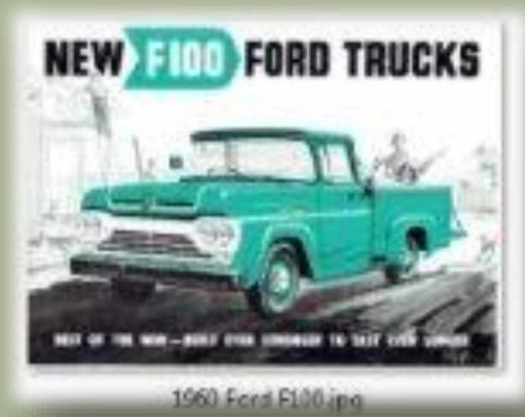


Country Motor

Australia



Issue 18



free
Magazine produced
for Pre-1960
motor enthusiasts

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Alan Jeffree's 1933 Ford V8 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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Issue 18

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Editor's Entries

Welcome to the eighteenth edition of Country Motor

Eighteenth Issue

Reporting on events I attend I
rely on my little digital camera that slips
into my pocket when not in use. Most
people graduate to bigger cameras with
big lenses and extra gismos. I have
had many good cameras in the pre-
digital days, taking colour slides
after the black and white period.
Annoying now as I don't have a
slide projector or a way to transfer
the image onto the computer.

My problem at the moment
is that the digital camera I have is
showing its age. The trap door for the
batteries needs an elastic band to hold it
closed, the knob to adjust the picture fell
off and now the shutter is jamming and I
am loosing the shots. Is there anyone
with a digital camera gathering dust as a
newer camera has made it redundant?
and would like to donate it to the cause
of providing photos for the magazine?

I have corresponded with many
people over the last few years. My latest
acquaintance is Trevor Poulson who has
provided many items for this issue. He is
well known for his articles in 'Restored

Cars' magazine and he promises to send
in more stories in the future. Thanks
Trevor, most appreciated.

In this issue Trevor has provided
a story on 1938 Ford V8s, below is a
ute I photographed in Perth in 1960.



Archie Marshall's entertaining
stories of his dealing with motor
vehicles during the post-war years
continues. Unlike Vauxhalls and
Bentleys there doesn't appear to be
many vintage Mercedes-Benzs in
Australia. It would be interesting to hear
from anyone who has one.

1960's rally photos are back to
Kalorama with many well known cars
owned by then well known people.

Happy motoring,

David

My 1933 V8 Roadster

Story & Photos by Alan Jeffree, Perth, Western Australia

Reprinted with permission from 'V8 Torque' magazine of the Early Ford V8 Club of NSW

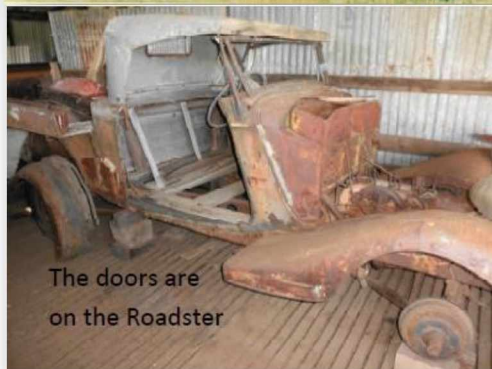
Really, I am a Model A Ford owner/restorer and I am currently working on number 3 for myself. I'm mentioning this because it was Model A's that got me started on the V8. I was looking for a Model B or C four cylinder motor to fit into my Model A Fordor. I mentioned this to some friends in the country here in W.A. and the next time I met them, they had found two on farms in their area. I asked if they were for sale and the answer was yes but you have to take the vehicles as well. One was this sad 1933 Roadster and the other was a 1934 Roadster ute.

optional V8. In 1934 it was standard V8 and optional 4! I found several motors but when I took the first crankshaft to my engine reconitioner it was

cracked. I took the fourth one before he was happy to proceed. I have chosen a 1936 V/8 because they look the same but have all slipper bearings which are much cheaper than poured and bored bearings and you can fit them yourself. Around 1995 I started restoring the roadster and completed it in 2012. A restoration usually takes me 5 years but I had two going this time! My Fordor Model A and the Roadster.

I have a personal friend who's a panel beater, of the old school where everything is cut out, patch made, welded in and beaten and body filed properly into shape. He would mark the area to remove, I would make and fit the new piece, then on the Saturday when he came to my home the job would be completed. I borrowed another friend's swagger when needed. From about 1992 my panel beater came to our home most Saturdays on and off over about 12 years. In that time we have repaired panels for two Model A Phaetons, one for my son and one for me, my 1929 Model A Fordor, two Model A Coupe bodies (one for my son and the other for my son in law both waiting to be assembled) and my V8 Roadster.

I often use shaped wood to help form the difficult patches. One real challenge was the cowl vent which was totally rusted out. I have taken a photo of a few wooden pieces used. The long piece is to form the door hinge pillar.



Other than the motor machining, the panel beating by a friend and upholstery, I do everything else myself. My father was a mechanic and stayed with the same company until he retired in the mid 1970's, and as a kid I was always with him when not at school. I always wanted to be a mechanic but due to mum's pressure, I became a primary school teacher until I retired in 1997.

One innovation I did is worth mentioning with my 1933 story. I was paranoid about the suicide doors coming open when driving and the 33 doesn't have a safety catch built into the door striker! I have made a door lock and these two photos will explain. There is a hole with a machined boss in the door which you can't see. The lever drops down when the door is open to prevent shutting the door onto the spike if accidentally left out!

I did take the only striker off the 1934

The Roadster Story

I should start by saying that restoration started as a hobby but it has become a disease! I purchased the Roadster around 1991/2, trailed it home and because I was in the middle of restoring my Fordor I left it for a few years. Meanwhile I searched for an appropriate V/8 to put in it because I said to myself *you can't have a vehicle like this without having the era V8*. In 1933 it was a four cylinder standard and



Door open. View of inside kick panel left side.

2018 3 25



When the door is closed this spike is inside the door!

2018 3 25



My panel beater at work.

ute and built onto one from a 1933 to create a safety catch for both sides.

Mechanicals The motor is not modified. The crank was ground to 20th, pistons to 60th, the cam is original but I fitted an aluminium timing gear and a new oil pump. I started with an original distributor and a new old stock diving bell coil. Two weeks after completion we freighted the vehicle to Adelaide from Perth and drove it from there to Ipswich! I had three new old stock coils and we melted all three and limped into Ipswich. The liquid in the coils melted and drops made their way onto the points. Instead of driving back to Perth it came home via road transport and we flew. Since then I have had a guy in the USA repair two of the coils and converted them to 12V. I used them successfully for about a year then I purchased a used Mallory electronic distributor off eBay.

I purchased and fitted a new 3.4 Crown Wheel and Pinion, chasing economy. The gearbox has all new components bought off eBay and I run original shockies. Chasing economy I have fitted adjustable main jets and my son has made me an oxygen reader which takes messages from an oxygen sensor mounted in the exhaust pipe close to the exhaust manifold. I only get a reading from one bank but I set both main jets the same! The reader has red, yellow and green lights which light up according to throttle position and speed. The aim is to have the green lights flicking at cruise. I am getting 19/20 miles per gallon instead of 12 to 14 previously.

The grille was a major task! These photos tell the story. We remade the bottom 10 inches each bottom sides. I found a guy in QLD who made new 1933 bars and all were oxy welded using a number 6 tip and a steel welding wire. I had quite a bit of dressing with my Dremel. Once all done I took it to my chrome plater and had him copper coat it. I took it home and wet and dry sanded until bare metal started to appear then took it back to him - in all, three times, until I filled all of the rust pits. When it



The wooden frame was rebuilt using steel tube, with wood attached where necessary.

2009 1 27



came time for chrome, there was no business in WA who had a bath with enough current to do the job! SA was the closest but they couldn't do it for 3 months. I couldn't wait that long as the car was finished so I had it nickelled and I am very pleased with the result. Each copper coating was only \$30.

Another improvement I did, was extend up the fuel filler. Every 1933/34 you see, has petrol stains below the filler. It is a design problem. My tank was out so we cut the original neck off half way up. I then took the top half to my exhaust shop and asked for their tightest bend that would fit. He found a scrap bend which was a little loose so he put it in his expander and made it a



2011 2 22

snug fit for both ends. At home I filled the tank with water, stood it up so the welding was not going to cause an explosion and my panel beater, oxy welded it back onto the tank and to the top piece. Now, no problem with fuel spilling out!

Alan



Some of the repair patches

2009 11 21



The colour is Port Wine

1938 Ford V8

Trevor Poulson

The following story was provided by Trevor who wrote it for the excellent 'V8 Torque' newsletter of the Early Ford V8 Club of NSW.

Since the first Ford B and V8 models of 1932, buyers had a choice of Standard or the better equipped Deluxe models.

Traditionally, the Deluxes got two Tail Lights, Chrome Windscreen Frame, Two Horns starting in 1933, two inside Sun Visors plus other niceties inside the cabin and outside, however, basically, they were near identical in looks. That all changed in 1938 when for the first time, there was a 1938 Ford Standard that basically looked like the previous year's 1937 models, plus an all-new Deluxe series that did not share the same looks.

While the 1938 Ford Standard Sedan had a similar body to the 1937 Ford Touring Sedan, the all-new 1938 Deluxe Sedan got a completely new body that featured a sloping roof-line all the way to the rear bumper. No part ahead of the windscreen was interchangeable with the Standard models. Offering two distinctly different models was a first for Ford and would be repeated again in 1939 and 1940. This would all change in 1941 and years following, there would not be a deal of great difference.

The new 1938 Ford Deluxe Sedan was 189.25" long, whereas the 1938 Ford Standard Sedan was about 6" shorter at 183.7" long, even though all 1938 models rode on a 112" wheelbase. **38 Standard Fordor Sedan (USA)** below This



longer body was only available in Australia for the 1938 Ford Deluxe Sedans, however, in the USA a Tudor Sedan was also available and it also was 183.7" long. All other 1938 Ford Deluxe models used the carry-over 1937 bodies.

In Australia, other models available beside the sedans included the Deluxe Club Coupe, Standard Club Coupe, Deluxe Club Roadster and Standard Club Roadster. Ford USA never offered a Standard Club Coupe or Standard Club



38 Deluxe Fordor Sedan (Aust)



38 Standard Fordor Sedan (USA)

- 38 Deluxe Club Coupe (USA)**
- 38 Standard Club Coupe (Aust)**
- 38 Deluxe Roadster (Aust)**



**Deluxe Convertible Coupe (USA)
Deluxe Convertible Club Coupe (USA) and Deluxe Convertible Sedan (USA)**

Roadster. These two models were unique to Australia, with the Club Roadster being extremely rare, so rare that I have never sighted one, although there were pictures of an unrestored one in 'Restored Cars' a few years ago. The unrestored example is the only one I know of and now resides in Queensland awaiting restoration.

Early 1938 Fords came with a 21 stud V8 engine, however, during the model year, a 24 stud V8 engine replaced the 21 stud engine. Both engines displaced 221 CID and both were rated at 85HP.

In the USA for 1937, a new economy V8-60, a small version of the flat-head V8 was introduced which displaced 136 CID and fitted with 17 studs and rated as 60HP. This little engine was adequate around town and gave better fuel economy than the regular 221 CID V8, but was really too small to service heavy 1937 Fords that it was asked to do, especially on the highways. It was only available on the Standard models, and was offered for four model years. It was discontinued after the 1940 models. The V8-60 was never offered in Australia. Even though they weren't 100% successful in motor vehicles, they did become very popular with speedway drivers and these days are very collectable.

Regarding the 1938 Ford Standard models, contrary to popular belief, the front fenders are unique to the 1938 Ford Standard, and are not the same as those used on the 1937 models, and are different to those on the 1938 Deluxe models. It is very strange that Ford went to the extra expense of making a different fender just for the Standard models. Partway through the year, a full length chrome strip, as well as extra chrome strips on the grille were added to make the Standard models more attractive.

One important design change in 1938 was to relocate the licence plate from the driver's side rear fender to the centre of the trunk lid. In my books, this was a very positive move, as I have seen many licence plates damaged on 1937 and earlier Fords (and other brands) when people walk too close to the vehicle and hit the licence plate. Tail lights were also flush mounted when previously, they were mounted on stalks. In the USA, they got a much more comprehensive selection of models than we got in Australia, but only the Deluxe Tudor Sedan got the longer body like the Deluxe Fordor Sedan.

Other body styles on offer in the USA that used the basic carry over 1937 bodies, included the Deluxe Convertible Coupe, (has a rumble seat), Deluxe Convertible Club Coupe, (all passengers sit inside the cabin), Deluxe Convertible Sedan, Deluxe Coupe, Deluxe Club Coupe, Deluxe Phaeton and Deluxe Station Wagon. The Phaeton and Convertible Sedan share the same bodies, the differences being the Phaeton has detachable side curtains while the Convertible Sedan has wind up windows and a detachable centre "B"



***Deluxe Coupe (USA)
Deluxe Convertible Sedan
Deluxe Station Wagon (USA)***

pillar. After 1938, there would be no more Club Coupes, Convertible Club Coupes or Phaetons; however, the Convertible Club Coupe would be reintroduced in 1940 as the only open car in the range. Body styles in the Standard range were limited to just three body styles, the Fordor Sedan, Tudor Sedan and Standard Coupe.

Ford Australia also offered some light commercial vehicles, all based on the Standard model. There were Roadster Utes, Coupe Utes, as well as a Panel Van. In the USA, they called their Panel Van a Sedan Delivery. 1938 was the last year of the Roadster Ute. In recent years, you may see a 1938 Ford Deluxe Coupe Ute, however to set the record straight, Ford Australia never offered the Utes as Deluxe model 1938. That

changed in 1939, when buyers had a choice of Standard or Deluxe Coupe Utes as they did in 1940. The Utes were only available in Standard and Deluxe for just these two years.

In addition to passenger cars, Ford Australia also offered a range of pick-ups and trucks that featured an oval grille. These days they are affectionately known as 'Beer Barrel' models and were available in a range of different wheel bases and carrying capacities up to 3 ton.

The dominant features of the 38 Truck were bigger cabs, a hood that lifted from the front in one piece and a standard 85hp engine only.

Another important

development was the introduction of a two-speed rear axle as optional factory equipment. The new vacuum operated two-speed diff was shifted by means of a lever mounted on the left of the dash and gave the truck eight forward speeds and two in reverse. Another feature of the 38 Truck was the introduction of the Company's first cab-over engine. The passenger car hubcaps on the Deluxe and Standard models are different.

In addition there was an extra cost full stainless steel hubcap available. These accessory hubcaps are commonly referred to as Spider hubcaps, and they were available in Australia, but are quite rare. 1938 models would be the last year that came with cable mechanical brakes, as the long awaited hydraulic brakes were introduced on the 1939 models.

Care must be taken when closing the hoods on 1938 Ford to prevent damage. To close the hood, you first must lift the hood to allow a toggle to

fall down, and you simply close it. If you just try to pull it down without lifting it first, you will bend the hood on the passenger side, as the mechanism is only on one side. Ford discovered that there was a problem with this set-up, and redesigned it on the 1939

Ford Standard models in which you just pull it down to lower it with no damage – a much needed improvement. While these 1938 Ford Deluxe models have not been as popular with collectors as other year Fords, they do have a look that grows on you. *Trevor*

**Standard Roadster Coupe Ute (Aust)
Standard Roadster Ute
Standard Sedan Delivery (Aust)
'Beer Barrel' Ford trucks of 1938**



2019 Charlton Swap



Swaps are an opportunity to catch up with folk in the hobby. If nothing of interest can be found then the conversations and a little tucker makes the morning worthwhile.

The Charlton Swap is run by the Charlton Lions Club as a fund raiser. This year about 45 sites were bought with a good variety of items, however nothing appealed to me, a little disappointing. It was a chance to get the Alvis out for the car display down the sports ground driveway. Over 20 cars lined up, many from our local club.

Twins Kevin and Brian Patton of Charlton assisted with the parking arriving early in their classic sports cars. Kevin has



a 1959 Austin Healey Sprite. He purchased it in 1983 from a medical student in Heidelberg. It took tens years to restore the car in his spare time with running a business and a young family. The final spray painting was done by North Central Panels Charlton. He thinks it is a lot of fun to drive. Brian Patton attended in his 1963 MGB which he has owned since 1980 and

was stripped and rebuilt over 12 years.

A 1927 Austin 7 Meteor is owned by another local enthusiast Anthony Hargreaves. It was previously owned by the late Trevor Moresi of Boort. I had last saw it on the 2002 Austins Over Australia Rally in Ballarat. Trevor transported it in his Toyota Hi Ace, he had a door and ramp at the back. He had a few Austin 7s and horse drawn carriages that were restored to perfection.

The only complete car for sale was a clean 1965 HD Holden sedan. Original 179 engine and reconditioned automatic. Best offers considered over \$14,000 ph:0407 155 360. **David**





11TH CENTRAL GOLDFIELDS RALLY 2019



Court House



Post Office



Town Hall

The 11th M.D.H.V.C. Rally, 11th, 12th, & 13th October 2019.

Our usual Friday evening "meet & greet" BBQ dinner. Our chefs did a great job considering problems with the cooking apparatus. After all the hard work preparing our meals, the ladies in the kitchen also had a dilemma, "How do we light the gas oven?"

It was a great evening welcoming newcomers and recognizing faces from past rallies.

Saturday: What a beautiful morning drive through the countryside before being warmly greeted at Llanelly, our morning tea stop. (below)



After enjoying the tasty morning tea we left for Inglewood in two groups ready to explore the two venues which were alternated after lunch. Whilst one group visited Ned's Shed Vintage Car & Machinery Display, with a vast collection of "stuff" from the past. Much time was also spent checking out a number of other collectibles outlets.

The other group visited the Eucy Distillery Museum where they were given a demonstration of the process used to turn the harvested "special blue eucalyptus" leaves into pure eucalyptus oil which is used for many different purposes - primarily in the cleaning, health and medicinal areas.

The Saturday night meal, unfortunately for some, was not satisfactory. The entertainment duo gave us a non-stop collection of numbers, we all knew well, with intermittent drawings of lucky coaster numbers for prizes.

Up early again on Sunday ready for the trip to Talbot. On arrival we were

fast technology has developed.

The Pioneer collection made us feel so lucky with our modern appliances and sitting in a desk in the classroom (the former Dunach state school) brought back good and some not so good memories, depending on how well one behaved. At least today's classrooms have air conditioners.

Returning back for our roast lunch at the Trotting Complex, making sure we had voted for our car of choice and purchased enough raffle tickets. The meal was sensational with a choice of meats and well cooked vegies, followed by a choice of yummy deserts.



2019 Rally Director's Choice - B & S Draper's 1915 Model T Ford

Congratulations to all those who took home a trophy as voted for in their category. Being amongst so many makes and models of aged vehicles, which have been lovingly restored by proud owners, always makes rallies exciting and difficult for voting.

We hope you enjoyed the weekend as much as I did and look forward to seeing you all again.

Jennie Austin
(forwarded by Geoff Trengove)

tempted yet again by an amazing selection of sandwiches, cakes and slices to enjoy with our "cuppa".

The collection of radios, film equipment, televisions and radiograms, some dating back to the time of crystal sets, were very well presented and labelled. It certainly gave us an understanding of how



Founder's 1948 Vauxhall (Stan Trengove)

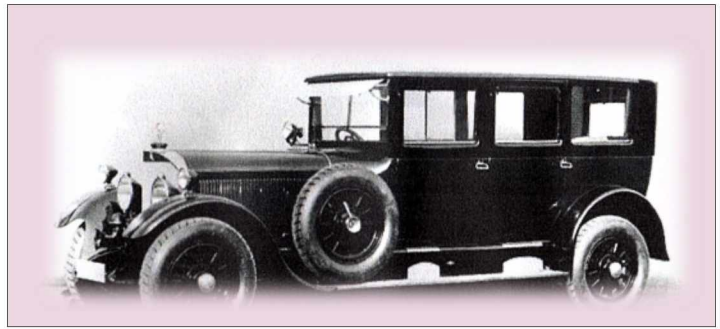


Founder's 1934 Hillman (Harry Griffin)

A Post-War II Entrepreneur

Life Story of Archie Marshall

Parts 2 & 3



Mercedes Benz 24/100/140 saloon

Part 2 The sales at Ruddington were always places of great excitement and could be relied upon to provide endless surprises. Going to Ruddington was an event where ready cash in large amounts was an essential. For that reason, my Jewish lawyer friend, Jack, was invaluable.

When bargains were going I had only to phone Jack's office and he would run round to the bank and pay cash into my account so that I could make instant withdrawals to pay to the auctioneers. Actually only a deposit of 25% was payable on fall of the hammer and I had to be careful to make sure not to overbuy, which was very difficult sometimes.

Jack never failed to come up with the ready, but sometimes he would stare at me and frown, particularly when the sale was held toward the end of the month when I had little time to make sales in order to settle with him on the last Saturday of the month, which was his loan condition.

Ruddington had every conceivable type of vehicle in the sales, not just military trucks. Sometimes I would buy workshop trucks with lathe, milling machine, drill and benches all inside. Other times it would be Austin 6X6 trucks with service equipment inside and a gantry sticking out the back. Once I bought a truck with van body and large projector on brass rails and screen with seating for viewing. That vehicle was used to show ariel films taken in battle etc.

Ambulances, dentist trucks, minis with hand controls, supplied by health service to civilians. All these and many more were on sale at Ruddington.

One sale I remember particularly because I bought three Humber cars all in one lot which I had not inspected prior to sale. The price was only a few pounds and the auctioneer knocked them down to me because he had no bid and just looked in my direction and I nodded.

When I collected the vehicles one was damaged in the front, the second was a Staff Car used in desert, it had 900x13 tyres and was very high under the fuel tank to avoid it getting bogged at the back in sand. It was painted sand colour and in good condition.

The third vehicle was a Humber Heavy Utility which was 4x4 with a heavy coach built wooden body. It had four side doors plus a drop down tailgate and lift up window at the rear. It had 900x16 wheels from memory. This was truly a great vehicle and I kept it for some years after fitting a Perkins P6 diesel engine.

On one occasion when I was living

in Australia, a customer drove into my yard in Bentley in a similar vehicle. That is the only one I have ever seen in the country. I would love to get the chance to get my hands on another!

By far the most exciting vehicle I have ever bought in my life came as a surprise at Ruddington. On that occasion I was tramping down the lines of vehicles deep in sticky mud trying to decide what to spend my money on when I saw a huge car the like of which I had never seen before. It was a closed car with leather and fabric roof and blue leather interior. It had 6.50x20 spoked wheels and exhaust pipes sticking out the side of the bonnet, large Rootes blower on the front end of the crankshaft and a control lever in front of the drivers seat to enable the exhaust to go straight out the side. Under the bonnet was a huge engine, aluminium with overhead camshaft and an autovac type fuel tank on the firewall. Other dealers were looking at it and talking about the scrap value of the aluminium!

I marked my catalogue at 50 pounds and moved further along the line of vehicles. When the lot came up in the sale room it was knocked down to me at 50 pounds. I quickly paid for it and hurried off to take delivery.

It was described in the catalogue as "Mercedes car", otherwise I knew nothing at all about it. I felt a bit guilty because I had no idea who I could sell it to or what it might be worth. I expected Jack to go crazy when I told him what I had bought but consoled myself with the knowledge that I could always get out of trouble with it as scrap aluminium!

On taking delivery, it was towed out of the depot with a tractor, covered in mud and looking terrible. I cleaned it up as best I could and prepared to load it onto my truck. Just for fun I put it in gear behind the tractor and let out the clutch and to my great surprise it roared into life! Greatly excited I told my driver to load something else onto the truck and I put a set of dealer plates on the Mercedes and off I drove to Manchester!

That was a trip I will never forget. From Ruddington to Manchester takes you through some beautiful country, alongside the river through Bakewell and Matlock to Buxton, then down "long hill" and through to Stockport and then to Manchester. I was having the greatest time of my life, once I had the feel of the car I was letting it have its head and opening the muffler bypass lever once in a while. The blower cut in

when the accelerator was pushed hard down and I had the feeling that the front would lift right up! Others on the road were enjoying the fun and eventually the coppers pulled me over because they couldn't resist having a look under the bonnet. I even offered to let them have a go at driving it, but they said they wouldn't dare!

I arrived home to my astonished wife who said something like, "what the hell have you got there?"

It was a Mercedes Benz 24/100/140 6 cylinder 6 litre, 1925 vintage, 18 feet long. Next time I write it will be about the next chapter in that car's incredible story.

Part 3 One of the biggest problems I had to overcome in my efforts to be a Govt. Surplus dealer in the 1950s in England was to find a place where I could store the many vehicles and spare parts which I was buying in large numbers on a weekly basis.

I was 21 years old, newly married with my wife's two year old daughter and our own son. We had our own semi-detached house and a mortgage and very little capital of our own. Jack's money was always available, but only on a monthly basis at 25% per month. Nevertheless, he was invaluable in many ways and I never did begrudge him the money.

A small farm of thirty acres became available on the Cheshire side of Manchester very close to Ringway Airport. Grange Farm, as it was named, had originally had far more acreage which had been sold off, what remained was the house and extensive farm buildings and thirty acres of clay. Furthermore, it was situated right next door to an air force depot which was due to be decommissioned. Many large sheds were on the depot which was surrounded by a high chain link fence. Whoever owned Grange Farm would be well positioned to make money when the depot was de-commissioned.

The vendors of the farm were asking three thousand pounds for it and would give vendor terms, it was tailor made for yours truly except for one problem which was an unmade road down one side with a potential huge liability for road charges. That liability was putting off many buyers.

I discussed the matter with Jack and he came up with a brilliant idea, why not pay a deposit and sign the contract after which we had the legal right to make a sub-sale under the English law. Once we had that right we could sell a narrow strip a few inches wide to a new Company, let's call it "Lancashire Insulation Ltd" We could retain all rights of access over the strip and

so on, then Lancashire Insulation Ltd would be liable for any road charge!

I asked Jack why he chose the name Lancashire Insulation for the Company. His reply "because it insulates us from the road charge liability".

At the time most of English land did not have registered title and it was quite legal to buy and sell any size piece of land simply by writing a contract between the parties signing over a six-penny stamp. The terms and conditions were simply a matter for the parties to settle between themselves. What a great man Jack was to have onside! Even at 25% per month interest.

I became the owner of Grange Farm and that was where I arrived at in the great Mercedes 24/100/140 after I collected it from the sale yards at Ruddington. I proudly parked it in the

barn and put a sign on it right away "NOT FOR SALE"

Over the next few months I lifted the body off and thoroughly cleaned down the chassis and engine. The car was really in good condition anyway but nothing less than perfection was good enough for me. About a year after I had bought the car, I went to a local cattle market and bought some young cows which were delivered to Grange Farm by a contractor.

After unloading the cattle I took him into the barn to show off my prized possession. To my great surprise he took a look at the car and said "I know where there is another one just like this!" After I recovered from the shock I let him explain that it was at a farm about half an hours drive away and he offered to take me there right away! I jumped into his truck passenger seat and off we went.

To my great astonishment I was shown a complete Mercedes sports car almost identical to the one I owned but with open body and twin carburetors. It was 1930 and I always believed it was a 36/220 but now I am uncertain of the model. The paintwork had been stripped down to bare aluminium and the surface was oxidised, indicating that the owners enthusiasm had run out. It was owned by several of the farmers sons who were happy to sell it to me for a hundred pounds! We loaded it onto the cattle truck and off home we went. It was off loaded and parked right next to my 24/100/140 with another sign on the windscreen "NOT FOR SALE"

I will tell you more about it next issue!
Archie

Mercedes (from 1926 Mercedes-Benz) 24/100/140hp from 1928 called the Type 630

Made in Stuttgart, Germany from 1924-1929, specifications: 6 cylinder, bore & stroke 94x150mm, 6,240cc, compression ratio 4:7, rated output: 100hp @ 2,800rpm, with supercharger 140hp @ 3,100rpm. Overhead valves, one inlet and one exhaust, overhead camshaft driven by vertical shaft. Fuel system: Mercedes or Mercedes-Benz throttle carburettor with annular float.

A few notes from the 'Vintage Motor Car Pocketbook' 1959 compiled by Cecil Clutton, Paul Bird and Anthony Harding discuss the Mercedes-Benz supercharged models.

In 1923, the 2.6 litre, 4 cylinder 10/40 became available with a supercharger which raised its modest maximum speed from 60mph to 74mph. The supercharger was a Rootes type. Whereas all other exponents of supercharging have placed the instrument between the carburettor and the engine, Mercedes-Benz preferred to pump air into the carburettor, and they persisted in

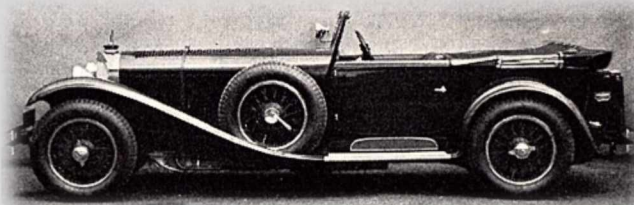
this mistaken practice until as late as 1937. Their primary reason, at least initially, was that the engine would not stand up to supercharging for long, and they therefore had to apply it in such a way that the blower could be cut in at will, for short bursts of acceleration. This involved placing it outside the carburettor and it was driven by a clutch which was engaged by depressing the accelerator beyond the full throttle position.

This layout also accounts for the excessive noise made by a supercharged Mercedes and enthusiasts spoke with bated breath of the surge of power and the exhilarating scream which the supercharger produced. About the scream there could be no doubt; the surge of power was questionable.

Thus, the 1927 6.1 litre model,

claiming 180bhp, could only manage 88mph during an *Autocar* road test and took twenty seconds to accelerate from 0—60mph, figures which could be beaten by a 1920 4½ litre side-valve Vauxhall 30/98. In keeping with this pathetic performance were singularly ineffective brakes, a very temperamental clutch and unmentionable fuel consumption.

When works prepared for racing, however, some outstanding results were achieved and a works 38/250 (*below*)



with extra large blower could certainly approach 150mph. They also handled very well for such large machines'

Cars for Royal Tour

From 'The Motor' December 23, 1953

Ed: I have a large collection of car magazines. About 50 years ago someone gave me a pile of 1950's 'Autocar' and 'The Motor' which I have a lot of enjoyment looking through as it was from the period I developed an interest in cars.

'A fleet of 57 Rootes Group cars has been supplied for use of the various British Commonwealth and Colonial Governments in connection with the Royal Tour. The cars include seven Humber Super Snipe Cabriolets, designed with horizontal sun-proof blinds in the rear compartment. Four of these have been sent to Australia, and two others to Ceylon and to Aden. A specially built Humber Pullman Laudalette was dispatched to Fiji, and a number of Humber Super Snipes have been sent to Perth, Brisbane and Launceston, six of which are equipped to carry a flagstaff and standard'



Bits & Pieces

Editor David, Thanks for the recent edition of Country Motor. A good read.

Your reference to the visit of VDC Queens Birthday Weekend to Wedderburn (1975), stirred up the old grey matter.

I came to Wedderburn from Kaniva in Nov 1967. Whilst at Kaniva I joined the VDC, SA Sporting Car Club and also the newly formed Ballarat Vintage and Classic Car Club. I retained my VDC for just short of 50 years. I joined North Central Vintage Car Club in Nov 1967. Foundation and Life

1965 Mornington Car Exhibition

Hi David,

An excellent magazine, as usual. You're doing a really fine job connecting people from different clubs and areas who'd otherwise not know of each other.

A Few Word From Peter Norman

Member.

I recall many visits to Wedderburn by Anne and Tony Eccles to organise said VDC visit. Cars arrived on the Friday night. Visits to the Coach House Museum, Gundawarra Park (Boomerang throwing, no longer here); the VDC newsletter contained a photo of the cars line up there. Breakfast on the diggings! Hardhill, the seven-head gold crushing battery (still here), stew pot eucy still (still here). Gold Puddler (still here) and Long Tom pump.

My strongest recollection is of Ian Cartwright's vintage car needing "running"

repairs as it had I believe "dropped" a piston. I recall the need for a Holden piston became apparent.

At that time Robertson's Earth moving contractors were in Wedderburn. My local knowledge and contact was used to get permission to "donate" a piston from an engine that they had. Many hours were spent by the members doing a "transplant" in my shed. I was not aware that Ian was on the recent rally or would have renewed acquaintance.

I am still involved in the old car movement and a member of the Wedderburn Engine Club. I enjoyed the cars at the recent engine rally. *Peter*

I was particularly interested in the 1965 Mornington report, and attach a scan of the program issued on the day.

I hope you can keep up the good work.

Best wishes *Graeme Simpson*

PROGRAMME

Veteran & Vintage

Car Exhibition

1965

100
AUTOMOBILES
& MOTOR CYCLES
1898 - 1930

PICNIC
FACILITIES
AVAILABLE

ADMISSION
BY
PROGRAMME
2/-

CHILDREN
FREE

MORNINGTON OVAL

SUNDAY, 17th JANUARY, 1965

No.	Make of Vehicle	Year	Owner
1.	Ariel M.C.	1911	K. J. Chambers
2.	Ariel	1909	P. B. Comm
3.	Austin	1914	M. T. Percy
4.	Bayliss-Thomas	1927	M. Kerr
5.	Bean	1926	P. Latreille
6.	Bentley	1924 3L	J. C. Reis
7.	Bentley	1925 3L	G. W. Hands
8.	Bentley	1925 3L	J. Cresswell
9.	Bentley	1925 4 1/2 L	D. Wilson
10.	Bentley	1928 6 1/2 L	J. Nelson
11.	Buick	1924	I. Douglas
12.	Buick	1924	B. Dean
13.	Buick	1928	R. Beechey
14.	Buick	1929	H. Bonner
15.	Buick	1929	P. Coleby
16.	Cadillac	1905	P. G. Hosking
17.	Cadillac	1912	H. J. Formby
18.	Cadillac	1923	H. J. Formby
19.	Cadillac	1929	C. E. Rees
20.	Chevrolet	1927	Mr. and Mrs. J. D. Collins
21.	Chevrolet	1928	B. Caton
22.	Daimler	1913	G. A. Ashmore
23.	DeDion Bouton	1904	V. G. Stocks
24.	DeDion Bouton	1904	T. S. Jeremiah
25.	DeDion Bouton	1906	F. G. Neilson
26.	Demster	1922	N. Burns
27.	Delage	1923	J. Lawson
28.	Dodge	1925	T. Kent
29.	Dodge	1926	J. G. Simpson
30.	E.M.F.	1912	J. T. Watson
31.	Essex	1928	J. McRae
32.	F.I.A.T.	1914	N. Tishler
33.	Fiat	1922	B. Lindsay
34.	Ford T	1913	B. X. Calliard
35.	Ford T	1913	M. C. Grant
36.	Ford T	1915	S. C. Lord
37.	Ford T	1916	F. A. Dallimore
38.	Ford T	1926	G. H. Cox
39.	Ford T	1927	J. Crombie
40.	Ford A	1929	K. Jenkinson
41.	G.W.K.	1913	J. B. Carthew
42.	Griffon Zedel M/C	1903	P. G. Hosking
43.	Hillman	1913	A. L. Ludeman
44.	Hotchkiss	1911	R. W. Long
45.	Hotchkiss	1913	P. Smart
46.	Hotchkiss (Hercules)	1913	R. W. Long
47.	Hudson	1929	Veteran Car Club
48.	Hupmobile	1915	J. Reid
49.	Hupmobile	1915	A. E. Blashki
50.	International Buggy	1909	E. G. Miller
51.	Isotta Fraschini	1921	International Harvester Pty.
52.	La Buire	1913	I. F. Parfitt
53.	La Buire	1913	W. A. Buchanan
54.	Locomobile (Steam)	1899	E. J. Cobb
55.	M.G.	1929	S. J. Vaughan
56.	Marlborough	1913	N. Cuthbert
57.	Maxwell	1915	M. J. King
58.	Mercedes	1913	I. W. Heyrne
59.	Minerva	1906	J. T. Nelson
60.	Morris	1913	B. W. Bone
61.	Napier	1912	A. M. Prime
62.	Oakland	1924	R. K. Stapleton
63.	Opel	1915	I. Karlson
			G. A. Harder

No.	Make of Vehicle	Year	Owner
64.	Overland	1916	D. E. Forster
65.	Overland	1921	I. Hinks
66.	Packard	1926	D. Overend
67.	Packard	1927	A. Goble
68.	Panhard et Levassor	1922	R. Standerwick
69.	Renault	1909	R. A. Provan
70.	Renault	1912	H. W. Feldt
71.	Rolls Royce	1928	J. A. Day
72.	Russell	1939	L. R. Dwyer
73.	Singer	1929	H. Fabrikant
74.	Stanley Steamer	1922	J. Ricketts
75.	Studebaker	1916	G. M. Clarke
76.	Stutz	1927	M. Kennedy
77.	Sunbeam	1929	D. Fraser
78.	Sunbeam	1929	L. Cobb
79.	Talbot	1910	T. C. McManamy
80.	Triumph M/C	1911	H. R. Beach
81.	Triumph M/C	1914	A. E. Blashki
82.	Triumph M/C	1916	L. A. Reed
83.	Vauxhall 23/60	1923	P. Thorne
84.	Vauxhall 14/40	1925	R. Meehan
85.	Vauxhall 20/60	1928	J. Kerr
86.	White (Steam)	1906	A. R. McInnes

VETERAN CAR CLUB OF AUSTRALIA

The era of motoring throughout the World falls into two broad, clearly defined classes—Veteran and Vintage periods. Automobiles and Motor Cycles manufactured before the end of 1918 are known as Veterans. This date has been internationally accepted.

To provide for the rapidly increasing number of enthusiasts the Veteran Car Club of Australia has affiliated Clubs in each State. The Victorian Club has over 500 members who have about 200 restored Automobiles and Motor Cycles and approximately 200 unrestored Veterans.

The Members of the V.C.C.A. (Vic.) who come from all walks of life are interested in the preservation and restoration of true Veteran Cars and Motor Cycles. The common factor binding these members into a strong and enthusiastic Club is their individual love of ancient craftsmanship, which produced miracles of precision unheard of.

Today you will see about fifty to sixty different makes of Automobiles and Motor Cycles restored to their almost original condition.

Both the Veteran and Vintage Car Clubs have many more interesting Automobiles in an uncompleted state due to the loss of important parts, and we would like you to contact the Secretary of the Club concerned, whose address is shown on this programme, should you have the whereabouts of any integral parts, e.g., gearboxes, differentials, wheels, engines or any other car parts, manuals, lamps or other accessories.

SECRETARY,
VETERAN CAR CLUB OF AUSTRALIA (VICTORIA),
Mr. G. A. HARDER,
5A DAWSON AVENUE,
ELWOOD,
Telephone: 96-1172

Ed: For those who were around in the 1960s there are a lot of familiar names on the entry list. My Austin was not listed as I had only just got my driver's license and not sure if I was going to Mornington.

VINTAGE DRIVERS' CLUB LTD.

The Vintage years were those of the brilliant individual designer, the greatest achievements of the Vintage period usually stemming from the genius of one particular man. Such designers as Sir Henry Royce, Ettore Bugatti, W. O. Bentley, Henry Ford, Frederick Duesenberg, Marc Birkigt (Hispano-Suiza), Georges Roesch (Talbot), Louis Coatalen (Sunbeam and Darracq), Smith-Clarke (Alvis) and many others left the mark of their personalities on the vehicles for which they were responsible. The work of the great coach builders of the time fittingly complimented that of the Engineers in providing bodywork worthy of the Chasses.

Less spectacular were the developments which took place in providing serviceable, reliable vehicles for persons of limited means. Such companies as Dodge Bros., Chevrolet and, of course, Ford in the United States, Morris and Austin in England, Citroen in France and Fiat in Italy produced extremely rugged and serviceable vehicles, many of which still exist today.

The advent of the world-wide economic depression put a sudden end to the development of most of the types of cars popular in the 1920's, and it is appropriate then, that the end of 1930 has become internationally accepted as the finish of the Vintage era.

The Vintage Drivers' Club caters for those interested in the preservation and restoration of all cars made between and during the years 1917 and 1930. Meetings are held regularly on the fourth Friday of every month at Christ Church Hall, Denham Street, Hawthorn, when Members get together, exchange information and discuss each other's problems.

Touring events, Trials, Gymkhanas, Hill Climbs, etc., are held regularly.

The Vintage Drivers' Club welcomes enquiries from anyone interested in learning more of the fascinating subject of Vintage Cars.

The Secretary—
FRANK HANDS,
184 POATH ROAD,
HUGHESDALE,
Telephone 56-4702,

will be pleased to give details of Membership.

A Flat Experience - On the way to

Kyneton, in the Wombat Forest, I have a flat. The weather is fine. All fixed ok, just a little late to the destination. After an interesting visit of private car collection I leave and the rain soon starts to drizzle. Back into the Wombat Forest the rain gets heavier. The skies are dark and everyone has their lights on, so I turn mine on. Soon smoke is billowing into the car; I pull over where there is very little road shoulder and lift the bonnet; no action there. "God" it's in the car. I turn the car off & smoke is still coming in. I dive in on the floor to look under the dash and blow out the flames and remove the

smouldering particles. With torch in the mouth, & rain coming in I am trying to find a wire to get back some ignition, when a car pulls up and I am offered help. We are both getting wetter and I pull the pin; I need RACV. My helper drives on and I call for help. No reception in the dark forest so I hitch a ride into Daylesford; then the rain stops. 1 1/2 hours later I get word that a truck is coming from Bendigo to pick me up. Another hour in the pub and I am still not dry; he arrives. We get the car on the truck and it starts to snow while we are tying it down. He drops me off at my house in Ballarat just on dusk. Oh, another fun day of vintage motoring. *Graham Lambourn* (1938 Singer Bantam Roadster)



In Issue 2, you have a fantastic array of Flxible Clipper buses. I didn't know that that many survived in Australia! I saw this one on display at the AACA Museum in Hershey, Pennsylvania.

Trevor Poulson

Ed: Like myself Trevor collects model cars and his and my favourites are old Dinky Toys. He collected a number of broken models to create this wreckers yard. Of course his good models are displayed in cabinets. I have about 1,000 models, mainly 1/43 scale around my

small study. I am surprised that some visiting car enthusiasts just walk in make a quick glance and walk out, dismissing the collection as something that holds no interest. Like real car collections models have their own stories. The different brands from various countries, historic context when they were made, the quality and workmanship, scarcity of some models, distinction between toys, collectable toys and models that are good replicas of the real thing. Interesting? Very much so, if people would discuss them!



Wreck of the Month

On the Calder Highway between Wedderburn and Charlton is a collector of wrecks and trucks as I have shown in past issues. A new addition to the collection is this Renault 750 body mounted on some very primitive axles!

The 4CV was a rear engine economy car made from 1947-1961. It was the first French car to sell over one million units (1,105,543) and was superseded by the Dauphine. CV is an abbreviation of chevaux-vapeur, the French equivalent to 'horsepower' as a unit of power.



The number of trucks lined up have increased to 18, a few pre-war Bedfords have been added to the collection.

Ford Truck Brochures

Trevor Poulson

Hi David,

When I was young, I started collecting Ford and other brand Brochures.

When I heard about the Web Site below, I started in earnest looking for brochures to add to my collection and contribute to the Website. The Link to the Brochure Web Site is <http://www.oldcarmanualproject.com/>

Many of the brochures shown (covers only) are in my collection.

In other cases, I have been able to get good scans of brochures that I am missing.

I love the mid-fifties to mid-sixties Ford Trucks and used to see them working when they were new.

The attached pictures are the brochures, some in my collection and others, I just have scans of and that is OK. Would love to get more.

As you can see I only have a single one for 58, missing some for 1959. The

years 1960 and 1961 are well covered, but am chasing 1962 (only have cover shots), so I know that Ford did produce them.

For 1963 and 1964, I am missing some and don't have any individual ones for 1966, so don't know if they were produced for that year.

If anyone can help me out with any that would be great.

While I would love to add extras to my collection, I am not wealthy, so good scans would be OK and I can send to the great Web Site.

I have been writing for Restored Cars Magazine since Issue 1.

I own a pair of 1934 Fords, and am a member of the Early Ford V8 Club of America, since 1969.

Have attended three National Meets in the USA, as well as ones held every two years in Australia.

I contribute articles to 'V8 Time', the bi-monthly magazine of the USA Early Ford V8 Club.

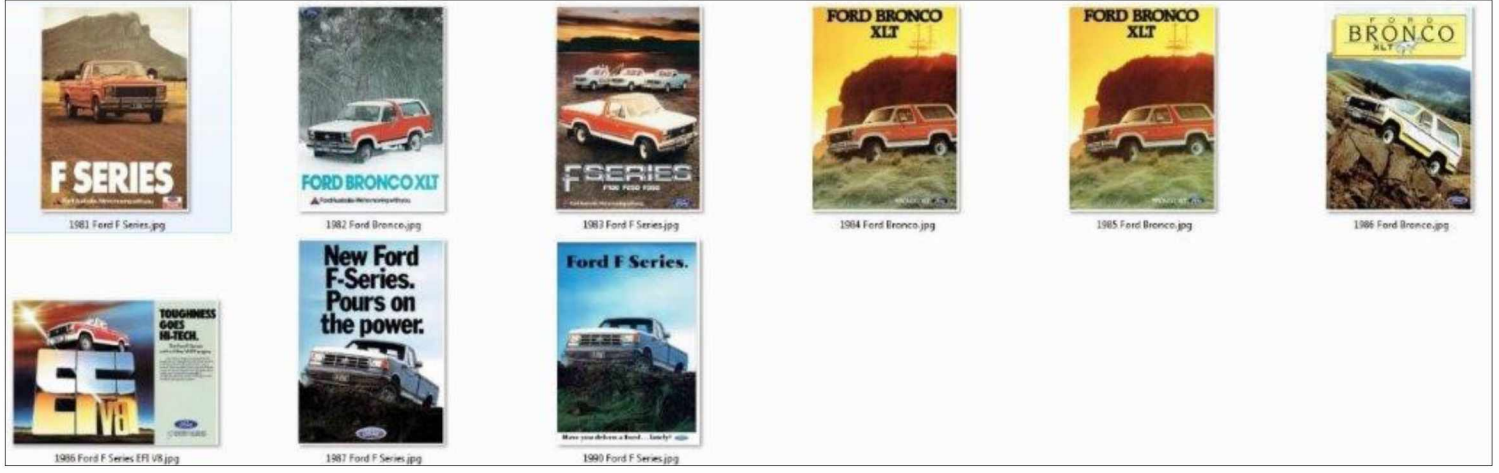
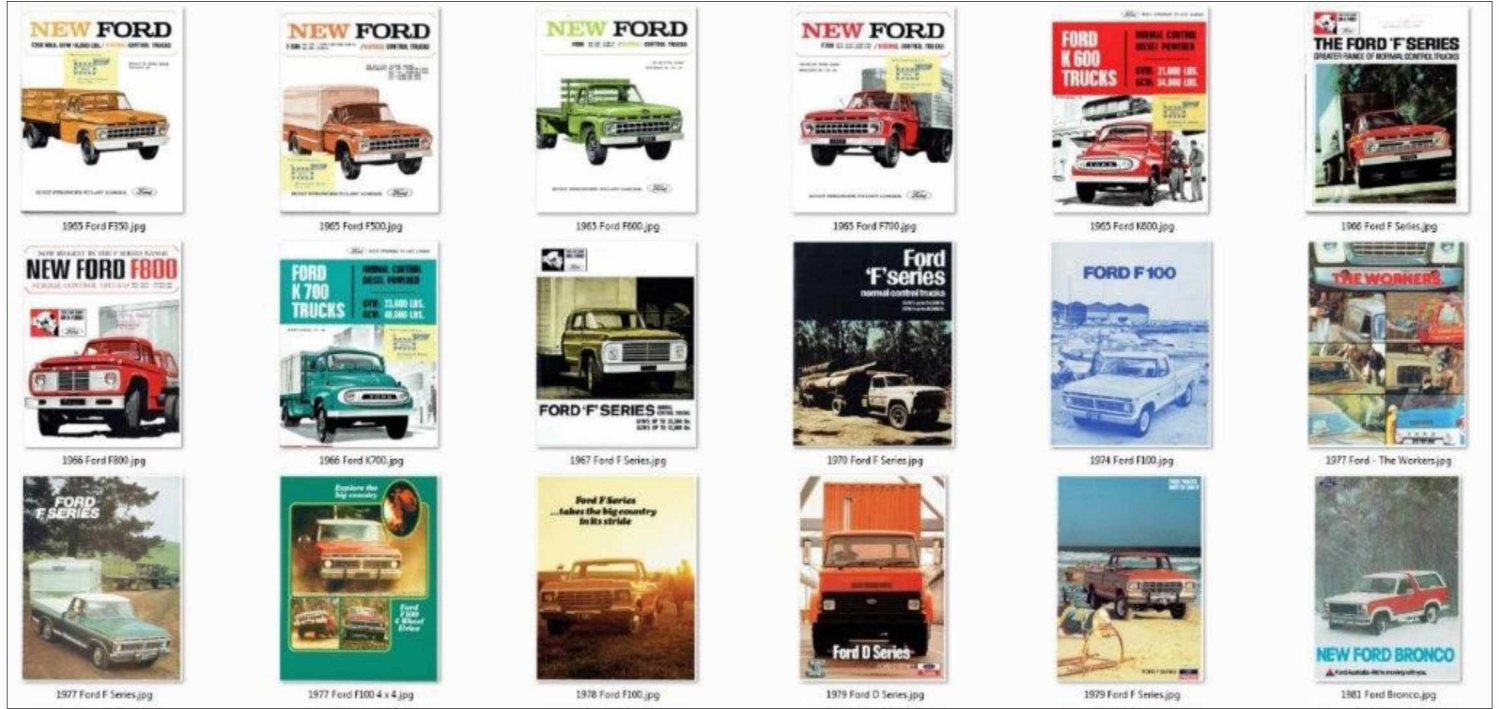
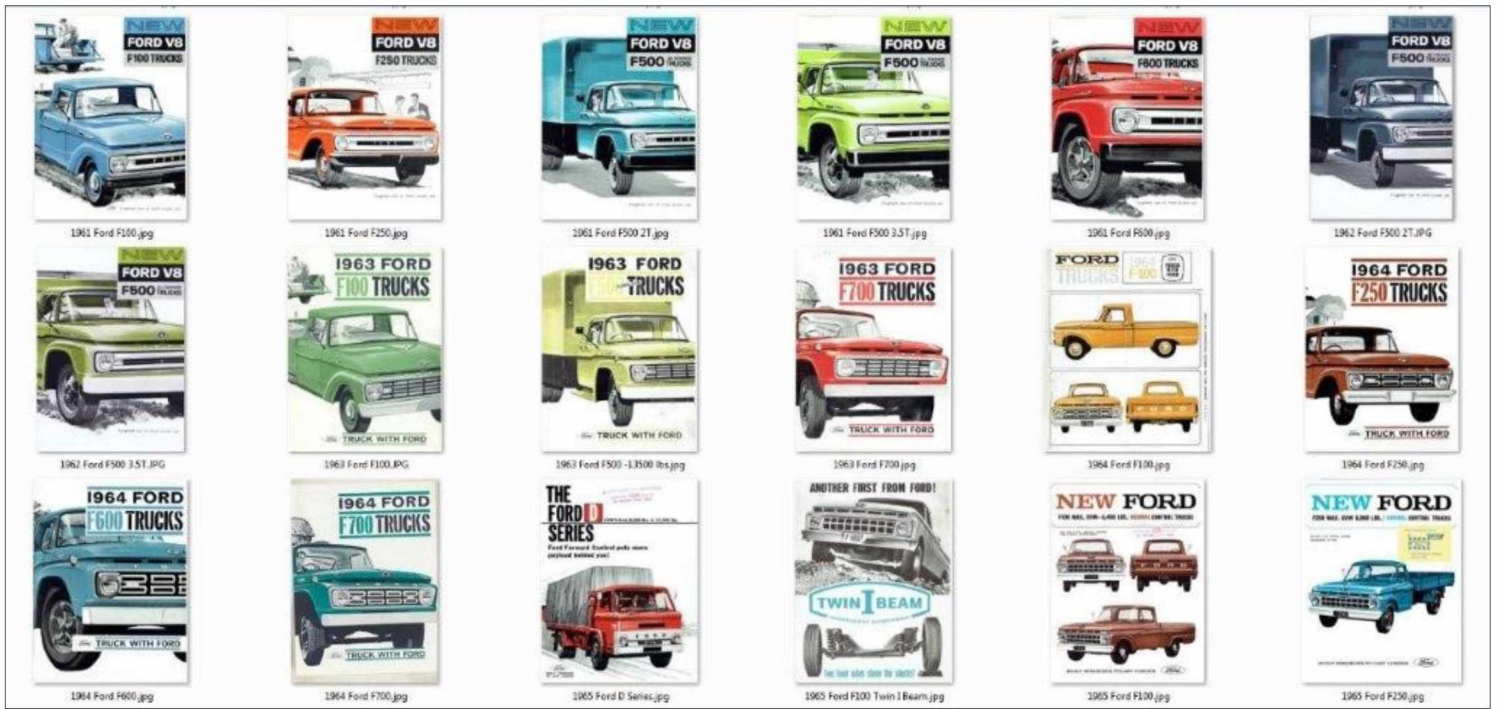
Queensland kicked off hosting a Early Ford V8 Nationals in 1988, then in 1990, NSW were the hosts, followed by Vic in 92 and SA in 1994. Then it was Queensland's turn again. These are held every 2 years, hosted by these 4 clubs. It is our turn again next year, 2020.

There is another club in Queensland for the 1955 on models, called The American Ford V8 Club.

Initially, it covered 1955 to 1972, the last of the big USA Fords sold in Australia, however, I think that they are now accepting newer cars. **Trevor**

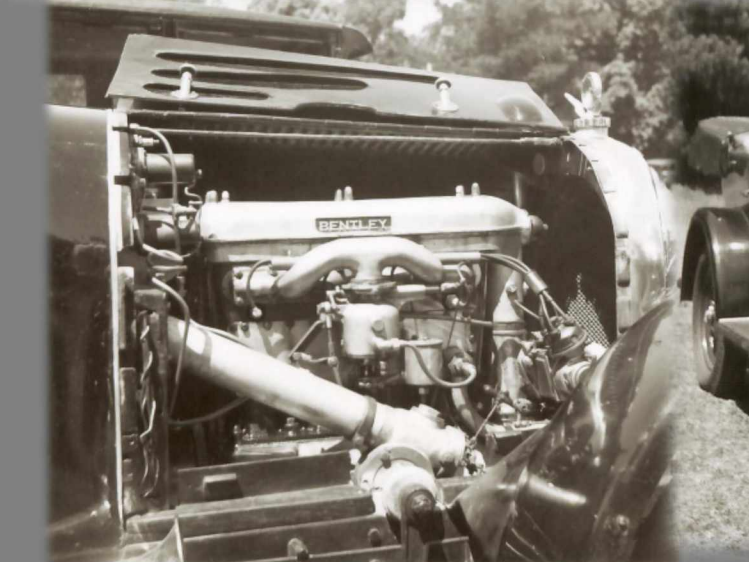
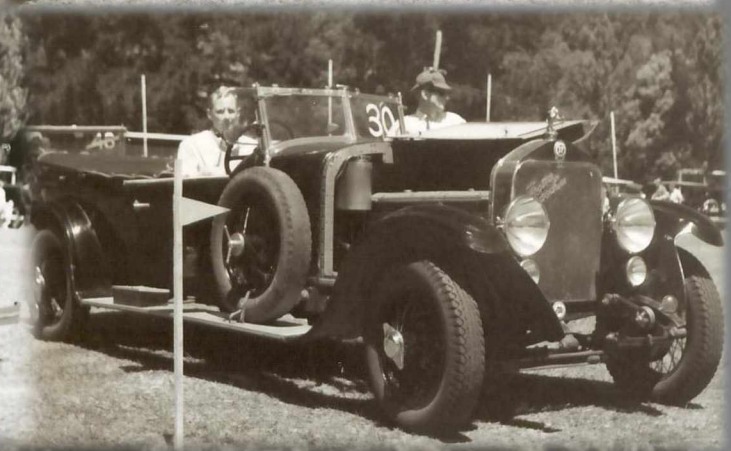
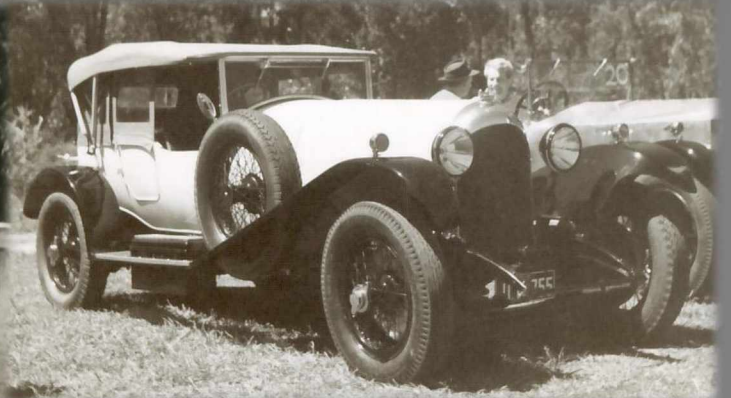
Regards Trevor
tpou8669@bigpond.net.au]





1965 VDC Kalorama

The start was at the church property where the VDC met in Hawthorne. My Austin 12/4 upholstery was covered in red vinyl at dad's work by a TAA upholsterer. Neat but not authentic. Two eight cylinder Packards, the white one was owned by Bruce Smear-ton. Bill Hands 3 litre Speed Model Bentley beautifully restored from a pile of parts. A Kelso's Rolls Royce being slowed down in the slow race by a group of boys Ian Parfitt dismounts from his 1921 Isotta Fraschini for the slow race and a Bentley 3 litre engine. The Fiat 509 like my Austin it has a Melbourne Bodyworks body.





VDC Kalorama summer 1965/66

Here I am attempting the slow race in my Austin 12/4 an event I actually won in 1969! I have the trophy to prove it.

Morris Cowley roadster

The Bonnar's Citroens. 7hp cloverleaf three seater and a 14hp that Robert bought for one shilling

Cute and rare 1922 Deemster rallied by Neil Burns. Alan Wilkinson attempting the slow race in his Sunbeam saloon

