

Country Motor

Australia



Issue 16



free
Magazine produced
for Pre-1960
motor enthusiasts

Produced by David Vaughan
22 Rede St, Wedderburn 3518
Ph: 0439 429572
Email: davelyne@bigpond.net.au



*Chris & Rita White's
1923 Rolls Royce Twenty*

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

Country Motor is a
Publication sent via Email.
Due to costs of printing it
would uneconomic to be
printed off unless there was a
very high demand or many
helpful advertisers.

The opinions expressed in this
publication do not necessarily
reflect the opinion or policy of
the publisher of
Country Motor

All Rights reserved © Copyright.
All materials and illustrations in
the magazine remain the
copyright of the author.
They may not be reproduced
wholly or in part without the
written permission of the author.

The editor has the prerogative
to edit all material published in
Country Motor

Country Motor Australia

Issue 16

Contents

Federation Picnic at Marong (Vic)	3
1953 Armstrong Siddeley	6
Rolls Royce Twenty	7
Mercedes Benz 230SL	12
Bits & Pieces	13
Photo Gallery of in the 1960s	15

Editor's Entries

Welcome to the sixteenth edition of Country Motor

Sixteenth Issue

Life gets busier in the winter/
spring months as it is the time of the
year that I can continue renovating our
house and garden improvements before
it gets too hot and we have to hibernate.
Also last weekend was the local
Wedderburn Engine Rally and the visit
by VDC members that Stuart
McCorkelle and I organised. A report on
the enjoyable weekend will be in CM
issue 17. This issue has an account of
the Federation Picnic at Marong.

In Issue 16 has a very compre-
hensive story by Chris White on work
done to his and Rita's Rolls Royce
Twenty. Due to the length of the story
many interesting stories received from
readers will appear in the next issue.
Don't let that dissuade you from sending
in your stories.

Although not in our pre-1960
period a story of a 1964 Mercedes Benz
230SL provided by Peter Hauer.

Bits and Pieces cover any small
items or letters that add interest to the
publication.

Finally more pictures taken in
the 1960s from my collection. Several
readers who were active in that period
have commented that they can recall the
events shown.

Country Motor has been
available for well over a year and has
had a very good response from
enthusiasts around the country and a few
overseas. Both the Association of
Motoring Clubs and the Vintage Drivers
Club have all copies on their web sites.
Several clubs also distribute it to their
members, i.e. those who have Email. I
Email copies to about 300 readers and
the list is growing.

I have kept to 16 pages. If
printed off double sided on A3 you
could have a collection of small
magazines and fit them in a A4 file. I
find filling 16 pages is enough for one
month's work behind the computer. A
lot of time is consumed responding to
Emails and getting to know readers and
what they can contribute to the publica-
tion. As much as I like writing articles I
appreciate any stories from readers on
their old car experiences and please keep
sending them in for everyone to enjoy.

The next issue will have a report
on the VDC weekend at Wedderburn. A
series of stories beginning from after
WWII by entrepreneur Archie Marshall
will also be started along with another
story on Austin 7hps by Wayne Styles.

Happy motoring, *David*

Federation Picnic at Marong 2019



Over the years I have attended the Federation Picnic at Marong numerous times, many in different cars. As it is now only down the road from Wedderburn, about 80k I have no excuse not to go in the Alvis. Being August the weather is always chilly, cloudy and occasionally sunny.

Our local St Arnaud based car club rounded up a dozen or so classic cars to support the event and the Charlton and Wedderburn guys usually meet them at the gate. On our arrival about 10ish I was surprised to see the oval was three quarters full. Many folk still bemoan the fact that since the drivers have to be in a club that is a member of the Federation there are not so many cars attending. The whole oval and track used to be packed. However it appears the number, though declined at first, are building up again.

Another issue that is not to many people's liking is the requirement that cars should stay until 2pm, this year 2.30pm. I personally like the idea as I get to chat with a lot more folk as cars are not nicking off at lunch time like they used too. Along with that cars are requested to minimise movement during the times 10.30 to 2.30pm for safety reasons, it is a good idea. How many times did I find myself wandering across isles and not looking where I was going?

I was very impressed with the variety of 320 cars on display and the number of vintage cars were more than I have ever seen, aside from the VDC rally group a few years back.

It is exceedingly hard to get moving to look at all the cars as no sooner than I close my car door than people want to talk about my car or their car or experiences with old cars. Many enthusiasts are relatively old and recall many car experiences they have had over the years. So the talkfest begins!

One of the most noticeable cars at Marong was a spectacular looking

'Brooklands' themed racing car. David Cordy, a VDC member in the Marong area who dabbles with many interesting cars, sold a Rolls Royce Phantom II chassis to Gary Kean. It had a Rolls Royce eight cylinder engine that had previously powered a military vehicle. Gary commissioned Steve Barnett of Harcourt to build the amazing racer body. Some years ago Wolfgang Reiben built up several vintage Hudson specials from a hoard of chassis a Hudson collector had accumulated. These specials were fitted with superchargers. The castings for the superchargers were still useable and with two Hudson carburetors a supercharger has been fitted to the front of the Rolls Royce engine. The racer is a formidable sight and could well have skirted the banks of the famous Weybridge race circuit before WWII.



A RR Special treat for the day was seeing this splendid reproduction of a Brooklands racer

Another special of the 1930's was a 1937 Riley Blue Streak special owned by Nik Sharplin. Historic & Vintage Restorations of Blackburn shortened the Riley Kestrel saloon chassis and built the special racer body. The 2.5 litre ohc engine is fitted with a supercharger that makes the Riley a flyer according to Nik.



At the other end of the restoration scale was a barn find 1926 Chrysler utility owned by Guy Mandeb. Guy has maintained it's deteriorated condition, however he has completely refurbished all the mechanicals without disturbing the dust! Until he bought it the ute had not been on the road since the 1970s.



Not of the vintage period was a 1948 Commer light truck that is very nicely presented, like new. Over eleven years Glen Bennett of Bacchus Marsh rebuilt the Commer Superpoise. It has a 4 cylinder 16hp engine and cruising speed of about 30mph, no wonder he brought it to

the rally on the back of a larger truck.

Glen and Kerry attended the Wedderburn rally in their A Model Ford.

A rare two door 1934 Lafayette owned by Frank Finn is the only one known two door sedan in Australia.

FJ Holdens are a popular model for Holden enthusiasts. A 1955 sedan with a maroon top and grey bottom half caught my eye, as I had never seen that colour combination on an FJ. The owner Presley Easdale assured me it was the original colour as it was allocated to a Holden executive who arranged to have it painted that way. Presley's car has every imaginable extra available for the FJ range. That includes plastic butterfly wings attached behind the bullet shaped bonnet mascot. This extra was said to detract any bugs from the windscreen. He said it worked brilliantly some years ago when driving through a mass of locusts.

Several motorcycles attended including this 1927 Raleigh single 350cc in very original condition. The carbide headlamp wouldn't be too useful on a dark road!

The Marong Picnic was to me a great success, hopefully even more people will support future events as it is a good venue and an opportunity to see many local cars that you may never see on a Melbourne rally.

Our local club always stop at the Bridgewater Bakery for coffee and their award winning vanilla slices (for the second year in a row) which I can testify are very nice.

David



1903 Oldsmobile R curved dash owned by Kevin Cadzow of St Arnaud.

Kevin purchased the veteran in 1985 from Barry Johnson at Narre Warren North. The car had been restored to showroom condition by Reg Hunt Motors. It was previously on display in Rhodes Motors, with original body converted to steering wheel instead of tiller.

It was not restored mechanically.

The gudgeon pin had scored the bore, the hammer mill action of the motor had split the rear wooden hubs, staggered spoke wheel style. A set of 28x2½ are on the front. The bob weights were missing from the motor, also it needed a new crankshaft. The Olds is eligible for the London-Brighton Rally, that is still Kevin's dream.



1915 Belsize Roadster is one of two Belsize veterans John and Dawn Hollis own. John purchased the car in 1986. Both Belsizes were restored by Alan Smith of Melbourne. Their 1909 14/16 hp (right) was bought in 1985 and Alan wanted the two cars to stay together so John bought both rare models. On one Veteran Car Rally the blue Belsize won the 'Best Car Choice' trophy. It has a 4 cyl engine and 4 forward gears. Cruising speed of 35mph and maximum is 40mph. They were made in Manchester, England until 1925. It is believed to be the only one of

this model left in the world. There are only four restored Belsizes in Australia.



1949 Singer Super Ten saloon owned by S & D Edwards



1929 Ford Model A Tudor sedan owned by Richard Mills. Found in Tibooburra NSW and restored in 1970. Richard is a member of the Veteran, Vintage & Classic Car Club of Bendigo.



1928 Morris Cowley 4cylinder saloon

1928 DA Dodge Tourer in as found condition aside from the roof.



David Cody's Bentley and a 1939 Packard sedan



Humber 14hp; 1937 Oldsmobile L37 8 cylinder sedan 137 built with Holden bodies, fully restored and owned by Andy & Sue Pope of Sebastian; Standard Vanguard Sportsman; Armstrong Siddeley owned Cameron Wright in the car park (see below); Ford Prefect utility on the rear of a early 1960s Ford V8 truck owned by RV Lilley of Junortoun.



1953 Armstrong-Siddeley 18hp Whitley Coupe by Cameron Wright

For 1953, the final year of production for the successful Armstrong Siddeley 16/18hp range, a coach built option was listed for a 2 Door Whitley Fixed Head Coupe. The Whitley model is otherwise better known as the four door sedan.

Using the same formula as the handsome 16/18hp Typhoon FHC which preceded this option, through the 1946-1949 years, the Whitley Coupe would be based on the Hurricane Drop Head Coupe. Whereas the Typhoon FHC showed a more rounded roof-line the new Coupe had a semi-razor edge style aluminum roof, along the same lines as the Whitley sedan.

The introduction of the Armstrong Siddeley Sapphire 346 in 1952 had, predictably, overshadowed the final run of the 18hp cars and, whilst the 18hp was still a competitive vehicle in its class offering good value for what was a well-engineered and quality machine. It seems that the Whitley Coupe arrived too late and only one of these cars was produced, as confirmed from the production ledger.

Chassis C1812958 was brought into

Australia in 1994. It was not a good as it was purported to be and required a comprehensive restoration carried out in Canberra over a ten year period, with most of the work done by a wife and husband team Fred & Trish Jones.

On completion various club outings were undertaken by the couple and the car was always well received, but in 2016 they wanted to concentrate on their next project and so the Whitley Coupe changed ownership and moved to Victoria.

As the current custodian I've carried out a few minor jobs and find now that the car is a real pleasure to use. The 2.3 litre 6 is smooth and performs well and having an over-drive on the four speed gearbox provides relaxed cruising at highway speeds.

Handling is sure-footed and the ride comfortable thanks to a well-designed and robust chassis.

The Armstrong Siddeley 16/18hp series was the first new British car to be released following World War 2 and the various models were named after the successful wartime aircraft that the company had produced.

With styling having been carried out in-house, though with inspiration from Pininfarina and Gordon Buehrig, the cars had very modern lines at the time of release.

Today they still present elegant lines and are a handsome vehicle. Built with sound engineering as a priority they are an enjoyable and practical classic car, that enjoys great club support and spare parts availability.



Rolls-Royce Twenty

Owned by Christopher
and Rita White



Background to the Rolls-Royce 20

Most readers will be aware of the Rolls-Royce Silver Ghost (1907 to 1925) but don't know how the Rolls-Royce Twenty came into existence.

By the end of the Great War (1914 to 1918) British society was changing. Many men had experienced driving motor vehicles for the first time, and professional and business men wished to drive a car for themselves.

Car design was also starting to change at a rapid pace with many manufacturers' still having models that were very "Edwardian" in design. This included Rolls-Royce, despite the 40/50 still being an excellent vehicle, progress was starting to affect the sales of the only model offered by the company, the "Silver Ghost".

In fact there was a surplus of these chassis after war and it has been pointed out by Ian Irwin that many were sold to the British government to be made into armoured cars, a role which they did so well during the war. The company realised that at least for the short term another vehicle was required as a "stop gap" until a new replacement for the Silver Ghost could be produced.

Work commenced on a new small Rolls-Royce in about 1920 to address this issue. Also as a way of introducing the motoring public to Rolls-Royce brand and promote greater ownership.

If you are interested in a full and detailed history of the Rolls-Royce Twenty I would recommend reading the excellent work done by John Fasal who published his book, "The Rolls Royce Twenty" in 1979. It is a must have book if you are a Twenty enthusiast.

Production commenced in 1922. The first version had two-wheel brakes and three speed gearbox and coil ignition only. Royce examined many other vehicles by other manufacturers to come up with a design that was worthy to carry the Rolls-Royce name.

However, when it was released it received quite a great deal of criticism from the motoring press and public as it was "too American" in design, with a centre three speed gear change. No right-hand gear change being the "proper" location in a British car and two-wheel brakes only. Despite this it sold very well and was out selling the larger 40/50 Ghost.

Production lasted until 1929 when the model was updated to the 20/25 hp. During that time a total of 2,940 cars were produced with approximately half that number still in existence today.

In 1925 due to much pressure an update of the Twenty was announced. This included a four-speed gearbox, four wheel brakes a slightly wider track and dual ignition via magneto back up.

Our chassis GPK1 was the first off the production line in 1925 and therefore is the oldest in existence. More about this car later.

For readers' information about 125 Twenties came to Australia either new or later as second-hand cars. According to local Rolls-Royce Twenty expert, Bob Clarke, most cars can be accounted for and about half a dozen or so have been broken up or destroyed. This includes GNK 86 which was the last three speed, two-wheel brake chassis to come to Australia. It was restored in the 1970's but was destroyed by fire in 1990; I purchased the remains to assist with the restoration of Rolls-Royce 78A1.



GNK86 prior to being destroyed by fire in 1990

Our Involvement in Vintage Cars and Rolls-Royce 20hp

I first got involved with vintage cars in 1969 at the age of twelve and purchased the remains of a 1927 Austin 12 that I had back on the road in 1978, in between secondary school and teacher's college. Being a glutton for punishment, I also purchased in 1977 a very, very sad remains of a veteran Dodge Roadster which was driving a saw bench at the time.

When my studies were completed I was offered a teaching position in Melbourne and the restoration of the Dodge came to a standstill.

On one weekend whilst in Melbourne, I did the early eighties tradition of going in the city to buy "The Age" to see what veteran and vintage vehicles were on offer.

To my surprise there was a Rolls-Royce 20hp for sale. I didn't know much about them only the "Silver Ghost". I thought I would enquire and rang (no answer, only land lines then) I was able to get on to the owner and arrangements were made to view the remains, which I did

after attending a swap meet on the Sunday. It was very sad and incomplete with many parts removed in the mid to late sixties. Anyway it was a Rolls-Royce and not listening to wiser enthusiasts I purchased it in 1982.

Despite no internet and lots of searching some progress was made to acquire needed parts, including a new tourer body frame.

Restoration of and electrics, and some items were plated. Progress was very slow as I was also restoring the veteran Dodge. A decision had to be made on what car to restore first. As the Dodge was further advanced, we persevered with it and the

Twenty was put on hold, but not the search for parts, which continued.

The Dodge was at a stage where much money was required and I also got married! Everything stopped to do with cars as there were other priorities. The Dodge was finished after having it for thirty years in 1998! We were also finishing the major restoration of our future a period home in Apollo Bay.

By 2010 after car restorations and house restoration, did I have the time



Chassis 78A purchased in 1982

and enthusiasm to finish 78A?

A life long friend and very serious collector had approached me a number of times to buy my Dodge. My answer was always NO! However, to shut him up I put a ridiculous price on it and to my surprise he agreed to buy it. I was not expecting this and said I would think it over. He suggested that I could use the money to finish 78A1.

After discussing with my wife and with retirement approaching, I did not want to spend more years restoring another car. The answer was I would only sell the Dodge and 78A1 if I could find a restored, up and running Rolls-Royce 20 hp.

The criteria was, it had to be usable and it had to have open tourer or two-seater coachwork. I was not interested in buying a re-bodied thirties sedan which would be a gutless wonder, a term that was used until recently to describe Twenties that had been bodied with too heavy coachwork.

The Discovery of GPK1 a World Away

I started to get serious in searching for the right car, but here in Australia there were none available in tourer or roadster form. I had no preference whether it was a two or four-wheel brake model as long it was an open car.

I was hoping to find a Baker barrel type like John Reis had (now belonging to Roger Warburton in Hamilton who also brought my 78A1 and my Dodge!) There was no luck, some in the United Kingdom, but prices were too high for what was on offer.

After searching on the internet, I came across GPK1 which was being offered for sale by a dealer in New York.

At the time I didn't know the chassis number, but noted the UK registration number which was on the car YL-2121. This number seemed to be familiar to me and after looking through Fasal's book, which list every chassis ever built and in some cases the original registration number, I found it. The first production model of the India series. I contacted the dealer via email and asked him to send more photos and confirm the chassis number, which was GPK1. After I received this information and photos of the car I was very interested in purchasing it. This was subject to finalising the sale of the veteran Dodge and then on the condition I could get import approval from the Australian Government.

The photos received look quite good, but one still has to be a little cautious. From what I could see it looked quite good except for the 1950's re-trim, broken tail lights and the smaller 20inch wheels (instead of the 23inch type). I thought we might fly over to inspect, but at the time this wasn't possible. A price was agreed and a deposit was paid on the condition of approval to import was given. We didn't want to buy a vehicle that we

couldn't bring into the country.

Having never imported a car from overseas, I soon discovered that there was a lot to consider. The best option was to find a reputable shipping agent who could handle all aspects of the process. After much research I settled on an agent based in Castlemaine in county Victoria.

We met with him and were advised that the best option was to have it sent out in its own shipping container. Not roll on roll off, which means sitting in the ship unprotected or in a multi car contain, as cars are often damaged due to rough seas.

We were also advised that there would be agents fees, customs fees, port charges and GST on everything, plus luxury car tax on an old car due to its price. The other issue was the exchange rate Australian Dollars to US, at the time one AUD to sixty eight US cents. We were also advised not to undervalue or to try and deceive authorities as this can often lead to the car being seized and total loss without compensation.

At the end we had paid a considerable sum to the Government, shipping agent plus other charges.

The car arrived in North Altona and had to be collected within 48 hours or a daily storage fee would have to be paid. Once cleared a flat tray truck was organised to collect it and bring it back to Keilor Downs. On inspection the front guard had suffered minor damage, so I wasn't happy as nobody would admit to it and the insurance excess was more than the cost of repairing the damage. The other issues was that I could hardly get into the car, this wasn't due to an increase in my weight, but at some time (probably in the 50's or 60's) the seat was moved forward. The height of the seat was lowered and the height of the windscreen also had been lowered. This wasn't picked up prior to purchase. I expect this was done to give the car a sportier look by a person who was no taller than about 5ft 3in.

Getting the Car Back on the Road for Some Enjoyment

Once the car was delivered a closer inspection was undertaken. All fuel and fluids had been drained and the battery was flat. It was decided to go over it and replace with Penrite lubricants; fresh fuel and either re-charge the American marine type battery or replace it.

I was a little uncertain if I had covered everything. Extra starting information was in the side pocket from the Vintage Car Garage in the USA who had worked on the car.

After ringing Bob Clarke and asking for anything else I should know, Bob offered to come down and help

getting it right for the start up. A very generous gesture on his behalf. A date and time was arranged. He gave me two days of his time and experience, plus a one to one tutorial on servicing and maintenance.

The time came to start the car and I was shown by Bob how to set the controls and the procedure required. After a couple of turns on the crank handle, ignition on the starter was pressed and she was running.

Bob and I drove it out of the garage and drive, we then went around the block. It gradually kept improving and with a couple of adjustments it ran extremely well. He claimed that it was the fastest Twenty he had ever driven. He believed that a great amount had been spent on the motor. See Steven Braddock's article written in 1996 for the Rolls-Royce Club of America. Over the next few weeks further work was undertaken to get it ready to be put on Club permit.

This included; repairing rear divers-helmet tail lights and replacing missing and cracked lens, adjust the brakes and brake light, make the non original Lucas electric wiper operational until I could replace with the original vacuum Lucas type.

Once this was completed it was taken to get a RWC which would enable it to be placed on club permit. The customer service officer asked me about the car and said take the plate number, as it ended with the same year as the car (5-025).

At this time I thought this would be OK, but also found out the Victorian rights to the combination YL-2121, same as the original UK registrations was available, so I brought the rights to these plates and will place it on some time in the near future.

Some Rallying and Events in the Car

It was now time to use the car on short trips to see if there were any problems. This involved runs no more than 20 miles from home until we had confidence in the car. First runs were OK then fuel issues due vacuum tank not sucking, which we fixed. Another time a flat tyre. We then entered in the annual Hamilton Queens Birthday Rally we trailed it there as it was 180 miles there and back. The car went well, however we did have carby and fuel issues. This was due to the tank being drained prior to



shipping to Australia, with the new petrol stirring up old sediment causing blockages. This was sorted out and no more problems. A few more local runs were undertaken and we were approached to take it on the 80th Anniversary of the Great Ocean Road, which was limited to 32 pre-war cars. To be on the safe side I had a specialist vintage Rolls-Royce company check it out to make sure it would complete the seven day tour from Melbourne to Port Fairy and back. My mate also entered his 1929 Packard. Both cars performed well and easily cruised at 50 mph. The only issue was on a hot day some overheating occurred due the shutters not working properly. The other issue was I hated driving it because the seating position was killing me. It was now clear that I couldn't use it on long trips with the current seating. Also the hood could not be erected due to it being too low, as my head was hitting the top bow. Rita was not happy at having the hood down all the time in extreme weather conditions. Something needed to be done.

The Re-trim and Replacement of Timber Woodwork

Early in 2013 it was decided enough was enough and changes to the car's seating set up was required along with a full re-trim and minor panel work. This would get GPK right for another 90 years.

After much research it was decided to use Grant White motor trimming (Rosanna) as he specialises in many veteran and vintage cars, as well he can carry out other basic repairs to hood frames and wood work if not too complex.

An estimate was given and accepted, but this also depended on what was found under the old trim. To save on costs I stripped the old trim out.

Once removed we realised that this was a bigger job than we thought, with much old timber needing to be replaced. A new floor to replace the wrong ply wood one, new seat springs for both front and rear seats, changes to hood frame and side curtains and replacement of a couple of hood bows.

We also discovered that the original Auster rear screen fittings behind the front seat was there, the Barker light tilt mechanism had been removed. The Head light bar

had been welded into place at some time. The large Lucas RB 60 light reflectors had been "butchered" to take 1950's sealed beams.

The more I looked the more I found incorrect or had been done to a very ordinary standard. My wife just said "Stop looking" but this not in my DNA. I was also driven by the original photographs taken of it when it was new, showing how it was in 1925. It was and is my mission to get it back as close to that as possible.

This task was to include replacing the light mechanism, reinstating the Boa horn, replacing the side wheel carrier from the right to the left hand side, finding an original English tax disc, the list went on. Grant White looked at the woodwork and decided it was too big a job for him and this would have to be undertaken by an experienced coach builder or cabinet maker.



As I mentioned before we had spent many years restoring our Californian Bungalow in Apollo Bay with the woodwork being undertaken by an exceptional young tradesman, Dave Howell. After much pleading David

agreed to undertake the work on the car, but only at nights and weekends due to his time commitments. He advised us that I would have to be patient as it could take at least 6 to 8 months off and on to get finished. There always seems to be delays in restoring not only a Rolls Royce but any old car. As I wanted it right I had to work in with him. The car was driven back to Apollo Bay and placed in his huge shed.

Dave can do anything providing he has the information. Where could this be obtained? John Reis came to the rescue and was very kind in letting us visit his home and take many photographs and measurements of his car. This involved removing the floorboards and seat bases. This was very valuable as the body on his car has never been restored or altered, so it was an excellent reference that would help to get GPK1 right.

Further information was also obtained from a tourer design on Page 260, referring to original Rolls Royce coachwork notes and recommendation in a reprinted brochure in Fasal. It gave the correct seat height, angles and other distances from the controls. This was critical in getting the new woodwork and wooden seat frames right. It also allowed for the windscreen and pillars to be returned their right proportion and height.

Along with personal preferences it enabled a fantastic result. Grant White travelled to Apollo Bay to inspect the work and advised whether any other repairs or changes were needed. However, as I am 6ft 2" I wanted the seat back as far as possible, but this was determined by the 'bridge' in this type of body. A decision was taken to get the front seat back as far as possible. This unfortunately meant that the side curtains could be no longer stored in the back of the front seat. However it was more important to me for comfort and room when driving.

The More You Look the More You Find!

There were many other things I wasn't satisfied with. This included a cracked wooden dash, wrong floor boards, poorly made replica valance panels, worn door hinges and twisted door frames, due to age.

Incorrect nuts and bolts were used, these were UNF. I assume this may have been done when the car received a make over during 1985 - 1990's. Also wrong bolts were holding the mudguards and other components. The list went on.

Using the internet I was lucky to source a set of original factory floor boards, compete with all the fittings to replace to old incorrect homemade ones. Overtime other items were also found. These included the missing tax disc, the correct Auster rear screen and an original battery box cover with instruction plate and rear luggage rack.

It was clear that many bolts would have to be replaced with the right type, but to purchase these through a major Rolls Royce specialist would have cost a small fortune. I am lucky that my mate who owns the vintage Packard also has a major engineering business and offered to make the missing nuts and bolts to the original specifications. He has also made many other bits and pieces for the car.

How lucky am I. Whilst the car was still in Apollo Bay, Dave carefully removed all four door skins straightened the door frames and repaired the hinges and refitted the skins without any damage. This was a day per door procedure and was very stressful to the both of us.



The final job he undertook was to remake the running boards. As the original photos showed a tool box in the running board it was remade, with the correct metal covering and a special brass molding edge coming from America. Frames have also been made to take the coir running board mats.

Devil In the Detail.

One of the most time consuming tasks in any restoration is the research and getting the detail right. Often short cuts are taken in this area as either the owner doesn't know and/or it is too hard and time consuming to get the right items. From my experience much time and patience is needed to get a restoration close to when a vehicle was new. At any car event I always look to see if the detail is right. In many cases on vintage cars the wrong screws are used instead of slotted, wrong bolts and markings, wrong type of trim, colour incorrect, standard of paint finish such as a 2017 two pack paint job on pre-war cars, which were often brushed (coach painted). Plating wrong for the year of the vehicle (chrome versus nickel and vice versa). The poor choice of indicators. I have seen first class restorations ruined by ill thought-out indicators, many look like they came off a trailer!

I have found that one needs to be well ahead of what is required for the restoration and obtain the items when you can, as when they are required they may not be available or impossible to find.

An example of this is the huge Rolls Royce tool kit which came with our cars. Despite every chassis having a complete tool kit, many cars have in most cases been lost. Except for the wheel spanner which is required to remove the wheels on early cars. Over the past thirty years I have been able to build up to a 98 percent tool kit. This has taken many hours and a great deal of effort to achieve.

To this end my re-restoration has been slow due to getting it right. It is amazing where things needed to be sourced from. Take the items required to reconstruct the new running boards, from Australia (metal sheet, budget locks brass to make coir mat surrounds), from the UK (screws and piano hinge, lock covers) and solid brass crescent top, running board moulding lengths from the USA.

Off to the Trimmers.

Once the timber work was finished a date was confirmed for the re-trim to occur at Grant White's. Once a time and date was agreed, that was when the car was expected to be at his premises, or you lose your place in the queue.

Grant is very quick and only works on one car at a time, so the job doesn't drag on for long periods of time. To ensure that you get the job you want you need as with *Country Motor Australia Issue 16*

any trimmer or other professional, to be clear in what you want. Give instructions in writing, keep a copy of these for yourself and as much information in how you want the job done. This includes photographs of the door trims and seats. How the trim was to be attached. I wanted tacks not staples. Any special fasteners you want used and a discussion on various finishes etc.

Grant was very good to work with. This included numerous visits to ensure the front seat and position was 100 percent. I didn't like to be there too much, but Grant was happy for me to go when he needed my feedback or if I had a concern. To this end, I believe we achieved a first rate job.

As the trimming was being undertaken, new side curtain frames were made and the front windscreen frame and pillars were returned to their correct height. This included milling some new pieces for the windscreen channel as we couldn't buy the right profile and turning new sections for the pillars.

Over 30 metres of hood material was used to re-cover the hood, make the side curtains, side curtain bag, full tonneau covers (front and rear) and a cover for the original Brookes trunk and case set obtained in UK, along with the original Rolls Royce luggage rack.

I was very pleased with the result as now I could get in the car and I had an excellent seating position and head clearance. My head no longer hit the second hood bow!

Further Jobs on the Chassis to do.

It had come to our notice that at some time the rear fuel tank had been changed to the later type along with the speedo and temperature gauge. What an eye for detail does Bob Clarke has!

After examination, the car at some stage had been hit from behind or had backed into something. This had resulted in the fuel tank being changed to the later type and the round cross member holding the rear spring hangers had been bent in by about half an inch. To get this right, we had to remove the tank, and the rear wheel carrier which was also slightly bent. It then became clear that the cross member under the rear of the body was also bent. This wasn't a quick job. All the fuel line and wiring brackets and tube had to be removed to enable the straightening to occur. A big job as items hadn't been touched since the car was built and were difficult to remove due to rust and corrosion.

After removal with help of "Porta power" along with various bits of metal shapes the chassis was back to its original state. It was now obvious why the rear wheel carrier hadn't been used for such a long time. Firstly the

wheel and tyre wouldn't fit due to the bend, secondly the rear wheel carrier was bent. It was later found that this was caused by the luggage rack being "bashed" into it, this had been thrown away at sometime. Thirdly, the two tyre cradles were missing and must have been destroyed in the crash. Fortunately replacements were available from Dyers in the UK, but once received it was discovered that these were too high as they were for the later vehicles with smaller wheels (ours has 23")

This was found out by consulting the parts book. Unfortunately only these were available and would be right if they could be altered. A mate who is a very experienced aluminium welder was able to cut them and re-weld them to make them sit lower. A first class job.

The fully restored, correct fuel tank was fitted, along with the fuel line, wheel carrier and cradles. The original rear luggage carrier was also fitted and it was discovered that the holes were still there and had parts of the old bolts still in them. These were punched out and rack was bolted straight on.

Wiring up Grade.

During working on the chassis it came to our attention that not all the wiring had been replaced. Most of the car had been rewired correctly sometime ago. However, there were still some of the old wires that needed to be replaced. It was also our intention to add additional wires for the indicators which would be incorporated into the parking lights at the front and small original lights at the rear.

The Rolls Royce doesn't have a made loom, which is usually covered in armour or



New valance panel and repairs being undertaken by Steve Barnett's workshop at Harcourt, not the correct 23 inch wheels

braided material. Instead it has individual wires that go through metal conduit. This is in many sections that run along the frame and are mounted on aluminium supports.

The wires are very tight and it is a nightmare to try and run wires through unless the sections are taken apart. Putting another wire in is a real challenge. This was a huge job and required some of the damaged conduit to be replaced as it had been squashed in places. Not a job we would like to do again. I was fortunate a Telecom technician friend was a great help in the process.

Off to the Coach Builder.

After taking off the guards and valance panels, it was noted that the valance panels had been re-made at some time and were not very good. Unfortunately the original guards had been changed to take the poorly made replacement valance panels. The car was taken to a coach builder who remade the valance panels in the correct style and repaired the damaged guards. These were refitted and made to fit perfectly. Minor repairs were also undertaken on the cowl, the rear tub and other places. At the same time the radiator and bonnet were realigned and adjusted.

The Paint Work.

We decided to repaint the car, the repaired guards and the new valance panels. The colour of the body was to remain the same as it had been repainted in America where it was repainted from yellow back to the original finish Curzon blue as shown on the chassis cards. Prior to going to be repainted the front and rear dumb iron and as much of the outside of the chassis was stripped of many layers of old paint.

It was interesting to find in white paint on the front cross member written the words "repair dept". This was the result of a minor accident prior to the car being sold in 1926.

The car was repainted by my wife's cousin who manages a large panel and paint shop in the Northern suburbs of Melbourne. My brief was that I only wanted the paint finished no better than the finishes of the time. He wanted to do it to a far better

standard to when the car was built. It took about three weeks to be completed. It is not over done and we are pleased with the finished result

Valances and mudguards need to be refitted along with the mounting of the bonnet and tilt system. The finished running boards are also ready to be refitted. This however will not occur until the wiring and other jobs relating to the chassis are finished.

More Drama, the Radiator.

Unfortunately the radiator had to be removed again, as the shutters and their operation was not correct. This was another challenge, fortunately each shutter is numbered, but there was quite a deal of work to get them operating correctly and smoothly. Issues included getting the right small spit pins and rod to make them work. A new rubber mounting strip was fabricated to place between the chassis and radiator.

It was also found that the mounting system was not correct. On the chassis, four special bushes known as "top hats" go into the frame; four BA bolts marked with a line allow the correct alignment for the insertion of the small split pin. Four special washer spacers are also fitted. This allows for the radiator to flex and keep it in alignment especially on rough roads. Some of the parts were available in the UK but the top hats had to be made here. The bonnet lacing was also replaced.

New shutter cable and repairs to the dash shutter control was also done at this time.

Getting Closer to be Back on the Road.

It is hoped that the car will be ready before the end of the year.

The following is still needed to be completed:

Overhaul generator and starter motor

Fit the correct Lucas vacuum wiper

Make tool rolls and tool trays

Refit the fully restored magneto

Change the temperature gauge with the correct restored earlier type.

Remake and sort out engine linkages and replace the carburettor with the correct fully restored unit

Restore and refit engine shields

Any other items including adjustments in the cars' operation

Prologue

I plan to do a final article on the car once finished. It is always a challenge to restore, repair or keep any old Rolls Royce (or any old car) on the road. Whilst we are lucky to have many means of sourcing parts, the challenge in the future is to be able to find those craftsmen whose talents and skills are disappearing due to changes in various industries and trades.

There may be a time, due to this and changes in relation to lack of petrol and tighter Government vehicle legislation that our cars could become just static items. Let's hope that there are many years to go before this happens.

In the meantime, get out, use your vehicle and enjoy the many events, which not only give the owner pleasure but others as well.

Chris White



Left; Our car GP61 Barker tourer is the oldest of this model in existence. It was the Rolls-Royce motor company's demonstrator being the first production model of this series to be fitted with the new four speed gearbox and four wheel brakes. UK registered YL 2121, it was tested and featured in "The Autocar", in an article entitled "An Ultra-Refined Six"

Right; The Twenty when new used to carry HRH the Prince of Wales who later became Edward VIII and married Mrs Simpson



Mercedes Benz 230SL

There are many interesting and very surprising stories relating to the acquisition of old cars. This story illustrates that luck and coincidence play more than their suggested parts.

We own a white 230SL manufactured in 1964, and delivered new to Melbourne's Lane's Motors. It was sold in September 1964 to a Melbourne restaurateur, Mr Wildo Pellegrini. The "Pellegrini's" restaurant was and still is a Melbourne icon.

Pellegrini had a property and vineyard in Warrandyte and used to commute to his restaurant in the 230SL. He had to buy petrol. In Templestowe was a petrol station owned and operated by two Germans who also loved good cars. The two Germans employed students part time during early morning and evening peak hours to assist with petrol sales. As a student in 1970s, and also living in Templestowe, I was employed by the two Germans and therefore experienced a variety of motoring

transport, from humble Volkswagens, locally manufactured cars, early 1950s Porsches, BMW Isettas, Mercedes Benz and a range of unusual trucks. Templestowe was at that time an orchardist community.

By the mid-1970s Wildo Pellegrini was seeking an easier lifestyle. The business was sold, the 230SL to follow. One of the German partners from the petrol station offered to buy the 230SL and in 1975 it acquired a new owner, a German rather than Italian enthusiast. The 230SL became a part of a stable of cars, but was never the prize of the collection, as it was at that time considered far less glamorous than E-Types with which it shared garage space.

The student had kept in contact with the German owner of the petrol station over the ensuing years. The German owner was also getting older and a non-power steering 230SL was not always easy to manoeuvre into tight parking spaces. In November

2016, the German owner was trying to manoeuvre the car in his large wide driveway and it was clearly becoming "a trial", so the student said "why not sell me the car?...".

As the car had been little used over the last decades the suggestion had some merit. The former student bought the car late 2016.

So, a car that was known to the student in the 1970s, in which he put petrol, was now owned by said student by a combination of luck and coincidence.

The 230SL – A Description:

Year: 1964

Specification: Manual, no power steering, Becker Europa radio (automatic aerial)

Colour Combination: White exterior, red interior

Peculiarities: None, an original standard car, unchanged by two owners, who kept its full documentation and tools intact.

Peter

Lutsky Benz

One topic that happens to be one that I have been recently researching: the merger of Daimler and Benz in 1926.

How many people know that before adopting the name Daimler Benz they were challenged. "You cannot call it Daimler Benz. It has to be Lutsky Benz because I designed all your engines".

Who was Boris Lutsky? He invented the carburettor using a jet in a venturi, built a self-igniting engine maybe

before, or just after, but certainly contemporary with and independent of Diesel. Boris Lutsky designed and built the first overhead cam, overhead valve engine in 1896 and he licensed this design to Daimler.

He also worked for Stoewer in 1911/12 designing an aircraft engine. This engine powered the aeroplane that set the world airspeed record in February 1912. (Wikipedia record the French pilot's name but makes no mention of who built

the engine!).

Why do we not know about Lutsky? He was a Russian and he was a Jew! In Germany, enough said.

But to their credit, Daimler Benz do now acknowledge that the first Mercedes were built by Boris Lutsky and the engines in those magnificent GP Mercedes racing cars look almost identical to the aircraft engine Lutsky designed for Stoewer.

John M Stanley

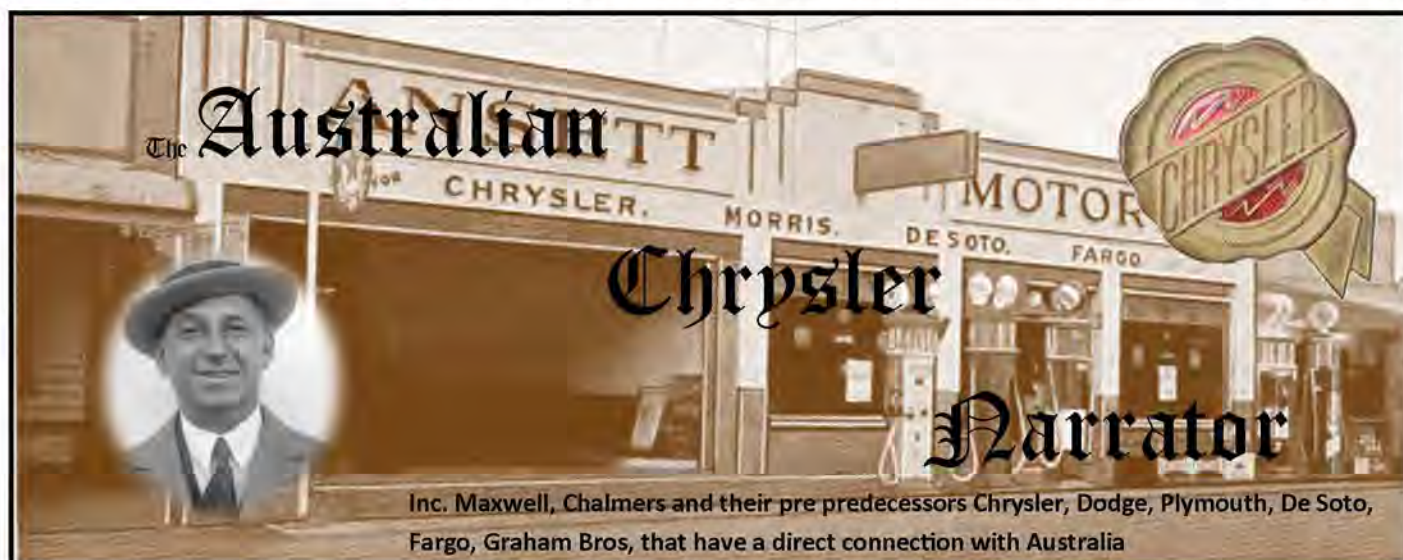
Events Coming Up

Rochester Show & Shine (Vic) Sunday 27th October 2019 Riverside Holiday Park,

Bendigo Swap (Vic) 16th-17th November 2019. At 12pm Saturday I'll looking for friends outside the main building near the front gate, if you are there say hello.

Albury Wodonga National Motoring Festival (Vic & NSW) March 28th—April 2020 Web site ahmf.org.au/2020tour

Johannes (John) Schuurman sent me a copy of a publication he has started. The purpose is to promote pre-Valiant era Chrysler products. Contact 0499 238 669 plymouthpalace@gmail.com



Tony Johns (one of the authors of 'Vintage Bentleys in Australia')

Hello David, Many thanks for sending a copy of your magazine. An excellent write up of WO and the start of the company. It is a shame that so many people do not appreciate the differences between vintage Bentleys and those manufactured by Rolls Royce.

If you look at the photos of Jack Nelson's 3/4.5L you will see the number plate 1170. This was on my car from 1931 (Chassis 659) and when the chap from South Australia was selling everything at Romsey a few years ago he offered the number plates to me but unfortunately at current Shannon's pricing. No sense of history and out of my league. I got my enamel plates for the Austin 7 Ulster by buying them from John Bowring.

I have been very busy preparing the 3 litre prior to shipping to the UK for a drive from London to Morocco with two other Australian 3 litres in mid September October.

Previously we have been to USA in

2017 for a WO Bentley tour from New Orleans to Washington DC and last year 2018 was the Bentley Drivers Club of Australia's tour from San Francisco to Vancouver organised by our members David and Adele Cohen. It was called the CanAm International Tour, we had several of our overseas members participating.

Re WO Bentleys left in Australia, our records list just over 100 remain in Australia. This is a very sore point with me as it is one way traffic. The luxury car tax has made it prohibitive for anybody to consider importing a valuable vintage car. We have a list of all the WOs that have left the country since the introduction of the tax.

Regarding the book, "Vintage Bentleys in Australia", I looked at the old emails on my computer I see that Phillip Schudmak the late Graeme Miller and I started our serious research back in 2012.

For several years I committed myself to a weekly visit to the State Library where they have hardbound copies of 1920's motoring magazines and microfilm one can view. I'll write a few words on compiling the book when we get back in

November but the piece would start and end with the comments "that if you think it will be easy and a lot of fun you are wrong, but the reward is when you end up holding a copy of the book in your hand and you are still good friends with the co authors".

Our Bentley Centenary Tour was in April following the route of the 1926 RACV Alpine Tour, staying at many of the original overnight stops as possible including detours to Mt Buffalo and Mt Kosciusko.

Tony Johns



Michael Worthington-Williams comments on the British Empire Exhibition (serviette ring in CM15)

Dear David, My first item of BEE memorabilia was an enormous tea towel depicting all the pavilions at Wembley. I was in my early twenties (I'm 81 now) and an old boy in the next town lived in a hovel that was due for demolition.

He ran an antiques shop next to his cottage which had not been opened for years. The bulldozers were due in that week-end and the whole lot would go under the crusher. I tracked the old boy down in his daughter's flat and told him he already had several warnings. He was stubborn, but I eventually managed to get him to see sense. I had no money in those days and I got him

to sell me the entire contents of the shop sight unseen for £2. With a proper bill of sale too. I had a mate who had a tipper truck and we parked this outside the shop and literally loaded everything in the shop without really looking at it. We were working against the clock. When the shop was empty we drove the tipper to a friend's barn, backed the tipper in and shot the whole lot on to the floor. We then had a fine time sifting through everything and choosing the items we wanted to keep. The tea towel was neatly folded in an old metal deed box and had probably been there since 1924 when the BEE was first held. That started me off collecting BEE items and in the early days they were cheap; No quite so, now. Other curiosities rescued were a child's chair (Victorian), a whole bundle of cinema

posters from the twenties, starring Tom Mix, Mary Pickford, Charlie Chaplin, Chester Conklin and a host of other stars of the silent movies era. There were mountains of books, some quite valuable - like 'A Prospect of Stonehenge' by Inigo Jones dating from the early 1700's. He was a famous architect. Ah happy days!

That's my trouble! With my collecting I get on my bike and ride off in all directions! The house is bursting with automobilia, books, mascots, badges, photos, brochures and tin plate toys. My dear Pam is going to have a hell of a job disposing of it all when I pop my clogs. That cannot be long now. I've never bothered to photograph my British Empire Exhibition stuff. When I do I'll send you a photo. My collection has over 500 items!

Mike

A few words from Peter Norman

Thanks for Country Motor, very good read.

Your article on the export of classics from Australia brings to mind my recent experience with seeking information on the Day Elder c1913 that the Wedderburn Engine Club is going to restore.

At the time (40+ years ago) I tried to trace other owners and came up with one in Geelong. Since the interest of the Engine Club with my truck I tried to trace the

whereabouts of the Geelong truck, from Geelong, to Ballarat, to Echuca, to Mt Gambier to my great surprise it has finished up being for sale at museum in the Netherlands.

It is always dangerous to claim the something or other is the only one 'in captivity'. The Geelong owner believed his truck to be the only one in the world, as do the museum in the Netherlands. The discovery of mine does that now mean it is one of two left?

Peter



(Ed: There was one advertised in USA)

TEMORA
CAR, BIKE, TRUCK &
TRACTOR

SWAP-MEET

Saturday, 28th September 2019

Friday set-up from 4pm
Overnight Stays \$15
Lookers \$5
Swappers \$15
Gates Open 6am

Ticket purchase entitles purchaser to 50% off Temora Ag Show entry ticket for access to the TEMORA SHOW & SHINE

Presented by

134th Annual TEMORA Agricultural Show 2019

Contact
Les Buckley
0417 296 865

Find us on Facebook
<https://www.facebook.com/temora.show/>



Looking for Sun Villiers parts?

please contact the person below. Sun Villiers model de luxe parts for sale. Phill recently advertised these parts on eBay or anyone interested can contact him direct.

Phill Slattery
[mailto:phillslattery@gmail.com]

South Australian Police Sidecars

From Robert McLean
[mailto:robmac1949@hotmail.com]

I was talking to an enthusiast at the AMCA Meet in Bulli.

On the website for the South Australian Police Historical Society there is a picture of a line of 1930-32 Harley Davidson outfits. The chassis is a Harley Davidson but the body is of local manufacture. Would anyone know anyone who may have one so I could get some photographs and dimensions. The NSW Police used a similar body in the thirties and it was fitted onto various types of chassis.

I have made a body for my JGM (Murphy) chassis but I believe they were mounted on later model chassis than what I have.

Robert McLean (0418) 800 875

The Veteran and Vintage Motorcycle Club of South Australia Inc

18th
MOTORCYCLE ONLY
SWAP MEET



Motorcycle related sites only, strictly **NO** car or bric-a-brac related sites.

A static display of both restored and original condition Motorcycles.

A "Peoples Choice" award for the Motorcycle gaining the most of the public's votes.

Variety of wholesome country style catering provided on-site.

Interstate Traders welcome, camping available Saturday night.

Site Holders & Buyers all from 7.00 a.m., Sites \$15 on the day, Entry \$5 (under 12 free)

Note: No pre-booking of sites but ample sites available on the day.

Contact: Peter Yates Ph: 0414 134 583 after 6 pm or email secretary@vymccsa.org.au

THE HISTORIC COMMERCIAL VEHICLE ASSOCIATION QLD

HISTORIC TRUCK & TRACTOR SHOW

GATTON SHOWGROUNDS
28th SEPTEMBER 2019.
8 AM to 4PM

VINTAGE & CLASSIC TRUCKS
FEATURING MACK TRUCK DISPLAY,
SHOW TRUCKS, BUSES,
TRACTORS, ENGINES,
PARADES, TRADE STANDS,
FOOD & DRINK.
\$10.00 ENTRY
CHILDREN
UNDER 14
FREE

With the Support of: Lockyer Valley Regional Council, HCVAQ Supporting, Royal Flying Doctor Service Queensland, TWUSUPER, and other sponsors.

Phone: 0402 234657
Email: hcvagld@hcvag.com
www.hcvag.org.au

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

1964 Rob Roy

After the first run in my Austin at the 1964 Kalorama I was anxious to enjoy my vintage car and conned friends to accompany me on journeys while displaying 'L' plates.

Robert McInnes was my co-driver, with his girl friend Jenny and my late sister Sandra we drove to the Eltham hills to attend Rob Roy hill climb.

Sandra liked the 1930 La Salle coupe best.

Dick Beechy's 1928 Standard Six Buick 115 sedan is now owned by Alan & Heather Esmore of St Arnaud.

Noel Cox's 23/60 Vauxhall tourer

Isotta Fraschini of Ian Parfitt

My Austin 12/4 would be no competition with the these big vintages mounting the historic hill



Friends Robert McInnes (a vintage Packard owner at the time) and girlfriend Jenny who accompanied Sandra & I to Rob Roy.

Views from the hill.

Jim Cooper's Rolls Royce

Graham Simpson tries out the Phantom he recently purchased from Stuart Middlehurst
Russell Meehan's 1926 Vauxhall 14/40 tourer ready to roll

Doug Wilson's 4½ litre Bentley storming the hill

