith Beswick offered the car for free to anyone interested. I delayed picking it up until the following weekend. In the meantime at the VDC meeting a local enthusiast church minister kindly announced the car was available. Inevitably it was gone by Saturday morning! I was told the Sunbeam had originally a Californian hardtop.



A young man called Newton had a restored De Soto sedan, this was his Chrysler spare parts car. He lived in Bindi Street, Jacana and later converted the body into a budgie cage. (14/12/63)

1934 Jowett 2 cyl owned by Ted Barnsly, Cumberland Road, Pascoe Vale (June 1968)



*Two 1934 models. Chevrolet sedan seen in a paddock near Kiandra, Snowy Mountains. (22/03/64)
A Nash built Lafayette sedan seen behind the housing estate in Glenroy West (Jan/65)*

