

Country Motor

Australia



Issue 25

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

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Peter Fleming's 1936 Riley Kestral

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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Contents

Dennis Healy has a Few American Gems	3
1924 Garford Fire Truck	6
Peter Fleming a British Car Collector	9
Unusual Vintage Morris	12
Morris Oxford F-Type Silent Six	13
Designer, Inventors & Tinkerers	14
They Don't Make 'em Like They Used To	15
1938 Zundapp Motorcycle	19
Bits & Pieces	20
Seeking an Essex Super Six	21
Rolls Royce 20 Engine	22
Post-War Entrepreneur	23
60 Years Ago We Arrived in Australia	24

Editor's Entries

Welcome to the twenty fifth edition of Country Motor

Twenty Fifth Issue

I hope this magazine finds all
readers well and managing the
restrictions imposed upon our life. Issue
25 has a range of interesting stories to
help you escape from the worry of the
current situation.

First up is a look at a few Ameri-
can cars from a dozen cars that Dennis
Healy has accumulated. Dennis and I go
way back, as we attended the same high
school in the early 1960s. Below he is
with his wife Esther at the Marong
Picnic 2012 with one of his Buicks.



A fire truck is not to every ones
taste, however fortunately there are
enthusiasts like John Donaldson who
enjoy restoring them.

Another long term friend is Peter
Fleming who also has a number of
interesting cars. The story is followed by
a few more items on Morris'es.

The second in the series by Norm
Darwin introduces us to more Australian
made cars. Also a second in a series on
older cars by Brendon O'Donoghue,
discussing both his father's and the cars
he has owned and Archie Marshall's life
story continues.

I am often asked about cars
photographed in the 1960s and Ken
McRae was seeking his father's Essex,
which I we believe I have located.

Networking has revealed an engine
that was originally in Chris White's 20hp
Rolls Royce. Finally vintage cars I saw
on the roads in 1960. *David*

Dennis Healy has a Few American Gems

1939 BUICK ROADMASTER SEDAN



Ebay is evil!!!!

It is full of temptation!!!

We succumbed to temptation and bid on a 1939 Buick Roadmaster (Series 80) Touring Sedan. It was the second time that the car had been listed on Ebay Australia. We were the highest bidders but we didn't reach the reserve.

Subsequent negotiations failed. However, when it was listed a third time "BUY IT NOW" We decided to fly to Newcastle, NSW to look at it.

It looked great, very good paint, extremely good and original interior, but there were issues with the engine. A very loud "clack" in the rocker gear and water in the oil.

We drove away, had second thoughts, went back, negotiated a price... and bought it! That was in January 2011.

Buicks in 1939 came in four series. Special, (Series 40), 248 cubic inch Straight 8 on a 120inch wheel base,

Century (Series 60), Roadmaster (Series 80) and Limited (Series 90), all with the 320 cubic inch Straight 8 on 126, 133 and 140 inch wheel bases respectively.

Series 80 and 90 models have been declared by the Classic Car Club of America as "Approved Classics".

On getting the car home, removal of the rocker cover, disclosed a badly bent push rod on the number 8 cylinder. Removal of the cylinder head, disclosed a crack in the number 8 combustion chamber. After a few phone calls, to locate another cylinder head, a friend provided two 1950 heads.

Both had a short crack from the same water jacket hole between number 2 and 3 cylinders. One head was chosen for rebuilding, the crack stitched, head surfaced, valve guides bushed, valve stem seals and new valves fitted.

An adaptor was fabricated to fit the 1948 and earlier thermostat housing to the later model head.

The next item requiring attention, was the push rods. The 1941 and later cylinder heads are 1/8 inch shallower than the earlier heads and require shorter push rods. A set of new push rods, made to order, were sourced from Smith Brothers in the USA at a cost of AUD \$200, delivered.

The cam followers were also refaced before installing the reconditioned head. On reinstalling the cylinder head the motor ran beautifully.

However, the first run up the road, disclosed that the oil pressure almost disappeared, when the oil got to operating temperature.

A fellow Buick Car Club member, in NSW, had previously told us of problems that he had encountered with warping of the oil pump end plate on 1939 models. In our case the endplate was badly warped.

A new set of oil pump gears and machining of the end plate, have rectified the oil pressure problems.

Other work required was, the rebuilding of the wheel and master brake cylinders, the replacing of the brake pipes and hoses and the rebuilding of the petrol pump. We have also installed Radial tyres, a great improvement on the cross plys.

Prior to buying the Buick, browsing the internet, disclosed that the car had been part of the Jay Weinberg Private Collection. The car had been sold at auction, as part of that collection, in April 2009 and had been imported into Australia in May 2009.

The title that came with the car disclosed that it had been registered to a Mr. Davis of Illinois. A search of the Illinois White Pages, revealed relatives of the owner. After a few

phone calls, the family was located, but they were not interested in providing us with any information about the car. The title also revealed that the car had been sold to a Ford dealer, in Houston, Texas. Contact was made with the Ford Dealership and we were told that the car had been in its collection for approximately twelve months, before resale.

That appeared to be the end of the trail. However before putting the car on the road, we decided seatbelts needed to be fitted. This required removal of the front seat. Under the seat, we found, a Wedding Booklet, and a receipt for the purchase of a dinner suit, from a store in Rochester, Minnesota. The car came with a Minnesota number plate.

As a result of the information found in the Wedding Booklet, and after a couple of phone calls to Rochester, Minnesota, contact was made with the groom. He confirmed that the Buick had been used for his wedding and he gave us the name of the owner of the Buick at that time (1982).

A few more phone calls to the US. Contact was made with the former owner, who told us that he had purchased the car in the late 1970's from the second owner and at the time of purchase, the car had traveled



30,000 miles from new. He also said that the Buick was used infrequently by him, mainly for weddings of friends. He sold the car in the early 1990's to a nearby Buick Dealer. At present, the car's speedometer, shows that the car has traveled 37,000miles.

We are very proud of our 1939 Buick Roadmaster. It is wonderful car for cruising and extremely comfortable.

The Buick has never been restored but has been repainted. The chap standing next to it is a Buick Car Club member from NSW. The photo was taken in Echuca at the Victorian club's 50th

Anniversary meet in 2017. Paul wears period correct clothes and shoes. He owns a 1936 Buick.

There are differences between the Series of Buicks in 1939. The 80 and 90 series have longer front guards which better accommodate the spare wheels.

Dennis and Esther



11/02/2011 02:23



23.1.2020

We imported a **1938 Pontiac Straight 8 Business Coupe** a couple of years ago. It is on Club Plates but has some teething problems.

1981 Auburn Replica

The Auburn is a factory built car and was manufactured by South Eastern Replicars of Largo, Florida in 1981.

It is based on 1980 Chevrolet Caprice engine and running gear with an extended chassis. Five litre V8 not supercharged, carburettor, 3 speed auto transmission, front disc brakes, power steering, air conditioning, radial tyres. It drives like a modern car. The body is not absolutely identical to the original cars, of which less than 150 were built. The doors have been extended 3 inches and the Golf Club Door eliminated. The wheelbase is identical to the original Auburn, 127 inches.

South Eastern Replicars and associated companies apparently built about 250 Auburn Boattail Speedsters.

There were a number of other manufacturers of Speedsters from the late 1960s through to the early 1980s. You can have one built today with all the latest engine technology etc.

A Melbourne car dealer had a small number of kits built up in about 1980. I understand that these kits were produced by California Custom Coach, another major producer of turn key cars and kits. I remember seeing one of these cars at the International Hotel Airport West in 1980 and my son, Colin and I were blown away by the beauty of it. **Dennis**



© JGT Photography

1981 Auburn Replica



Auburn outside the Carrington Hotel in Katoomba in April 2019.

Esther and I have desired an Auburn since we saw a 1935 Supercharged black Cabriolet at Kalorama in the early 1970s.

We also remember a Red Cord Convertible attending Kalorama about the same time. (*Ed: possibly owned by Dick Beechy*) Do you remember seeing a mid 1920s Duesenberg A model sedan at Kalorama in the 60s?

Since buying the Auburn we have joined the Auburn Cord Duesenberg Club of Australasia and if it weren't for the Coronavirus we would have been heading off to Bright tomorrow for an ACD Club mini meet. We have driven the Auburn to ACD Club meets in Canberra, the Barossa Valley and last year to Katoomba. We also

drove it on a Fly the Flag Tour of Western Victoria.

We have friends through the Oldsmobile Club who have an identical car (Different colour, as you know red goes faster) and we travel together. There are a number of Supercharged Auburns in the ACD Club that were sold here new (not boattail speedsters). Apparently Sir Donald



Bradman had a supercharged 4 door convertible sedan. *Dennis*

More on Auburns

1960s The 1935 Auburn seen at Kalorama 1965 owned by Bert Barker, his widow still has it. A white one owned by Alby Grey in Strathmore. 1935, a sedan parts car was behind the house. I often explored in my Austin 12/4 the suburbs and back roads to seek out old cars; sometimes

dragging cars home behind the unburstable Austin.



Two Auburns on the International Tour 1970, 1935 Auburns seen at Hume Weir (12/04/1970) Dennis's father's 1938 Pontiac sedan in

Glenroy in 1960s. He still has the Pontiac but in a million bits, body has been panel beaten and sitting on stands. *David*

1924 Garford Fire Engine



John Donaldson



The fire engine was acquired in Oct 2012 from a deceased estate

Little is known about the history of this fire engine since it was decommissioned from the fire service at Canowindra in June 1960. In the 50 odd years of private use it had lost its wooden wheels, being replaced with land cruiser rims, the top had been cut out of the rear compartment and all the rear compartment doors were missing.

The vehicle had finally been park up as it had a major engine failure. A cam follower had come loose, resulting in two bent valves, broken valve guides, damaged block and a hole broken out through the crankcase and the cast iron sump shattered as the various loose parts where thrown around by the crankshaft. Quite a mess and the magneto had also vacated the scene at some time. Other than that, the fire engine was fairly complete, although a lot of brackets and anything not bolted down had also been pilfered over the years.

After some enquiries through the Fire museum I gathered the following information

It went into service May 1924 at Eastwood (Sydney)

Then stationed at Narrabri

Then Windsor (Sydney)

Then Coonamble

Then Canowindra and finally decommissioned from the fire service June 1960

The solid rubber tyres were converted to Pneumatic in 1945, although these wheels were also long gone. The original headlights had also been replaced with sealed beam lights at some time during its active service and the switches on the dash had been replaced with domestic light switches.

These mods where common to all the 1924 Garford fire engines during their service and are as you will see them at the various museums. It was my intention to restore the Fire truck back to as near to

original as possible. The above picture shows the fire engine as it was originally commissioned in May 1924 with its original solid rubber tyres and bucket type headlamps

Engine - July 2015 The first job was to sort the engine as replacement parts are not available. The truck runs a 4 cylinder Buda engine. Buda was a American company who only made industrial engines for trucks and marine use, so they are very scarce and near impossible to source any parts or information. I managed to source another engine that had been sitting in the weather with the cracked cylinder head removed. The head and barrels were beyond use but the crankcase unbolts from the cylinders and between the two engines there were enough serviceable parts to make one good engine

The engine was fully overhauled and assembled with the best parts from both engines. A Magneto was sourced from a mate in Victoria and a few parts had to be manufactured in the lathe. The engine was now complete and ready to run.



Gearbox and clutch - August 2015

The gearbox was in fair condition although the shift lever was seized in its housing and the forward reverse gears where fairly worn. The duel plate clutch plates were broken and needed replacing. As luck would have it the spare engine came with a gearbox attached. Once again there where good parts in the spare box to overhaul the original box and the clutch plates were in good condition

Rear axle - November 2016

The rear axle was stripped and was

found to be in good condition with the exception of the pinion shaft and seal retainer that had fencing wire wound around it that had cut the housing out. This was repaired and all the original leather seals were replaced with modern lip seals.

Brakes (rear only) - December 2016

The truck has mechanical internal brakes on the rear axle only. Two shoes per wheel are operated by the foot pedal and two shoes by the hand brake. These where all stripped and overhauled.



Front axle and steering - January 2017

The front axle and steering was all stripped and overhauled as required. Not a lot of work was required, as the vehicle had done very few miles. A lot of this was just stripping and cleaning and of course the tie rod was bent like a banana.

Wheels and rims - February 2017

The original wheels and rims where missing and sourcing the original items was not an option as the fire service replaced the original solid rubber wheels in 1945.

A set of similar Chrysler heavy duty wheels and old new stock rims from the same era were sourced from Daryl Anderson in the club. Daryl has been very generous with supplying parts for this project and I thank him for this. These wheels had to be machined to fit the original Garford hubs and are close to the original spec but with period Pneumatic tyres in place of the original solid rubber tyres.

Fire pump October 2016

The fire pump was stripped and overhauled; the pump was in remarkably good condition internally and required no new parts to be fully serviceable.

Chassis -- February 2017

The chassis was fully stripped and repainted in Monza Red after minor repairs and refurbishment.



Assembly of Mechanicals - March 2017

The suspension, front axle and rear axle was first fitted to the chassis and then wheels and rim/tyres fitted. Thanks Stewart Swards for the use of his rim expander, this made this difficult job very easy and stopped the newly painted rims from getting scratched and damaged. With the chassis back on its wheels, the engine and gearbox was the next to be fitted.



Next Completed.

The fire pump was ready to be fitted but the running board brackets had to be fitted first. The steering box and column in primer ready for its coat of gloss black and then there are the driveshaft and brake linkages to overhaul and then fitted to complete the mechanics of the truck.

The radiator was need to be looked at as there was damage to the cores. The body is as it was removed, so there was a lot of work in that direction yet. The rear body had some rot in the woodwork and rust in the lower panels due to the wet hoses etc. that was stored in this compartment. The top of the rear body had been removed with a chainsaw, so some major reconstruction was needed there as well. Then there were the missing compartment doors, missing battery box etc., etc. I was still trying to talk my wife Tracey into polishing the brass rails but not making much ground in that direction either.

April 2017

Now added - the fire pump was overhauled and fitted and now sits happily on the truck for the first time in many years. Steering column and steering box have also been overhauled and fitted.

May 2017

The radiator was repaired and the radiator and radiator surround have both been painted and fitted. Exhaust system was fabricated and fitted. The wooden steering

wheel had to be totally refurbished before being refitted as it was in a very poor condition. Work then progressed with the fire wall and dash

June - December 2017

It had been a fairly quite 6 months on the rebuild as I had been away on a few trips including the Bay to Birdwood Rally with the Club. The firewall and engine compartment was now completed. All the assuages and switches were now overhauled and fitted. The aluminium floor boards had to be repaired and polished before fitting. The wooden frame for the seat was rotted and damaged so some new pieces of timber were crafted to fit. The bonnet has been painted and fitted and now corner protective leather boots were sewn together by Trace, then fitted.

The month of December I attempted to fire up the engine up but the magneto turned out to be defective. Thanks to Greg Murray donating a magneto from his Graham Brothers Truck. The engine is now purring along nicely. The truck has been driven in and out of the workshop a few times now. This is just as well as we



are moving house in January and the truck can now be driving on/off the car trailer to its new home. Before continuing the restoration of the fire engine the existing machinery shed on our new property needed to be converted into a workshop. This entailed getting one section, 9m x 12m enclosed with roller doors, concreting the floor, fitting lights and power etc.



June 2018

Now it was time to move the fire engine in and remove the body that was still to be restored. There was some rust along the lower body of

the rear hose box and the floor boards where quite soft. Years of having wet fire hoses transported inside had had its effect. The original flooring was retained by using a wood hardening solution that stabilised the timber. The steel sheeting was partly removed to allow timber repairs and the replacement of the lower section.



Upon removing the sheeting the original NSW FIREBRIGADE sign writing was exposed on the wooden structure. It was apparent that the metal sheeting had been fitted as an afterthought. Perhaps having an exposed wooden box was deemed to be a fire hazard on a fire engine? Stencils were made of the original sign writing in preparation for later painting of the truck. The top deck of the body had

been cut out with a chain saw, presumably so that some farmer could cart equipment in the box and all the rear compartment doors were missing. I managed to acquire the correct brass hinges and handles. The doors needed to be fabricated out of some larger doors from another appliance.

The top deck was replaced and then the ladder brackets and ladders could be fitted. The battery box was missing so this was also fabricated from scratch. Next the mudguard and running boards could be repaired and fitted resulting in finally having a complete truck once more.

I completed all the body work painting as I had set myself the goal of performing the entire rebuild myself.

I did utilise my wife's sewing machine skills for the upholstery however.

The last thing outstanding was the sign writing. Being a fire engine from the 1920's there is extensive pin striping and sign writing. To complete this I brought a very good book on "How to Pinstripe" by Alan Johnson and after purchasing the recommended equipment and paint, set to the task. Not a job I would like to do for a living as it was very tedious and required a smooth hand. But in the end I was very pleased with the outcome.



September 2019

The engine was completed in time for our local Vacy Fire Brigade's 75th anniversary and was given a place of honour alongside the current appliance. Since then it has had several outings. It lead

the parade at the Dungog festival as well as touring the local district with the Vacy fire fighters and Santa. We distributed lollies and presents to the local children and families for Christmas. **John**



Wayne Styles Forwarded the Following on Herbert Austin

As you are aware Herbert Austin travelled down-under as a teenager in 1882 to be apprenticed in an engineering field and ultimately was employed by Wolseley due to his ability to design and improve the sheep shearing equipment.

During his time in Melbourne and for a short time in Sydney he travelled to countless farms to sell or sort out problems with the aforementioned products.

It is also interesting to note that Australia constantly represented around 50% of the companies' international sales of which young Austin played a huge part in that result.

We have often read comments about Herbert Austins softer side and I think the following excerpt from an article written by him for the 'Autocar' during 1929 contributes to that belief..

"It was during my work in the Australian bush that my life's greatest ambition found birth. It was then that I discovered the urgency of the transport need, for I was able to observe the difficulties and dangers under which the outback settler was compelled to live and labour... Embedded in my memory and never likely to be effaced are journeys through the bush in every kind of conveyance.

Even today I find it hard to realise just how the folk of the "never never" managed so wonderfully to perform their allotted task and such dreadful isolation. Families were born and reared hundreds of miles from a railhead, hundreds of miles from the nearest medical aid and sometimes hundreds of miles from the nearest feminine neighbour. It would be hard to make the people of the homeland

really understand the terrible loneliness of those whose lives are lived in the distant open spaces. These pioneers are removed from everything that makes life pleasant easy and safe. Yet I think how much Australia - the whole world - owes in the cause of production. They have done more than their bit. It was in these same isolated places and greatly effected by such circumstances that I made a kind of compact with myself that I would one day, by some means or other, build motorcars that could be used by these lonely but loveable people of the bush and that by such means as I could provide, the "never never" would be robbed of much of it's inhumanity, cruelty and terror"

And the rest became ultimately Austin 7 history. **Wayne**

From Wendy Muddell

Many thanks for sending thru Issue 24. My late husband myself have been involved in the vintage car movement for about 50 years, restored two vintage Sunbeams (a 14/45 and a Long 25).

In the meantime I also held a number of State and National posts as Secretary.

My efforts with the establishment of **The Australian Motorlife Museum** at Wollongong NSW have resulted in one of the top three motor museums in Australia and all without government money in its establishment. The building is 32,500 sq feet, and our emphasis is on earlier vehicles, though obviously not exclusively. Our oldest vehicle is a 1904 Innes, oldest motor cycle is a 1906

Spencer. I now live more or less in retirement in Brisbane, moving here two years ago to be near family.

I would love to pen a few lines for Country Motor, do you have any preferences?

Regards

Wendy Muddell OAM

(Ed: I appreciate any stories on pre-1960 vehicles)

From Jim Stringer

I am writing is to ask whether (or not) you have heard of the Colonial Motor Engineering Coachwork Co. Brisbane? It's because a friend of mine has an open tourer which he understands may have coachwork by this company. Any suggestions?

(Ed: Jim is compiling a book on Austins and seeking information on bodies made in Australia on vintage Austins)
jamescharlesstringer02@gmail.com



Peter Fleming — A British Car Restorer and Collector

Back in 1971 Peter Fleming joined the Vintage Austin Register of Australia. I started the Australian branch of the English register back then and produced the quarterly Vintage Austin Magazine.

Peter had acquired a Dodge 4 tourer and a very original grey Austin 12/4 Windsor saloon. (right) Lyne and I had the opportunity to drive the saloon to Kalorama one year. The engine was a bit worn, but then 12/4 engines always go better with a few rattles. The Austin eventually changed hands when Peter took more interest in vintage sports cars. The car went down to Dromana way and the subsequent owner sadly 'restored' it. I remember him coming to our place for various parts that were lost in the process. The car along with a 12/4 tourer is currently owned by Chris White in Apollo Bay

Peter bought and sold several cars over the years. We, Lyne and our three youngest kids, stayed at his place then in Avonsleigh. We attended the Puffing Billy rally in our Austin 12/4. I was quite envious of his collection then. He had restored his M Type MG and was able to use Peter Donald's 23/60 Vauxhall while he was overseas. Peter had started to rebuild his own 23/60 Vauxhall, a Wolseley Hornet and Austin Seven racer were future projects and in his porch was a small rare Voison.

In 1994 he invited me to accompany him on a trip of a lifetime (at least for me!) We attended the Vintage Sports Car Club (UK) 60th Anniversary in Malvern. We had a fantastic vintage time savouring several vintage cars and enjoying the week long event in great company. We also went across to the Schlumpf Bros. collection in France.

Peter encouraged me to join the VSCC and in no time I was the editor of the club's magazine for three years.

That's all water under the bridge now. Peter has been accumulating more cars, though he does admit he as a few to many and is wanting to part with some of his collection and keep his favourites.

Recently he called in to our place here in Wedderburn and we caught up on his news. He was keen to show us his latest purchase while participating in a Morris Rally based in Bendigo organised by Stephen Hands, .

Before I discuss this car I'd like to return to his 1929 MG M Type. The M

type was based on the Morris Minor of the day taking full advantage of the little over head cam engine. With a light weight fabric body the M Type was a spritely little sports car. Peter's car was incomplete but that didn't deter him. He managed to acquire all the necessary parts and build a body exactly as it would have been when new. He has several trophies acknowledging his expert work. At the Vintage Drivers Club Forty Years Rally he won the most desirable car, as well other events trophies. He has recently completely rebuilt the little



car after many years of constant use. It has a four speed gearbox, higher differential ratio and stronger 1931 wire wheels.



Peter had branched out to owning motorcycles. His **1924 BSA** round petrol tank is a three speed Deluxe model, 250cc single cylinder, top speed 45mph. Initially it was deemed that front wheel brakes were unnecessary on the model. There are known to be only five or six in Australia. It is fully accessorised. The model has a good reputation for reliability. Examples have been ridden to death by Commonwealth Department couriers, armed services in South Africa and India as well as Australia and the British Post Office for its telegram service. It was the largest production bike ever made by BSA up to the late 1960s. This desirable motor bike is for sale, well priced at \$14,000. Peter Flemings email address: pfintype@optusnet.com.au



Peter is not done with restoring cars yet as he acquired this unrestored **Morris Minor** as a retirement project from John Davis, who had already started work on the mechanical parts. The fully imported saloon was delivered to its first owner in South Australia. Pre-1930 saloons are not common so Peter intends keeping it that way with a 4 speed gearbox and twin carburetors.



Mounted on the running board of of Peter's 1931 Riley Monaco is a 1930 Minerva ladies push bike. The Riley was restored by Ken Hodge with the 1932 improved more efficient

twin ohc engine. It cruises at 50-55mph. Peter has maintained and improved the car, including a new carpet. Riley Nine engines are reputed to last well and can be thrashed at high revs, however who wants to risk the embarrassment of being towed home? The Riley is surplus to Peter's needs and is for sale at a reasonable \$19,000.



A current project that is nearing completion is a rare veteran **1914 Morris Oxford**. (Cowleys weren't introduced until 1916)

Here the body is at Steve Barnett's workshop in Harcourt having the finishing metalwork expertly shaped.

The early Morris had proprietary White & Pope engines and gearboxes.

The magna bronze tubed radiator had been smashed to pieces. It was entrusted to a repairer of musical brass instruments who did a brilliant job. It was retuned in as new condition. The German silver beautifully polished without any blemishes or signs of its previous damage.



The bonnet mascot is a naked lady riding a snail, one of many mascots Peter has restored for the old cars.



One project that has taken a few decades in the making is a **MG Special Super Sport**. It has several features that have been sought to enhance the performance. A four speed gearbox and high ratio diff with its light weight body styled on the Red Flash Welsh dealer team MG. It is in need of further work to complete it. However Peter is focused on other projects and is willing to part with the special for \$20,000 as is. The inspiration for the special was seeing the MG at Gaydon Motor Museum (UK) in 1994.



The Red Flash Special

The Red flash Special was built in 1926 based on a Morris Oxford by H R Wellstead the Morris

distributor in Cardiff (Wales, UK) to race at the Brooklands motor course. It had a tuned side valve engine and

light weight body and wind cheating radiator cowl giving it a top speed of 80mph. The photos were taken at the Gaydon Heritage Motor Museum (UK) when we visited England in 1994.



One of Peter's current rally cars is a cute 1924 Bullnose Cowley clover leaf. The clover leaf is an unusual body with two seats at the front with a central rear seat. It also has a 'dicky' in the boot that would hardly accommodate a child, that wouldn't be permitted in Victoria without a well anchored seat belt.

The car was originally a 21st birthday gift given by a

wealthy family. It was restored in Ballarat with Sanky wheels, but now is fitted with spoke wheels and was bought from the Smith family. It has many period accessories including a clock, that was only fitted to the larger Oxford models.

Older members may have seen the car at Ray Standerwick's motor museum in Gippsland many years ago.

A Few Other Clover leaf Bodies

On the 1967 Albury National Veteran & Vintage Tour 1922 Bentley 3 litre with an original cloverleaf body built by Lawrence Cutter of Ballarat. Then owned by the Higgins family now owned by Geoff Adams (Vic) A 1926 Citroen 7.5hp 'clover leaf' body when collected by Robert Bonner in 1963. He and his father Hilber later stripped it down to the chassis and rebuilt it.





Peter's latest acquisition is a 1936 6-light Riley Kestrel of which there are only five in Australia. He bought it from 'Old Timer Australia' dealership in Queensland. He managed to negotiate a better price than advertised. However for this immaculate restoration it was not cheap. It was originally fully imported to Australia so has an original Riley body.

Peter called in at our place at Wedderburn and took me for a spin.

While a hidden source of classical music wafted in the background, giving the car a luxury opera

house ambiance the Wilson Pre-selector gearbox was at odds making some characteristically quite unredefined noises. Once in top gear the pre-war Riley with its twin ohc 1,500cc engine was a lovely place to be.



Myself and Peter discuss the merits of the exceptional Riley that looks great in two-tone green. The Wilson pre-selector quadrant can be seen here.



Unusual Vintage Morris

Regards
Simon Seal
Messingham
England

later

Thanks for looking into this for me and confirming the car.

magazine and the article I saw by Peter Donald, which was an interesting read, thank you.

In answer to your query Messingham is a village in North Lincolnshire which is mostly agricultural, but close to the industrial steel town of Scunthorpe, about half an hour from the city of Lincoln and a similar distance from the Humber Bridge, once the world's longest single span suspension bridge.

Simon

If reader has any information on the car or desert crossings by such a Morris please let me know. The body on the Morris is very unusual being a two door cabriolet. Could a reader confirm whether it is an Oxford, it looks a little larger than a Cowley. Below illustrates a Bullnose version of the cabriolet.



I hope you don't mind me getting in touch, but I have a photo of my great uncle, Tom Seal, in his car. I was trying to work out what the car was and came across the article by Peter Donald. I think from looking at Peter's article that my uncle's car may be a version of the Morris Cowley Flatnose.

I'd be grateful if you could say whether you think I've got this right?

The reverse of the photo is marked with "first person to cross desert, Australia with car" I have no idea which desert, nor do my Google searches bear fruit on this as there seem to be articles of other first desert car crossings by car. If you could signpost me to any useful information in this regard, I'd be most grateful.

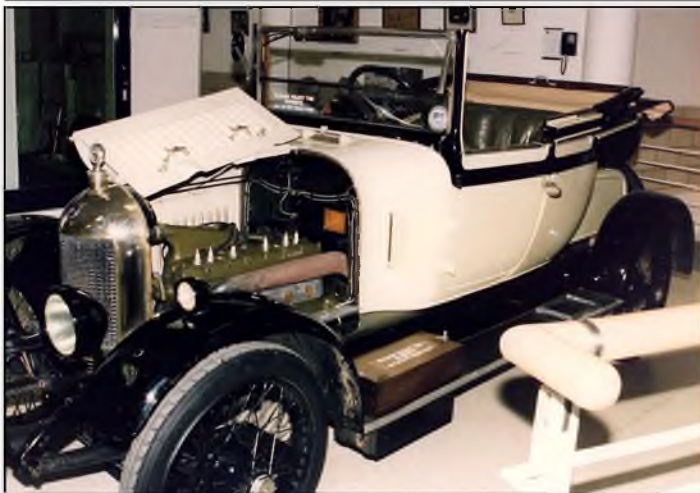
I don't have an old car myself, but wanted to know more about my relative having my curiosity stirred by the photo and message on the back.

My sister came across this in a batch of photo's she has from my mum, but sadly neither of my parents are around to ask any more.

Searches for Tom Seal and any desert crossing in Australia had brought no results, so I tried another tack and looked at the results of internet searches of vintage cars until I came across something that looked similar at the front end.

A number of searches around Morris Cowley and Australia eventually brought up the photo in your

The Morris Oxford F-Type Silent Six Bullnose



While at the Gaydon museum we were interested to see a rare vintage Morris. According to Peter Hull in his book 'An illustrated life of William Richard Morris, Viscount Nuffield' (1977) the Morris Company had a few unsuccessful business projects. An attempt to enter the coal industry by buying Howbeach Colliery in the Forest of Dean. The colliery turned out to be waterlogged so the business was wound up after 18 months of pumping.

Two unsuccessful models built by Morris were the F-type six cylinder of the early 1920s of which only about 50 were sold and later a Colonial model produced by Morris Commercial in 1927 for overseas use only.

The photos are of William Morris's personal 1921 Oxford Silent Six. The short lived model had a 17hp six cylinder 2320cc side valve engine. The F-Type was first displayed as a four seater cabriolet (this car being the prototype) at the November 1922 Olympia Motor Show. The first open four seater was sold to Lord Redesdale.

Only fifty of the F-Types were made, after the initial run they were assembled to special order. It

remained available until 1926 when the bullnose radiator was dropped for the flat nose successor in 1927. The engine proved unreliable. Two intense vibration periods weakened and broke crankshafts as a result few cars were sold.

Far more unfortunate was Morris's attempt to manufacture a Morris car in France by taking over Leon Bollee factory at Le Mans in December 1924 and forming the Societe Francaise des Automobiles Morris Leon Bollee. The first model from the collaboration was a four cylinder 12hp made similar to the existing Leon Bollee car. An ohv straight eight came next, with an engine derived from the Wolseley design. There were difficulties with the work-people and suppliers. Only a small number were produced and the company wound up in 1931.

Being at Le Mans British racing motorist teams were able to avail themselves of the facilities to prepare and repair their cars for racing at Le Mans. *David*

(I would be interested to hear from anyone who has a car or parts of the 6 cylinder model. Colonial or Leon Bollee Morris)



Designers, Inventors & Tinkerers

Part 2

Dr Norm Darwin, President
Automotive Historians Australia
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Publisher and Author
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Eco Patent US Patent Office Eco Tourer Australian Motorist

One of Australia's unsung early engineering designers was George Hamilton-Grapes. He is claimed as Australian but was born in Dublin Ireland, spent his early years in Britain as an automobile engineer before permanently immigrating to New Zealand around 1896. Hamilton-Grapes arrived in Melbourne in 1914 representing the Albion Truck company under Austral Motors Melbourne.¹⁹

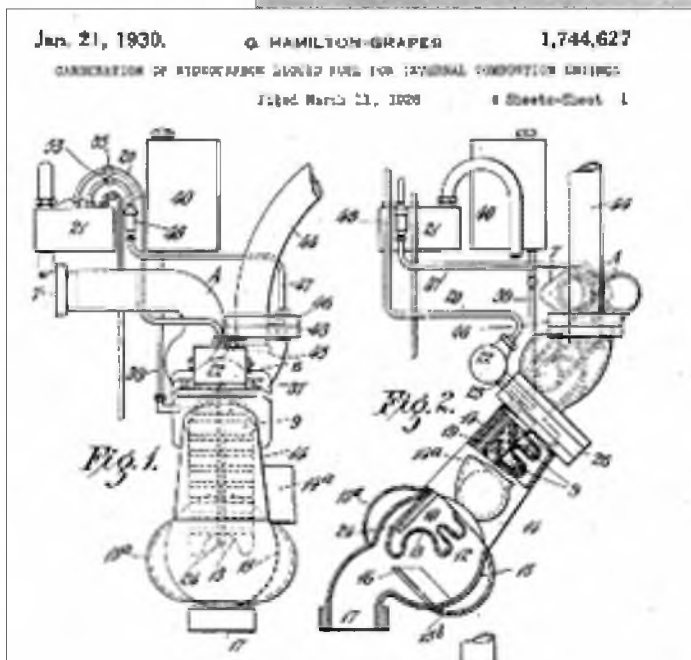
In 1919 he embarked on a plan to produce a complete car, one designed for Australian and New Zealand conditions and based on his forty years of motoring experience. Recognising no Australian manufacturers could produce the mechanical components he went to Detroit in July 1919, spending 12 months producing a sample car he would name "The Eco".²⁰ The Eco design was based round a modified Lycoming 10hp 4-cylinder engine of 3-inch bore x 5-inch stroke producing 40 bhp and fitted to a 2050lb chassis of Hamilton-Grapes design. Working with the Zenith carburettor company Hamilton-Grapes designed and built a "gasifier" that under test conditions at Zenith produced 41.9 mpg (British Imperial gallons), this was patented in 1926.

On 6 May 1921 the Eco sample car set out for California, covering 4,000 miles before being shipped to New Zealand then Australia. Other design features of the Eco were patented very light machined and polished aluminium alloy disc wheels. Small fins were attached to the inside to dissipate heat. Aluminium was also used on mud guards and running boards. The patented suspension was redesigned with semi-ecliptic (front) and full cantilever (rear) springs, specifically anchored to provide a slight recession on hitting a bump. The first drawing shows a normal spring and the second an Eco Spring. The final design innovation, also patented, was a "forced-draught tropical radiator" with a true honeycomb core, polished alloy cowl and 4-blade fan.²¹

On arrival in Australia with the sample car Hamilton-Grapes spent 12 months further developing the Eco and in late 1922 established Eco Motors Co. Ltd with a factory planned at Oakleigh, Victoria. It was announced the new firm would produce 300 touring cars per annum.²² The production model had a number of changes, the Lycoming 4-cyl was updated to a 19.6hp with 3½-inch bore and 5-inch stroke developing 40 bhp and the chassis lengthened to 111 inches. The Eco "gasifier" was now called an Atac (automatic thermal auxiliary carburettor) that essentially vaporised the fuel, boiling

the kerosene @ 430oF in a retort and thus providing a highly volatile mixture that was thrown into the manifold by centrifugal action.²³

The car was also tested by Melbourne



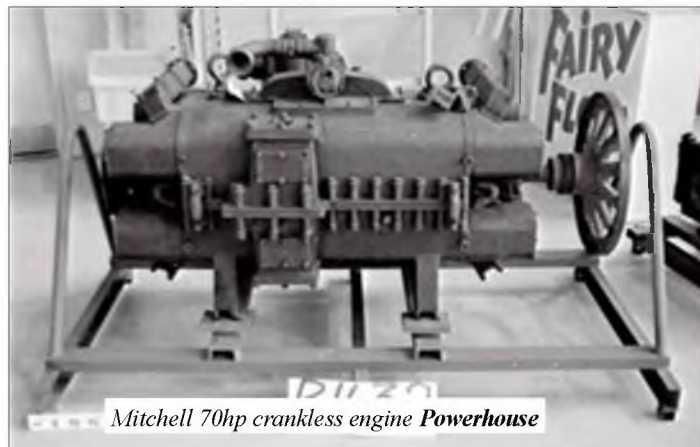
University Engineering.²⁴ Prof. W H Kernot who found the Eco economy claims were within 2% of the actual economy, 52.8 mpg (flat roads at a constant speed). Hamilton-Grapes Company commenced production in March 1924, advertising it would start on petrol but run exclusively on kerosene at 35mpg. An initial order bank of 50 cars, either to be finished as deluxe tourers or standard tourers or a chassis costing £375, was established.²⁵ No sooner had Eco announced production had commenced it all ended. Two cars were finished in Eco cream with a South Australian body. The company was formally wound up in May 1925. Hamilton-Grapes continued to develop his carburettor system, re-lodging a patent application in 1937. During the WWII fuel shortage his invention was discussed as a

possible solution, but nothing came of it.²⁶ Hamilton-Grapes resided in a house on the corner of Chadstone and Dandenong roads (now a McDonalds) and his two daughters married two brothers, farmers from Wangaratta.²⁷

An early engine designer was Anthony George Maldron Michell (1870-1959), a civil and mining engineer who studied at University of Melbourne and

held an internationally famous patent for the Michell Thrust-Bearing (1905) that was subsequently used in auto transmissions and ship prop shafts. Michell became an expert on oil lubrication and in 1920 formed the international, Crankless Engine Company in Fitzroy Victoria.²⁸

Michell made a patent application for his crankless engine in January 1917, the principal lay in a "swash plate" set at an angle to the shaft, when the shaft rotated



Mitchell 70hp crankless engine Powerhouse

the oblique swash plate moved pistons that shared a combustion chamber, the Michell “slippers” controlled an oil film between the cylinder wall and the swash plate, providing a seal. Michell in establishing his crankless engine company hired Louis Sherman, an engineering graduate from Queensland to complete the design work. Sherman held Patents, US 1,819,826 (1931) and US 1,997,936 (1934) on the Crankless Engine. Sherman worked with a young Victorian engineer, Philip Irving who later said, “It was the greatest stroke of luck imaginable that I started work under two such eminent men.”²⁹



**Mitchell 4cyl fitted to a Buick
Museum Victoria**

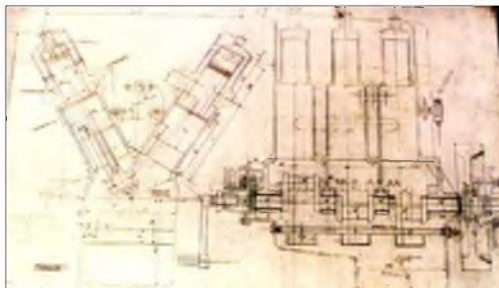
Irving built his own engine while studying engineering at Melbourne Technical School but never developed it, he went on to a distinguished career designing motor cycle and car engines for Vincent, Brabham and Repco research where he produced his own experimental 3-cylinder crankless engine.

In 1921 Peterborough residents, William Wege (1892-1966) and Charles Deland (1876-1961) patented a 3-cylinder 2-stroke 1659cc valveless engine rated at 10hp and developing 22.75bhp at 2,000rpm.³⁰ An Adelaide based firm, Wege Motor Ltd, was registered in September 1922, operating at 22 Currie Street, Adelaide. Wege went to Dumfries, Scotland to gain experience in manufacturing the engine at the Arrol-Johnston factory.³¹ Wege began to develop his 2-stroke engine around 1910 after watching a 2-cylinder paddle boat steam engine running. His idea involved stepped pistons with the upper piston acting as a pump with a transfer port that fed the next chamber, number one fed number two with mixture, then two fed three and three fed one. There were no valves, camshaft or associated valve gear. This was a forced induction engine.³²

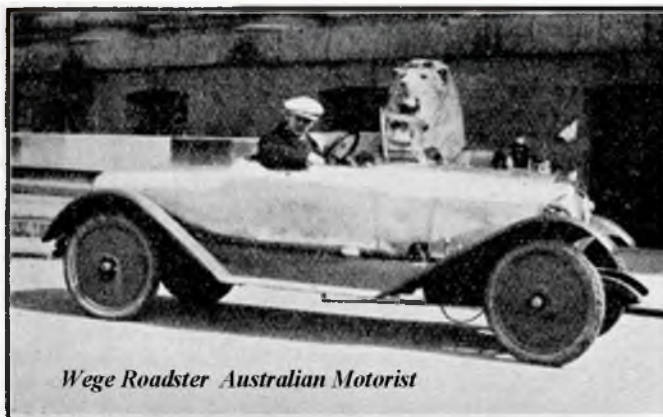
Arrol-Johnston made several production 3-cylinder engines and one was then fitted to a 2-seater car, built for Wege at GDS in Altrincham, Manchester and brought back to Australia in June 1922.³³ This was followed by a V-six version that Wege then installed in a 2-seater roadster built for the purpose of testing. Wege also produced three 3-cylinder vertical stationary and marine engines and in 1927 a new company, Wege Motors (Australia) Ltd, acquired the patent rights and set about establishing an engine manufacturing plant at Eagle

Farm, Queensland. Karrier took up the patent in the UK, producing a 20-25hp 3-cylinder version, other manufacturers in America and Germany took patent rights. The company suddenly went into liquidation in June 1928.

Wege continued to drive his prototype, clocking up 400,000 miles in the 1920-1930s.



Wege V6 engine drawing Powerhouse



Wege Roadster Australian Motorist

In 1937-1938 when the Australian Government were investigating the possibility of Australian chassis and engine production, Deland attempted to raise the design of the Wege engine suggesting the “Scientific and Industrial Research Department” test a Wege engine that had been recovered from WA. Deland also put to E J Holloway MHR that the Wege Motor company’s attempts to produce engines in 1925 was met, “by forces of importing interests.”³⁴

In October 1943 the Army Inventions Directorate wrote to Deland to advised that: Conclusion was reached that active steps towards its manufacture be Government authorities is not warranted in all the circumstances.³⁵

It was not that the engine was deficient in design, the testing facility, the Adelaide School of Mines, found as a low speed unit it was quite effective. Deland also hints at the design’s failure arose as Wege displayed a, “personality and burden of the promotor’s interest causing dissention.”³⁶ Despite Deland’s efforts nothing further came of the Wege engine, although in 1946 Kelly & Lewis Ltd of North Melbourne established K L Tractors to produce an Australian tractor and sought plans and drawings with the view of building a diesel version of the Wege V-six.³⁷

NOTES

¹⁹ Australian designed car to be assembled from components specially manufactured in the USA, 1921, *The*

Australian Motorist, 2 January, 199.

²⁰ ‘Eco car: Now in production’, 1924, *The Australian Motorist*, 1 April, 457.

²¹ ‘Eco Motors Co. Ltd.’, 1923, *The Australian Motorist*, 1 February, 336.

²² ‘Eco Motors Co. Ltd.’, 1923, 336.

²³ ‘Eco Motors Co. Ltd.’, 1923, 336.

²⁴ ‘The Eco car’, 1923, *The Daily News (Perth)*, 24 February, 7.

²⁵ ‘Eco Motors Company’, 1925, *Argus (Melbourne)*, 22 October, 6.

²⁶ ‘Alternative Fuels’, 1940, *Camperdown Chronical (Camperdown Vic.)*, 14 May, 3.

²⁷ Steve Stefanopoulos, *Walk into History 3*, Malvern Historical Society, Sept 2006, 48; ‘Double wedding’, *The Argus (Melb.)*, 1 July 1937.

²⁸ S Walker, *Michell, Anthony George Maldon (1870-1959)*, *Australian Dictionary of Biography*, 1986, viewed 12 June 2015, <http://adb.anu.edu.au/biography/michell-anthony-george-maldon-7567/text13207>.

²⁹ Phil Irving, *Phil Irving - An Autobiography*, Turton & Armstrong, Sydney, NSW, 1992, 32.

³⁰ ‘The Wege Engine’, 1923, *The Mail*, 16 June, 24.

³¹ ‘The Wege Engine’, 1923.

³² ‘Wege Car Tour’, 1922, *The Register*, 26 October, 10.

³³ ‘A Local Motor Car’, 1920. *The Express and Telegraph (Adelaide)*, 20 November, 18; ‘Motoring’, *Chronical (Adelaide)*, 27 November, 16.

³⁴ Deland, CC 1938, ‘Correspondence - CC Deland to E J Holloway’, held Mortlock Library, SA, vol. PRG 90/18/175.

³⁵ EC Allan, ‘Correspondence to CC Deland’, Commonwealth of Australia - Army Inventions Directorate -Ref 6807, 29 October 1943, held personal archive Ivan Hoffmann.

³⁶ CC Deland, ‘Correspondence enclosure Deland to Ramsay’, held Mortlock Library, vol. PRG/18/192, 1938.

³⁷ CC Deland, ‘Correspondence - C C Deland to Donald’, held Mortlock Library, vol. PRG 90/18/382, 1938.

Final Part next issue

THEY DON'T MAKE 'EM LIKE THEY USED TO!

Continued By Brendan O'Donoghue

Dad's Cars

Dad's first car was a 1948 Ford Prefect, bought new from Cowling's Garage in Mitchell St., Bendigo. I can remember this car. LK-752 was the registration number. Dad would have been about 48 when he learnt to drive. I can remember going with him when he had a driving lesson given by the next door neighbour, Roy Hamilton. Roy was a spit and polish, ex-army instructor during the war. I can remember Dad doing a reversing maneuver, I was looking out the back window, it seemed we were doomed to roll into what looked like a large ditch. I can also remember going to the Shire Council office at Huntly to collect petrol-rationing coupons for the Prefect.

FORD PREFECT

The Prefect (*Ford Defect*) was a dreadful piece of Anglo/American engineering, recycled from the pre-war years. The speedo had a white line at 30MPH. I think this meant it was unsafe at any speed in excess of this. Anyway, Dad affixed a St. Christopher medallion to the interior door pillar, this probably helped to keep the thing on the road. Prefects had a bad habit of jumping out second gear without warning. A machine,

that can happily be consigned to the dustbin of motoring history.

The Prefect was only used on weekends, to go to church, to the farm or visit the rels in Goornong. In retrospect, private car ownership was very low at that time, if you owned a car, you had well and truly "arrived". Dad rode his bike to work, while the car remained cosseted in the garage. Mum never learned to drive. Imagine, how much easier it must have been for him to visit the farm to deal with the sheep, etc.

AUSTIN A40

In 1952, Dad decided to buy an Austin A40 Somerset, an uninspiring collection of metal from *the old dart*. As a nine year old, I had an intuitive feeling the Austin was fairly "uncool". I urged my father to buy a Ford Zephyr, a much more up to date jigger with much more style than the rather Baroque looking A40. But Dad reckoned it was all right because, "It has a chassis and good lines." I can remember a few years later being able to beat the synchromesh whilst trying to effect a "racing change" back to 2nd gear and of doing "wheelies" on the wet cape weed, while Dad was away getting the sheep.

The Austin was probably one of the last group of cars to have a crank handle. For the uninitiated, this was a cranked rod that was inserted through the front bumper bar and body of the car to connect to a pulley attached to the engine crankshaft. This device was brought into use when the battery wouldn't turn the starter motor. I expect the introduction of 12 volt electrical systems and better batteries were the main reason for rendering them obsolete. Usually a few turns of the crank handle would get the engine to fire. One had to remember not to engage the thumb around the handle, as an

engine "backfire" could seriously injure the thumb!

DODGE KINGSWAY

"*The Bluebird*". This was another superb piece of engineering. This one however was American. It had lots of space, reasonable power, squishy suspension, no-feel steering, dubious handling and drum brakes that were probably good for one or two emergency stops. It was about a 1955 model, which he bought with low miles about 1960/61. It was blue in colour, we nicknamed it the "Bluebird" after Donald Campbell's car, which was in the news at this time. Dad had the title, "Sir Donald."

FORD FALCON UTE

His next vehicle was a Ford Falcon Ute, circa 1971 model. I came across it in Seymour. It was almost like new and had done low miles filling his needs at that time. It had awful drum brakes, which worked well after adjustment for a short while. They would grab badly and would not pull up in a straight line in an emergency. Apart from that it was ok and very reliable.

I had part time job was at the Ampol service station diagonally opposite the Sacred Heart Cathedral, Bendigo in 1959. I used to work Friday nights and Saturdays, serving petrol, cleaning up, doing the odd oil change and grease. It was a beaut job and was especially to my liking due to my love of cars.

My First Car - 1956 Volkswagen - Oval Window

I started work in Korong Vale in 1962, which was about one hour north of Bendigo. In the beginning I cadged rides and hitchhiked to and fro. It was a small town where the main occupations were drinking, sport and a fair bit of extra-curricula bonking. It was called "Peyton Place" after a well-known TV soapie of the time. The place had little attraction for me.

In about seven months, by March 1963, I'd saved a deposit on my first car, a 1956 Volkswagen. I gave up smoking to speed up the process. London Tan in colour with an oval rear window. The car cost £350 (\$700). I can vaguely recall that I had saved about £180, the balance being lent to me by my parents. I repaid them at



Austin A40 Somerset - similar to Dad's



£5 Pounds per fortnight. I was 19 years old. I can remember picking it up from Geo. R. Innes & Sons in Hargraves St., Bendigo one Saturday morning. I clearly remember driving home to Epsom, feeling the exhilaration and freedom of the mobility. I loved washing and polishing it, checking the plugs, points and tappets, doing oil changes and general tinkering with it. *It was my pride & joy!*

It looked good in its London Tan paint job, it had white-wall tyres, with four additional instruments on the dash. (oil pressure, oil temperature, amps, fuel) A radio was installed at a later stage.

I placed insulation felt under the mats, floor and rear deck, which reduced the noise from the air-cooled rear engine. It had an external sun visor, which I turfed, as being uncool. One standard feature Volkswagens had was an internal heater. Carmakers were a parsimonious lot at that time. Apart from the basic car, just about everything else was an extra.

I was not unlike many young men in the sense that cars and speed seem to go together. I had two speeds - stop and flat-out. I discovered the worst traits of oversteer, which damaged the rear suspension, I soon discovered that the VW engine didn't like to be over-revved (especially an old one) I blew the engine up on two occasions. This reduced me almost to penury.

I borrowed some more money from Mum and Dad. I was now paying back £10 per fortnight. This was one of the most important lessons of my life. My parents insisted that I pay back the money in addition to my other commitments. This was a hard lesson, but a most worthwhile one. It taught me to be responsible and I learnt, one had live within one's means. There were no credit cards at that time.

A VW oddity was the reserve petrol tank. Volkswagens at that time were not equipped with fuel gauges. When the car ran out of petrol, a lever in the lower firewall was flicked with your foot, which gave another gallon of petrol. It is known that on Saturday nights, Volkswagens often spluttered to a halt after a spot of parking, when the lever became repositioned between on/off. Personal experience confirms this to be true.

The Volkswagen was an unusual car in its time, although it was a design from the 1930s, by Ferdinand Porsche. It had a peculiar shape, hence the name "beetle". It had independent suspension all round, a heater, an air-cooled motor and was tough enough to win numerous Round Australia Trials, which were all the go in the 1950s. Another hazard at that time was valve radios, which consumed large amounts of power from the hopeless 6-volt battery. One was parking, listening for long periods. It often meant getting your lady friend to help push-start the VW. This then had an effect on the already poor lighting system, which meant driving home virtually on the generator - with the radio

off! *Aren't cars so boring today?*

Bought March 1963 Cost: \$700 Sold: Feb 1965 Colour: London Tan Engine: 4 cyl "Boxer" 1200 cc 32 BHP Top Speed: 70 MPH

Comments: My first car at 19, after saving a deposit of about \$400. It was great to have mobility & freedom to move. No more hitch hiking to and from and from Korong Vale, where I was working. Handling consisted of lots of oversteer, engine blew up twice. Covered 24,000 miles. Traded on next VW.

1964 VOLKSWAGEN - Sunroof
Purchased: Feb. 65 Cost: \$1800 Sold: Oct. 1966 Colour: Turquoise Engine: 4 cyl., "Boxer" 1200 cc. 40 BHP Top Speed: 72 MPH



Comments: 6 month old factory demo. Sunroof body, lowered rear suspension, with Porsche lateral compensator spring. Goodyear G800 wide radial tyres. Driving lights, layback seats, sound-proofing and carpet. Suspension modifications and radial tyres reduced oversteer considerably. Considered Porsche motor, but another car came along that took my fancy. Covered 26,000 miles. Traded on FIAT 1500.

1962 FIAT 1500 "Millecinquecento"
Purchased: Oct. 1966 Cost: \$1450 Sold: Aug. 1969 Colour: Dark Green, Engine: 4 cyl., 1481 cc, 80 BHP, cross-flow head, Weber carb. Top Speed: 90-95



MPH, 0-60MPH 13.5 sec. Comments: Prestige sports sedan. Front wheel disc brakes, Olympic GT radial tyres. lowered rear suspension with traction rods. Very quick and extremely well equipped for its time. Would out handle, most bigger, more powerful cars. Equivalent performance to EH Holden 179. Covered 30,000 miles. Traded on Fiat 124 Sport Coupe.

1969 FIAT 124 Sport Coupe
Purchased: Aug. 1969 Cost: \$3900 Sold: April 1972 Colour: White, Engine: 4 cyl., 1438 cc, belt-driven D.O.H.C., 90 BHP, DIN, Weber twin throat carb. Top Speed: 106 -110 MPH., 0-60 MPH 11.2 sec. Standing. quarter mile. 18 sec.



Comments: Four wheel disc brakes, 5 speed gearbox, Cibie Q.I. lights. Fast tourer, excellent roadholding and braking. Well equipped and firm ride. First of the high volume OHC engines. Redlined at 7000 RPM. High tech. for 1969. Covered 36,000 miles. Traded on Alfa Romeo.

1968 ALFA ROMEO 1750 Berlina-
Purchased: April 1972 Cost: \$3800 Sold: Feb. 1975 Colour: Dark Green, Engine: 4 cyl., 1779 cc., D.O.H.C., 132 BHP, 2 Weber dbl. throat carbs. Top Speed: 116 MPH. 0-60 MPH 10 sec. Stdg. Qtr. 17.3 sec.



Comments: A European sedan which demonstrated its sporting heritage. Powerful engine for size, yet flexible with good economy. Superb roadholding with good ride, Comfortable seats. Magnificent four-wheel disc brakes, 80-0 MPH crash stop possible, straight line, no lock-up, "hands-off", steering wheel. 5 speed gearbox - an anachronism, needed warming up. From observation, this car seemed to be better constructed than the models, which followed in latter years, - body construction, paintwork, and interior fittings. A car with Latin temperament - requiring the full involvement of the driver. When the two came together, it was like playing an instrument. Covered 26,000 miles. Traded on Peugeot 504.

1974 PEUGEOT 504 GL
Purchased: Feb 1975 Cost: \$5900 Sold: Oct. 1990 Colour: Cinchona Red, Engine: 4 cyl., 2000 cc O.H.V. 90 BHP. Top Speed: 100 MPH (160 KPH)
Comments: An intelligently designed, safe, economical, durable car, great seats and roomy. Unassuming and competent, a superb long distance touring car. Moderate power, but could cruise at 80+ MPH all day. Four wheel independent suspension, supple, long travel, a bit of body roll, with very good roadholding.

Covered 250,000 kms. engine not using oil. Inexpensive to maintain - the best all-round car I've had the pleasure of owning. Why did I sell it? Sold Privately \$4400



1960 VOLKSWAGEN Karmann Ghia Coupe.

Purchased: Sept. 1982 Cost: \$2500 Sold: May 1984 \$5500 Colour: Light Green & White, Engine: 4 cyl., "Boxer" 1200 cc. 40 BHP Top Speed: 70 MPH



Comments: Having previously owned two VWs, the Karmann Ghia coupe was one of the ultimate VWs. Nostalgia and rareness were attractions. Purchased for restoration, this K-G. was in sound overall condition. The interior was redone, along with minor external and mechanical work. Dreadful 6 volt electrical system. Beautifully constructed body in the German manner. A fun, first restoration, providing transport, good economy and a break-even return at sale. Sold due to building house at Strathfieldsaye - needed a ute. Sold privately \$5500

1960 (circa) CHRYSLER - VALIANT Ute Purchased: May 1984 Cost: \$800 Sold: Early 1986 Colour: White, Engine: 6 cyl., slant - probably about 4 litres? Top Speed: 90-100 MPH - not confirmed by me!



Comments: My first 6 cylinder vehicle, a great work-horse, when building the house. Often loaded to the gunnels with gravel, building materials, etc. You needed your own personal oil well, to keep it going, give twenty four hours

notice before braking or cornering. When it rained, the rear tray stunk of dog's piss. The cabin floor had a bit of rust, which I plugged up with rags to prevent water & cold air getting in. I sighted "the ute" in Strathfieldsaye in Dec. 1996 still going strong. They don't make 'em like they used to - *thank God*. Sold privately \$950.

1970 FIAT 124 Sport Coupe

Purchased: early 1986 Cost: \$1600 Sold: August 1990 Colour: Burgundy Red, Engine: 4 cyl., 1438 cc, belt-driven D.O.H.C., 90 BHP, DIN, Weber twin throat carb. Top Speed: 106-110 MPH., 0-60 MPH 11.2 sec. Stdg. Qtr. 18 sec.



Comments: After the Valiant Ute had done its job, it was time to get into something more practical (read more interesting). I had fond memories of the Fiat 124 Sport, so this was the way to go. This particular example was pretty rough, but unusually for a Fiat, it had very little rust and the price was OK. A fair amount of work was required to make it roadworthy, then off to the bodyshop for stripping & painting. The interior was worked on over time with new and s.h. interior fittings. We took a pattern off the old upholstery. I cut and Judy sewed it together. Sold in 1990, because I was lusting for an NSU RO 80. As this restoration was extensive - all costs were not recovered on sale. Sold privately \$4000.

1980 PEUGEOT 505

Purchased: Oct. 1990 Cost: \$7700 Sold: July 1993 Colour: Bordeaux Red, Engine: 4 cyl., 2000 cc O.H.V. 90 BHP. Top Speed: 100 MPH

Comments: I fancied a 505. This one had low milcage, owned by an elderly couple and seemed a good idea at the time. An early Australian build and benign neglect combined to make this car a great disappointment after the 15 year "affair" with the 504. Air conditioning and power windows were appreciated. The automatic gearbox reduced performance. Traded on Audi.

1970 NSU RO 80

Purchased: Sept. 1989 Cost: \$2000 Sold: N.A. Colour: White, Engine: Mazda 12a Twin Rotary transplant 1000 cc. Equiv. 2000 cc. std. internal combustion engine. Top Speed: 115 MPH Comments: Bought with the intention of restoration, this car suffered from a number of problems, rust in R.H. doors,

substantial damage to rear end, potential mechanical work, upholstery and a respray. High estimated cost meant it would be a long-term restoration. Foot-note: one year later, a pristine NSU RO 80 came on the market, for about the same cost as restoration of this car. It was purchased, the 1970 model being kept as "insurance".



1969 NSU RO 80 Purchased: Oct. 1990 Cost: \$10,000 Sold: N.A. Colour: Silver Grey, Engine: Mazda 12a Twin Rotary transplant 1000 cc. Equiv. 2000 cc. std. internal combustion engine. Top Speed: 115 MPH Comments I had seen this car at an NSU rally some three years prior and knew I wanted it.

Beautifully made in the no-nonsense Teutonic manner, it has an intrinsic quality, not found in other cars I have owned. Ten years down the track, ownership has been most enjoyable, with few problems. I am surprised at the reliability of the transplanted Madza rotary engine. Of course it hasn't been thrashed. Warmed up prior to driving, oil & filter changes every 3 months, irrespective of kms. There is more detail in another paper.



1984 AUDI 100 CD

Purchased: July 1993 Cost: \$14,000 Sold: 17.11.97 Colour: Gold, Engine: 5 cyl. O.H.V., 2144cc 100 KW (136 BHP) Top Speed: 190 KMH (201 kph manual) Comments: Like the NSU, this was another car that inspired me on release, in the early 80s. This car was a breakthrough in aerodynamics, CD .32, economy and efficiency. A relatively small capacity engine, coupled with aerodynamics and light weight gives this car good performance, economy with space. The 5 cylinder engine is comparable to a 6 cylinder in smoothness. This high-priced luxury car was always out of reach. Second-hand values were quite high. However, the recession of the 1990s, caused prices to tumble to an affordable level by 1993. This car's strength was long distance touring. Loaded to the gunnels plus 5 people, air conditioner running, 30 + MPG is possible at a consistent 100 KPH. This car has 3 speed

automatic transmission. A 5 speed manual gearbox would significantly improve performance and fuel consumption. Nice to drive, but not so nice to maintain! Experience belied the myth of German quality, in my opinion. Japanese cars have superior longevity, reliability and lower maintenance costs. Covered about 90,000 kms. Disposed August 1997.

1998 MITSUBISHI MIRAGE

Purchased: 29. 4.1998 Cost: \$18,440 drive-away inc. options. Sold: n/a Colour: Satellite Silver, Engine: 4 cyl. 1468cc. 12 OHV, multi point fuel injection, 69 kW Top Speed: 175 kph from magazine road test. Options: Air conditioning, alloy wheels, power steering, rear wiper, colour coded bumpers, front protection pack, driver's windshield, rear shade. Comments: 11.6.98 Faced with the need for a new set of wheels. The NSU being 29 years old, was not a long-term day to day proposition. The budget was limited. I had considered slightly larger 4 door cars. Eg. Ford Laser, Mazda 323, Toyota Corolla and perhaps a 2 door Honda Civic. I was not attracted to the lower price Korean cars as I felt their longevity and resale were suspect, not to mention their drivability. I drove past the Mitsubishi dealership and saw this little 2-door hatchback, which looked ok, the price looked ok and it seemed environmentally sensible for one person. A brisk test drive set me thinking. It was peppy, handled well, was well made, but a bit plain. The right colour and options should put this right.

I obtained test comparisons with other cars in the same category from, "Which Car?" & "Wheels" magazines,

which in essence said the Mirage was a good thing compared with the others. It wore a price premium, but this seemed justified.

Once it would have been heresy for me to consider a Japanese car, being a bit of a Europhile when it came to cars. However, things move on, technology and reputations change. Japanese cars have a high reputation for their quality, reliability, lower operating costs and longevity. Along with these very desirable attributes, the dynamics of roadholding, handling and brakes are now generally of a high standard.

After a little over a month of driving this car, (2500 kms) I couldn't help but be impressed with the Mirage. I do not have any significant complaints. Road noise could be reduced, but it is good for this price range. Some more costly cars are noisier. The road noise is apparent due to lack of wind and general mechanical noise. The car is responsive in all areas, engine, steering and handling. One muses about the possibility of a slightly larger engine.

I am impressed with the general fit and finish & the tactile nature of the controls. Conservative figures for fuel consumption indicate an easy 50+ mpg on a trip. Long term ownership will be the real test!

April 1999 - one year on, I have to say that I had not lost any enthusiasm for this "little jigger." I have covered about 13,000 kms in the year, short and long distances. I have travelled to the Grampians, Rosebud & through the hills to Alexandra, the Black Spur and back via Toolangi & Wallan.

It is a very competent car and

doesn't feel particularly small and has a good engine response and power combined with a good chassis, which makes it satisfying and fun to drive with gusto.

It would be especially good with a 1.8 or 2 Litre engine, rear disc brakes, ABS and some suspension modifications. Fuel economy is a strong feature, which keeps running costs down and makes a worthwhile contribution to the environment.

October 2000 - The car was now travelled about 27,000 kms. It had been faultless, excepting a small noise from the left rear. The left rear shock absorber was replaced under warranty.

When in Ireland, in 2000, I drove an Opel Astra for 2 weeks which is very seductive in respect to its overall competence. However I'll stick with the Mirage for now as it does everything pretty well and has a degree of embodied reliability and longevity, which I'm not convinced applies to European cars.

Still going strong in 2011 109,000 kms - only scheduled servicing - replaced tyres, batteries, oil, filters - **bugger all else!**

BMW 325i (2002)

Bought 3 years ago. No problems apart from replacing injectors, a great drive!

Brendan



1938 Zundapp & Sidecar

Frame Number: 172188
Country: Germany
Cylinders: 4
Zundapp was founded during the First World

which means 'enclosed driveshaft'. The 1933 K models were the twin-cylinder K400 (398cc) and K500 (498cc), and the four-cylinder K600 (598cc) and K800 (804cc).

The four-cylinder K800 produced 20hp (later 22hp) at 4,300rpm. The four-speed, hand-change, unit-construction gearbox is of an unconventional, all-chain design with a separate chain for each ratio. The sturdy frame and single-spring girder forks are fabricated from pressed steel. Its top speed is around 115kph (71mph). Many K800s, usually with a factory-supplied sidecar, were used by the German military during the Second World War.

This 1938 example complete with its original sidecar was purchased for the NZ Classic Motorcycles collection from a private vendor in Atlanta, Georgia, in April, 2008. It was acquired by Transport World for their Classic Motorcycle Mecca collection in May 2016.

Juliana Baxter at Transportworld Co. Invercargill, NZ sent in a photo of a 1938 Zundapp via Russell McIvor Zundapp and its specifications from their archives: Motorcycles like this one were used by the German army during WWII and while we do not have the history of the bike to verify its ownership it is a strong possibility that it did see service in WWII.

1938 Zundapp K800 & Sidecar
Brief Description -
Colour: Grey
Cubic Capacity: 800cc
Engine Number: 172188

War to manufacture detonators and produced its first motorcycle in 1921 using Levis two-stroke engines of 211cc and 246cc capacity.

In 1924, the company began manufacturing its own engines and sold more than 10,000 motorcycles that year. The first Zundapp four-stroke was produced in 1930 using a Rudge Python engine and by 1933 the company had manufactured 100,000 motorcycles. That year, it introduced its first horizontally-opposed, twin-cylinder, side-valve, four-stroke engines for the K-series motorcycles, the 'K' standing for 'Kardantrieb',

Bits & Pieces

Barry Cairncross sent this photo in for identification. It is a Lagonda LG6 circa 1938/39. The photo may have been taken in the 1970s as cropped off the photo in the background is a HQ Holden station wagon and the registration is IFQ456 (Vic). No doubt a reader may be able to give more details on this rare thoroughbred and perhaps recognise the trendy folk in the photo.

In 1935 Lagonda appointed W O Bentley as chief designer. The LG6 was derived from the LG45 with a 4½ litre Meadows engine in 1938. Bentley's design included independent suspension, hydraulic brakes and outboard rear springs. Production stopped in 1940 a few months after the Rapide model version had been placed third and fourth at Le Mans.



Re: Crossley Regis

Tell the owner of the Crossley Regis that's he's made a marvellous job of the restoration. And a saloon, too. I wish more people would take on saloon restorations

One note. The Regis was not the last Crossley car model.

In the late thirties a prototype Crossley car was completed based on a Studebaker chassis. It was not proceeded with. I have a photo somewhere.

Best Mike Worthington-Williams

A Little Research from David Trunfull

A great magazine again. I really enjoyed Norm Darwin's article. The first James Flood book had a lot about the early attempts to start vehicle manufacturing in Australia. Unfortunately I sold my copies of the Flood books about 25 years ago when the prices were high, although I did buy back a copy of the Second Edition a few years back. I hadn't realised that Terry Gilltrap wrote a book about the subject. I will look out for a copy now.

Norm's mention of Rupert Jeffkins of the Roo car fame, reminded me that his name came up in my research on Australian

bodied Rileys. It would appear that he was associated with Corporate Motor Body Works of Burwood Road, Hawthorn. It appears that when they went broke in 1930, Jeffkins had some claim over tools and equipment in their factory. Maybe he had some arrangement with them to build a second "Roo" car, which was mentioned in the press of the time. I also discovered that the proprietors of Corporate Motor Body Works, were members of the Dusting family, who made the Dusting Sidecar and later became GMH dealers.

Cheers, David

Of Things Black and Round with a Hole in the Centre

ie: Wheels and tyres on my 1955 Austin A90 Westminster saloon. The original tyre size was 6.40-15" as fitted to 4.50x15" drop centre rims. These wheels and tyre details also fitted to A95, A105 saloons. Countryman (station wagons) were fitted with 6.70-15". Note A95/A105 had the advantage of slotted centres to facilitate brake cooling. These are the wheels I used on my A90.

The rims at this period did not have safety humps but were fitted with tubeless tyres! Contrary to common story presented today as not acceptable. I accept that it is

far safer to have tyres fitted to later type double hump rims ie: known as 'safety rims' and tubeless.

It was my desire to keep the diameter as close to original when replacing the tyres.

1 The rim width needed to be changed to suit a suitable tyre. This was achieved by machining and fitting Honda 5.5" rim only, to the centre of the Austin wheel. The offset was 0.5" in and 0.5" out, so as not to alter the track (as there is limited clearance of the Austin wheel under the rear mudguard) This rim width was also acceptable legal fitment (ie: 1' wider than original as approved by R.M.S.)

2 The original diameter of the 6.40-15" is 691mm. The replacement diameter of the 195R15" is 690mm

3 This fitment therefore keeps the speedo reading as close as possible to original. Pretty hard as the accuracy of Smiths instruments leaves a lot to be desired!

4 Dimension details are from tyre and rim association of Australia (2005 edition)

I hope these ramblings are of interest. If any reader wished to discuss this re their vehicle please feel free to me on randrstevens@yahoo.com

Bob Stevens

From: Tim Arndt

Good evening! I live near Carlisle, Cumbria, UK and have just been emailed a copy of this marvellous e-magazine, by an equally 'car-mad' friend of mine in Keysborough, Melbourne.

How refreshing to read a car magazine that is NOT stuffed full of unwanted adverts and is written by owners and enthusiasts rather than the 'experts'!

Well done, indeed.

Could I, therefore, please be put on the distribution list for the next issue, and those thereafter? I would be very grateful if so.

My weakness is Citroens; do you have any back-issues that feature them in Australia? I am currently on my 13th (one of my cars was a shabby 1972 DS19

- so well out of the scope of your magazine, sadly).

(Ed: If you have good stories on your Citroens please send them in Tim. I am receptive to stories of more recent vehicles of say 1960s or 1970s. The main focus of the magazine is on pre-1960 vehicles)

Seeking Whereabouts of an Essex Super Six

Barry Cairncross helps out at the Maffra Motor Museum and had an enquiry by Ken McRae who was seeking out a 1928 Essex Super Six sedan his father once owned in the 1960s. He contacted me as I was active in the VDC those days. I responded that I knew his father Dick McRae, a very nice chap, and had some photos of him and his car at the 1966 VDC Concours at the Roweville Drive in.



I let Ken know of a Essex collection near Avoca. I had done a little research and located photos of what appears to be the car now, it has an identical body style and the only thing that I can tie in with the early photos is the '8' registration sticker (1965?). Ken believes it is the car due to the radiator cap .

As can be seen the earlier photos show the car in wonderful unrestored condition sadly that is not the case now, 55 years later. It appears the paint has been removed and has been left in a primer coat.

The owner of the Essex collection died a few years ago and his wife is custodian of the cars. She is member of the local car club based in St Arnaud. The collection is known by the Hudson Essex Terraplane Car Club.

Ken replied: As for the Avoca Essex. Wow.... It certainly ticks a lot of the boxes and ties in with the last thread of the story that I had after searching for ages. I had initially contacted the late Trevor Watts of the VDC who was a family friend along with various inquires with the Hudson Essex Terraplane Club of which dad had been an enthusiastic member along with others. However the trail went cold until you showed interest.

The shots from Avoca certainly stir the emotions! The car pictured has a number of similar features such as the "spare " radiator cap that was used when the 'Flying Lady' mascot was not in use typically when vehicle was parked.

Interestingly I recently traced another from the family stable after a casual chat at the Warragul Swap Meet. My brothers '29 Desoto roadster had disappeared many years ago. It was yellow with blue guards and had featured in a couple of the Flood publications and on the cover of the first issue of Restored Cars magazine. It now resides in Bundarburg, Queensland and remains in virtually the same form.

Dad's '28 Essex was a very original car. Dad was restoring a '28 Essex at home and was using the blue car as a guide in the restoration process. When the owner passed away he found that it had been

bequeathed to him as it was thought that he would take very good care of it!

We rallied in the car with the VDC for around 30 years. Around 10 years ago I started a quest to find the vehicle as dad had sold it many years before, but the trail has gone cold. I followed may leads, one as recently as 6 months ago without success. The last lead unearthed a '28 tucked up in a shed around 10 klm's from home. Similar car but not the one I was hoping for.

Yes, I got the old car bug back then and have had many old vehicles since. Currently I do a bit around the GVC and spend time with the Early Ford V8 Club when I'm down in the Melbourne area.

Trevor Watts was an active member of both the VDC, CHACA and the HET club. He owned a '28 Essex that he restored using Dad's Coach as a guide. He also had a '35 Ford roadster that was restored by Wally Martin along with a '33 Terraplane tourer and a beautiful FJ Special. He gave me some of his old 1930s Dinky model cars when I was a teenager. Somethings you never forget!!

I'll be in touch once I have made some progress with the "Search for the Essex" saga.



Rolls Royce enthusiast Roger Thiedeman (Vic) writes -

Having been only recently introduced to *Country Motor Australia*, I wish to congratulate you on putting this excellent periodical together. It makes very interesting and informative reading, not least in these COVID-19 lockdown times we are

Chris White replied

Roger many thanks for contacting David Re our Rolls Royce GPK1.

Yes, the car has had a colourful history and was subjected to harsh testing by Rolls Royce as the Company demonstrator. Records show that late in 1926 when it was fairly new it was involved in accident. Resulting in a new from X member to be fitted. This checked out as I was cleaning the layers of paint off, I came across the writing in white paint "Repair Dept".

Prior to being sold as a second-hand car to the first private owner Mrs Marion Gault, the motor G1374 was removed due to "issues". It was replaced with a second-hand unit from chassis number 46G9 and the engine being G190.

This was an early two wheeled brake Barker tourer which was owned by Rolls Royce. Our car was sold to Mrs Gault with this engine. I assume that engine G1374 was repaired and then placed in the earlier chassis. This car sold at a later date. Hence, the engine ending up with other parts (from 46G9). How it ended up in Sri Lanka I am not sure about this. It would be great to get it back.

I do know that engine G190 was removed from the car probably whilst it was in the UK, sometime in the 1950's to 1970's? It received engine WH6 from one of the last Twenties. It also seems that when this engine was fitted a later fuel tank was fitted due to the original being damaged and the luggage rack destroyed. Also, the speedo was changed to a later type and so was the temp gauge (these have now all been exchanged for the correct ones (a big job and a lot of chasing around to locate them). The current motor was fully rebuilt in America after it was imported by Steve Braddock in the mid 1980's.

I have the remains of GNK86 which was built in 1925 and was the last 2WB car to come to Australia. The engine number of this is G1320. It is interesting to note that while chassis are in consecutive order the engines in them are not. This is quite clear in the listings of every car in John Fasal's "The Rolls Royce Twenty". The reason for this is that the engine was taken from the testing area and placed in the chassis, if an engine wasn't up to standard, then it was taken out and another was fitted till exacting standards were met. This then resulted as engine not being in consecutive order and there could be a difference of 40 number between cars.

currently enduring.

Would it be possible for you to please contact **Chris White**, author of the article about his Rolls-Royce 20 hp car in Issue 16 and obtain his permission to share his email address with me?

As a Rolls-Royce enthusiast, I would like to compliment Chris on his comprehensive article while telling him about and

For example, GPK1 was fitted with G1374, GPK2 G1334, GPK3 G1336 jump to GPK 37 engine G1358 etc. It was also company's policy to fit the latest parts on older cars as they came available. It is also interesting to note that the first Silver Ghost (AX201) and the most valuable Rolls Royce has also had its engine changed, so not an uncommon practice.

In fact, many cars often had their original engines change especially those of the 50's and 60's as it was quicker and cheaper to do so.

I attended the Vintage Drivers Swap meet on Labour Day weekend prior to the lock down and must say that this is one of the best swaps in Victoria if you are after pre-1930's parts. Many members of the club and Veteran Car Club have sites and bring interesting bits and pieces as often they are not into online selling and many wanting to "downsize" due to their age. I picked up some excellent items including a rare Lucas Divers helmet taillight which was used on quality British cars including Rolls Royce.

I still go to some swaps especially where the sellers roll up on the day as you never know what will be there. You just don't get this at Bendigo or Ballarat.

I am still looking for tools for the car and a complete tool kit which is huge.

I have also attached a photo of GNK 86 when new. I bought the burnt out remains of the car after it had been destroyed by fire at the Ballarat Swap meet in 1990.

Roger I am more than happy to have a chat about

showing him a photograph of the engine, **G1374**, that was originally fitted to his car, chassis no. **GPK1**.

I saw the engine in Sri Lanka, sitting in a wooden crate, in which it had been shipped from the UK with parts of 20hp chassis 46G9 in other crates, for use in the rebirthing of a 'bitsa' Rolls-Royce 'Twenty' by a local collector.

Rolls Royce's' and welcome contact. My car is currently in Melbourne at my son's place.

Very close to finished at the moment I have had the generator and starter fully restored and have had a final fit up of guards and valance panels, including the coir foot mats and frames fitted to running boards as was the case when new. **Chris**



1925 - The 26-h.p. Rolls Royce roadster owned by Mr. J. Lewis, of Wilcannia. Mr. Lewis is at present residing at Glenelg. This car, delivered by Motors Limited, in August last year, has just returned to South Australia via the overland route from Sydney. Mr. Lewis, in speaking of the brilliant performance of the Rolls Royce, said "If people knew what Rolls Royce motoring meant there would be dozens more sold" This from a man who has sampled various costly cars is sufficient proof that Rolls Royce are better than the best and well worth the difference in price.

A Post-War II Entrepreneur

Life Story of Archie Marshall

I arrived home in Manchester from West Africa in March 1959. During the long flight from Lagos, I had been going over in my mind the decisions I had to make about the future.

On the one hand I was excited at the tremendous opportunities which I had seen in Africa, and on the other, I knew that I would be upset at having to sell Grange Farm and terminate my employees. Also, there was the question of my wife's wishes and the kid's schooling and so on.

On the plane it had all seemed so clear cut, but once home with family and friends sitting at the dinner table waiting to hear what I had to say, it was another matter entirely. I decided to think again, go back to work for awhile and see what it looked like in a few weeks time.

I had enquired about schools in Nigeria, also health services, European Clubs, availability of the kind of food, which we were used to and everything else. In Ibadan there was an international school run by an Israeli construction company, also an American missionary school. Either of those would do for a time, but as the kids got older it would probably be better for them to go to boarding schools in England.

Most of the government officials were English and the usual thing for them was to send their children home to school, returning every few months for the holidays. That was fine, but expensive for me to consider, as I would have no government salary and expense allowance.

Expatriate staff usually only had contracts of 18 months after which they had 3 months paid leave in their own countries. Their medical needs were provided under the terms of their contracts and they often had a company club with recreation facilities, also they were provided with a car and a house, all at no cost.

As an independent trader I would have to fend for my family and myself also take all the risks involved in normal day to day trading.

The sensible thing for me to do was to go to Nigeria alone and establish myself in business, leaving the family at the farm until such time as I could provide the necessary comfort and security. The only thing wrong with that idea was that I had to sell the farm in order to finance the venture. Other things also caused me to have second thoughts. Most weeks I went shooting for a day with friends, other

times I would drive down to North Wales and fish for Salmon in Mountain streams. Once a week was the local cattle market where I would meet with friends and do a little business. I was determined not to allow myself to make any hasty decision and that was that!

A few weeks later Chief Oni, accompanied by one of his many wives, arrived in Manchester and invited myself and my wife

Beryl, to go to Paris with them for a few days, which we agreed to do as it would give Beryl an opportunity to meet them. Whilst in Paris, Oni asked me what I had decided to do about moving to Nigeria and I told him that I was having second thoughts on the idea. I told him about the various problems of school, health, accommodation and so on.

He was understanding, but anxious to have me there to supply him with surplus military vehicles, road making machines etc. He politely told me that if I were not interested he would look for someone else and asked me to let him have a firm decision in a fortnight, which I agreed to do.

As so often happens in life, the decision was largely taken out of my hands a few days after we returned home from Paris. It happened like this:

About 8.30 one morning there was knock on the door at Grange Farm. I answered the door to find a middle-aged man with a black briefcase who identified himself as being from Inland Revenue. It seemed that his office were not satisfied with my bookkeeping records and wanted to carry out an investigation. Suddenly Nigeria seemed like the offer I could not refuse!

I contacted Chief Oni and confirmed the arrangements right away, then began the huge job of sorting out the stock of vehicles, spare parts and tools which would be shipped to Nigeria from those which would be sold by auction at the farm.

One of the types of vehicle, which I had decided to send, was the Bedford one ton truck, during the war these were known as 15cwt GS. trucks.

The engines were 3.5litre 6cyl driving through a four-speed gearbox. Power assisted brakes were fitted. The cab was soft top with a detachable windscreen. With the bodies removed and the windscreens folded flat the shipping measurements were reduced to a minimum which was a very important consideration for me.

The trucks were fitted with the large wide tropical radiator, which was ideal for Africa. All the bodies were removed and burnt in England, to be replaced in Africa with passenger type wooden bodies made by the purchasers themselves.

A number of the 15cwt Bedfords I had in stock were water tankers which meant that I could remove all the tanks, filters and

pumps for sale in England, although it would have been better to have sent them complete as there was a ready market.

Other larger trucks were to be sent complete with bodies into which I packed tools and spares, also a large quantity of iron beds from an old hospital, which had been converted into a women's prison. I had noticed during my visit that an iron bed was a greatly prized article in Africa, most natives simply slept on the ground or on a mat on the bare concrete.

My old Jewish lawyer friend who formerly financed most of my trading, (at 25% monthly!) introduced me to someone he knew who offered me ten thousand pounds for Grange Farm. I was prepared to sell at that price, but only on condition that he agreed to allow the men growing roses on five acres to remain until such times as they sold their crop of rose bushes. There was a problem with this as the group of rose growers was former German Prisoners of War who I had befriended by letting them have the 5 acres rent-free. After some complaining, he agreed that it was in his interest to have them there to look after the place as he did not intend to occupy, simply hold for investment. We shook hands on the deal and Jack prepared the contracts for signing.

In August 1959 an auction was held at the farm and all my household furniture, antiques, shotguns and all the farm animals and equipment was sold to the highest bidders. It was a time of very mixed emotion for me particularly when the time came for the two Mercedes supercharged sports cars to be sold.

A local newspaper had done a story on the cars, claiming that Rommel in North Africa had used one, which was entirely untrue.

The first car sold was the 1925 24/100, which I had bought a Ruddington sale for £50. It went for £200 and was driven away.

The second car sold was the 1928 36/220, which I had never even started let alone driven, the price being about the same. After that came the Mercedes Benz 220a, the Land Rover diesel and all the other bits and pieces.

My beloved cocker spaniel I gave to my neighbour and that was the end of our life at Grange Farm,

Next month I will write about our arrival in Nigeria.

Archie



Period Bedford

Sixty Years Ago We Arrived in Australia

David Vaughan

Due to the pandemic there is nothing to report in our neck of the woods. We have hardly been out other than to buy essentials. Hopefully we will be seeing the end of the lockdown in the not to distant future.

As there is no news the only thing to write about is the past.

Last month it was sixty years ago since I arrived in Australia on the ten pound scheme from Dorset, England with my parents and two sisters, who are all now deceased.

I had developed an interest in vintage cars due to a vintage Bentley owning neighbour. During the last few weeks prior to the five week cruise on the Sitmar Line 'Fairsea' journey we visited relatives in a hired Austin A40 van/estate car to Wales and Bristol area, dropping off items we were not taking to our new country. My father had already sold the family car, a comfortable Austin A70 saloon.

All the time I was looking out for pre-war cars. I was very disappointed as very few were on the road. A Morris Eight, Ford Ten and a scruffy vintage Austin 12/4 pickup was all I saw in hundreds of miles of travelling.

Our first stop on Australia soil was at Fremantle. We had the opportunity to visit Perth for the day. We hailed a taxi. In those days taxi fleets consisted mainly of FJ, FC and FE Holdens, the FB had just been introduced. We all managed to fit in an FJ which took us to the city of Perth and an arrangement was made for him to return to pick us up before the ship set sail again. Motoring through Kings Park on schedule the taxi ran out of petrol. Help was summoned and we just barely made the ship before they packed up the gang plank.

The point of this memory is not the taxi ride but the astonishing fact that there were dozens of vintage and pre-war cars still in regular use. In direct contrast to these days, Australia was new-car starved and drivers managed with whatever they could afford or buy.

In those days I had a very primitive old box camera my Uncle Willy gave me. A device that was a box with a piece of bent wire as the view finder, consequently the quality of my photos was terrible.

However it was all I had and I snapped away at old cars I saw. Many images never came out or were too bad to keep. These the few that are recognisable.

The photos were taken in March 1960 in Fremantle and Perth.



I was overjoyed seeing vintage cars still in action. Fords dominated the scene. A few Model A Ford tourers were models I had never seen in the UK on the few rallies we had spectated. That's 13 year old me in an OMO white shirt. These cars were at least thirty years old in 1960. The well used 1934 Ford V8 sedan was a little younger. Finally a 1938 Ford V8 utility seen in a Perth Street.

Below is a Chevrolet truck still carrying goods.



When we arrived at Victoria Dock, Port Melbourne we were transported in a jail bar Ford V8 bus to the Commonwealth Hostel in Camp Road, Broadmeadows. The Hostel was still half used as an army camp and having a 6' chain mesh fence around it reminded my parents of concentration camps. An Overland Whippet and Nash utes were in adjacent paddocks. Marvellous!

