



Country Motor

Australia



Issue 23

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

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



John Page's 1924 Fordor

Back copies of Country Motor
are available upon request

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

Please forward all editorial
enquiries and contributions to
David Vaughan

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

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

All Rights reserved © Copyright.
All materials and illustrations in
the magazine remain the
copyright of the author.

They may not be reproduced
wholly or in part without the
written permission of the author.

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

Country Motor Australia

Issue 23

Contents

Rolls Royce Silver Ghost 62CW	3
Canadian-Australian Model T Fordor	7
Serpentine Air Race	12
Minyip Show & Shine	13
The Aussie Pub in the Scrub	14
Cheetham & Borwick	15
A Little Elite History	16
Rochet-Schneider	18
Post-War Entrepreneur	19
Bits & Pieces	20
1960s Photo Gallery of Wrecks	24

Editor's Entries

Welcome to the twenty third edition of Country Motor

Twenty Third Issue

In this issue we have a few great stories on the two extreme ends of the old car spectrum. The humble Model T Ford and a Rolls Royce Silver Ghost. Both cars are beautifully restored and are great representations of their marque. Thanks to Alan Robert and John Page for sending the stories in.

The rest of the magazine has numerous smaller stories and many bits and pieces.

If you are Victorian take note of the Serpentine Air Race and other events in north central Victoria.

I attended a few country gatherings one at Minyip and the other at Logan.

I had an enquiry from the UK regarding body builders Cheetham & Borwick which led to a bit of research and a further article from Graeme Simpson on Elites.

Another rare car is the French

Rochet-Schneider of which a few notes are made. We hope to be getting a full story on the brand later in the year by an owner of a vintage model.

Archie Marshall talks about selling tyres in West Africa.

There are quite a number of stories in Bits & Pieces. The magazine should keep you occupied over a few cups of coffee.

Next month we will be looking at Speedways and stock car racing in the 1960s. If you have any stories relating to this type of event please send them in and add to the discussion.

As soon as one issue is finished I start compiling the next, as Country Motor takes a month to produce. I'm looking for more stories. There are numerous reader who haven't as yet sent anything in. Please give it some thought.

Happy Motoring

David

ROLLS-ROYCE SILVER GHOST 62CW

Alan Robert



62 CW was ordered by Mr T. Sopwith, of Sopwith aeroplane company fame on 8 January 1919 and was delivered to Paddon Brothers, London on 24th September 1920.

It is noted on the Chassis Cards as being an Alpine Eagle, short chassis "Speed Model" with a 20 gallon fuel tank and 16:52 ratio rear axle. 'Rolls Royce & Bentleys in the Sunburnt Country' notes that the car was a Gill tourer and came to Australia in 1924.

David Neely expertly outlined the car's history in 'London & Derby' newsletter May/June 2017 of the NSW branch of the Rolls Royce Owners Club. This is reproduced on the next pages.

My interest in the car was aroused by the Shannon's Brochure listing 62CW for sale by auction in Sydney on 26th August 2019. I was immediately taken by the exquisite bodywork and enquiries reinforced the impression that this was a special motor car with a body built by arguably Australia's pre-eminent carriage builder, George Williams.

The car had languished for almost 40 years and required a degree of re-commissioning prior to sale. New tyres were required, the fuel tank, fuel lines and carburettor were cleaned and refurbished, engine valves were unstuck and reground, the cooling system was flushed and back flushed, engine oil replaced, magneto overhauled, H/T leads replaced, the list goes on.

With advice from Queensland Ghost expert Graham Singer and in company with NSW expert Rex Vincent, the car was examined in detail. Apart from incorrect wheel rim diameter and corresponding oversize tyres to maintain correct rolling radius, there was little to

criticise.

The body was magnificent and the tool kit in several fitted drawers was the most extensive I have seen. The engine ran well with good oil pressure and no wear or molestation or extra holes or missing items apparent anywhere. The accelerator pedal looked as new and steering box and steering joints were free of any play. Even square headed bolts and thackeray and grover washers were all in place.

Obviously this was a very special low mileage car in almost as new condition. A family decision was made to bid on the car using resources reserved for the grandchildren when our race is run. The grandkids will still get their inheritance, just in a different asset form.

With over 300 people in attendance on auction night, I was nervous but had our son for company. I formed the impression that there was little if any overseas interest, maybe Brexit and the USA/China problems had potential buyers spooked. Shannon's correctly predicted that the star of the show would be a 1967 Ford Falcon GT which sold for nearly double the estimate at \$182,000. There is no accounting for taste or lack of appreciation of top quality engineering and bodywork. Right now appears to be the era of Australian muscle car sales.

Bidding was confined to two phone bidders and myself and I was eventually successful. I almost collapsed under the nervous strain and it took some time to regain composure.

Since taking delivery, I have received many visitors, e-mails and phone calls, pleased that the car is staying in Australia and pleased it has come to Queensland where we have difficulties attracting Ghosts to rallies. Re-commissioning is almost complete with registration beckoning.


I have been fortunate in my contact with the Williams family, notably Warwick Williams, George's son who has been most helpful in providing information.

George was apprenticed to Winslades, royal carriage builders and quickly became a master craftsman for whom nothing but the best was good enough. George built a number of bodies in Sydney, modified others and undertook bodywork repairs. 62CW was special however as he built the body for himself over 7 or 8 years using only the finest mahogany and French silk curtains and vases. He was inspired by the Ghost driven by the great Claude Johnson of Rolls-Royce. George trained as a Commando Officer at Canungra and expressed the wish that he would like to retire to Tamborine Mountain. I like to think that a part of him has now done so.

Alan

W. Larcombe & Son

Rolls-Royce Motor Funeral Directors and Monumental Masons, Dubbo



W. Larcombe,
Monumental Sculptor
 AND
General Mason,
 TALBRAGAR ST., DUBBO.

KIRKING, Headstones, Monuments,
 and Iron Railings, AT SYDNEY
 PRICES.
 Also, Slate and Marble Steps, Tiles &c.
ESTIMATES GIVEN for House Work for
 Building purposes.
 Old work required. All work guaranteed.

William Larcombe was born in Goulburn in 1864 into a family of building stonemasons, who erected many of Goulburn's first buildings.



ABOVE: William Larcombe advertised his business as "Monumental Sculptor and General Mason" in the 9 June 1899 issue of the *Dubbo Dispatch* and *Wellington Independent*.

In 1897 he moved to Dubbo where his business as a monumental mason was described in the *Australian Town and Country Journal* of 9 March 1904:

"No one passing along Talbragar – street could fail being attracted by the splendid display of high-class and artistic monumental work in the yard of Mr. W. Larcombe. This gentleman has been established in Dubbo seven years, having previously been connected with his brothers, who carry on a similar business at Rookwood."

However, it was his son, Norman, who around 1930 decided to establish an undertaking business. For this he would need a motor hearse and his enquiries led him to a 1920 Rolls-Royce, chassis 62CW.

Silver Ghost 62CW, a high-speed model Alpine Eagle chassis, was tested on 11 March 1920 and delivered to Paddon Bros, Brompton Rd, London, to be fitted with a seven-seater tourer body. It was sold to T. A. (Tom) Sopwith in Horsley, Surrey. It went to Australia and by 1927 it had been with J. Rolfe, a company director, Pitt Street, Sydney, for some time. Now with a limousine body, Norman Larcombe purchased it. After discarding the limousine body he had just what he wanted, the ultimate motor chassis on which his motor hearse body could be built to start his business venture.

ABOVE: 1920 Silver Ghost 62CW outside the Carlton Crescent, Summer Hill, premises of W. S. Grice with the new hearse body in 1932. Norman Larcombe was about to take delivery and drive it back to Dubbo, where he was starting an undertaking business. [Courtesy Joyce Laws (now deceased) widow of Jack Laws, who for many years was the foreman at W. S. Grice via Allan Simpson]



ABOVE: The rear view of the hearse body showing the number plate with N.S.W. in vertical lettering on the left, then "L" followed by 5-249, black on white. These "L" plates were used on hearses. [Courtesy Joyce Laws (now deceased) widow of Jack Laws, who for many years was the foreman at W. S. Grice via Allan Simpson]

REDUCTION IN FUNERAL COSTS

ADULT FUNERALS conducted from £5.
 The Best ALL POLISHED CEDAR, QUEENSLAND MAPLE
 and OAK CASKETS with the best of Fittings, etc.



W. Larcombe & Son
 Rolls Royce Motor Funeral Directors
 AND MONUMENTAL MASONS
 52 TALBRAGAR ST., DUBBO. Phone 224, Day or Night.
 Funerals Conducted to all Parts of the District.

ABOVE: Norman Larcombe advertised his business as "Rolls Royce (no hyphen) Motor Funeral Directors" in the 12 January 1933 issue of *The Dubbo Liberal and Macquarie Advocate*.



ABOVE: This photograph of 1920 Silver Ghost 62CW was taken in Dubbo. [Courtesy of the Larcombe family via Ian Irwin]

We can now pick up the next part of the history of 62CW in the pages of *The Dubbo Liberal and Macquarie Advocate*, where the following item appeared on Thursday 21 July 1932, under the heading, "NEW HEARSE":

"Mr. Norman Larcombe, having decided to launch out in the undertaking business, has purchased the very latest in motor funeral transport. On a Rolls-Royce chassis, he has had built a body of his own design, incorporating the most modern arrangements. The chassis itself is too well known to need comment. It is the recognised world's perfect piece of motor mechanism. The bodywork, by Grice Bros., of Sydney, is superb in its appointments, its symmetry of design and finish. Mr. Larcombe brought it to Dubbo on Tuesday, since when it has created much interest wherever it has been on view. The speed ranges from two miles per hour to a greater than can safely be used on our roads. The trip from Sydney was made in 5½ hours. It has been deemed by leading Sydney undertakers to be the finest coach in Australia."



62CW in 1992

George Williams joined the NSW Branch in 1966 and is listed with 12 Rolls-Royces. Of these five were Silver Ghosts in addition to 62CW. However, 62CW was the best chassis he had seen. The chassis, engine and transmission of 62CW were completely overhauled with the aid of Bert Ward, who started his apprenticeship with Rolls-Royce in Sydney in 1916. Williams then built a brougham de ville body at his motor body works in Camperdown. He had crafted many replica bodies on veteran and vintage cars so the challenge of a complex body for 62CW was not as daunting as it would otherwise appear. The result was impressive.

The firm of W. S. Grice operated in Carlton Crescent, Summer Hill and the building is extant. Walter Stanley Grice was in business here from at least 1928. The origins of this firm were Grice, Ward & Torville of University Street, Camperdown, which was founded in August 1925 by Oliver N. Grice. W. S. Grice established an outstanding reputation for building high-quality ambulance bodies from the 1930s to the 1960s.

Now we have established that W. S. Grice built the hearse body on 62CW, this makes their third body we know of on Rolls-Royce chassis. They built a saloon body on 1922 Silver Ghost 51TG in 1947. 51TG may be familiar to Club members with the tourer body that the late Bob Walton made from an old body in the 1970s. In 1958 W.



S. Grice built a landaulette body on 1910 Silver Ghost 1492. 1492, with the Grice body, was one of the most famously recognisable

cars in the Club with Barrie and Margaret Gillings for more than 59 years.

In the early 1960s the Larcombe family sold 62CW for £20 to Sir Daryl Lindsay,* of the famed Lindsay art family. Lindsay removed the funereal fittings and the hearse body and fitted a period American tourer body of unknown origin. When Lindsay died his son sold the car, then with only 37,000 miles on the clock, to George Williams of Sydney in 1970.

** During WWI, Daryl Lindsay was a war artist. He drew studies for army surgeons, creating an accurate medical record of injuries. This led to being appointed as the official medical artist to the Sidcup Hospital for facial reconstruction. MG(Ed.)*



The interior of 62CW

The car was fully appointed with mahogany cabinet work, pleated leather seats, vases, crystal glasses and decanters, vanity units, silk-lined travelling cases and other refinements. The restoration took 5,000 hours and was completed in 1975. In August 1996 62CW was still with the Williams family when it was advertised for sale in *PRÆCLARVM*.

[My thanks to Allan Simpson, Ian Irwin and Tom Clarke]
David Neely



On Sep 13, 2019, at 7:43 AM, Alan and Dorothy Robert wrote: Hello David (Neely), I advise that I was the successful bidder for 1920 Silver Ghost 62CW at the recent Shannon's Sydney Winter auction. I was surprised at the lack of interest, particularly from the UK given

the car's connection with Tommy Sopwith.

The car is remarkably original and complete, including all tools and seems to be almost as new as determined by a series of tests and examinations. Perhaps its condition is not surprising given its



history as a hearse in Dubbo followed by 52 years with George Williams and re-bodied by him with a magnificent Brougham-De-Ville creation modelled on Claude Johnson's car.

62CW has been laid up for about 40 years. I expect to have the car on the road shortly, registration No RRG 1920.

(Reply)Hi Alan, Thanks and great to see that 62CW is in appreciative hands. The remarkably low mileage is certainly consistent with the history. I did visit Larcombe's In Dubbo a couple of years ago. Same firm but different owners and no further information about the hearse. I recall going to George's workshop in Parramatta Road near Sydney University. There is a photo in 'Rear-View Mirror' page 295 of George and 62CW at the NSW Branch concours when in 1977 he won the restoration award so that will date the finalization of the restoration. Another photo of George (I think at the same 1977 concours) is attached along with the hearse photos. Kind regards, David Neely. Sept 13 2019

© Ford Motor Company of Australia Limited

designed by **Geelong**
A history of invention

Geelong Inventions Past and Future – Industry Round Table (3.30 – 5.30pm)

About this Event

Deakin University, the City of Greater Geelong, Geelong Gallery, Geelong Library and Heritage Centre, and the National Wool Museum have been exploring how immersive experiences like virtual reality empower local communities to think differently about our heritage.

See an immersive VR prototype of the iconic local invention the Ford Ute and hear results of 'Designed by Geelong: a history of invention'. Then share your thoughts on Geelong's design and manufacturing history in a round table discussion as we ask if the design industry and those who support design practices can shape the story of Geelong? Can design be part of Geelong's identity, what are the benefits, what are the issues and how can we safeguard design as part of Geelong's cultural heritage?

Program

3.30pm-4.00pm Registration/networking and VR demonstration
4.00pm-4.30pm Presentation
4.30pm-5.30pm Round table

This event is part of Geelong Design Week 2020, an initiative of Geelong UNESCO City of Design and the City of Greater Geelong

This study has received Deakin University ethics approval (reference number: ST/EC-57-2019-ANTLEJ). You will need to read and sign the Plain Language Statement before participating in the activities.

Date and Time
Tue., 24 March 2020
3:30 pm – 5:30 pm

Location
National Wool Museum
26 Moorabool Street
Geelong, VIC 3220

geelong design week
19-29 March 2020



RSVP required via Eventbrite or contact:

Dr Kaja Antle
Lecturer in Industrial Design
CADET Virtual Reality Lab Researcher –
Museums and Heritage
Deakin University
kaja.antle@deakin.edu.au









#GeelongInventions

Canadian - Australian Model T Ford Fordor Sedan Imported to Australia in 1924

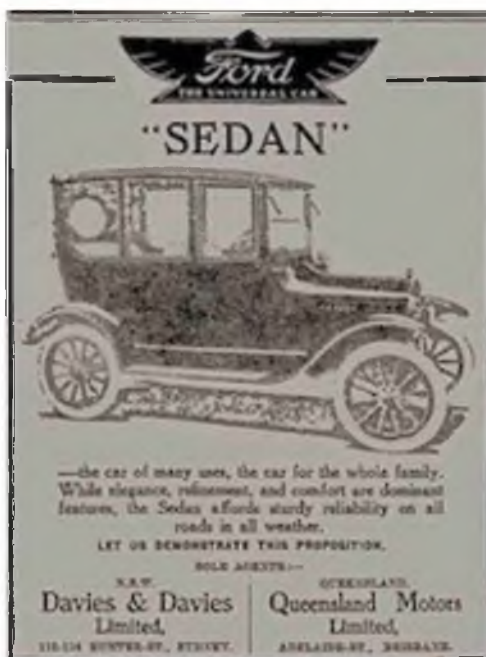
Compiled by
John Page



When I first saw the Fordor Sedan that was later to become mine it gave no clue to its early history. It was years later, after much research, that the story of the Fordor Sedan's arrival and survival in Australia revealed it to be a rarity indeed. The introduction of the Fordor Sedan to Australia was hampered by heavy tariffs and resistance to its closed-body design. This adversely affected not only the importation and sales of the Fordor Sedan but all closed cars in Australia.

To understand the story of the Fordor Sedan it is necessary to shed light on the background to Closed Model T's in Australia. Model T Closed Cars were available here in Australia from the very early years, with photographic evidence of Town Cars in Sydney as early as 1910. There is also evidence of Centerdoor Sedans and Coupes prior to 1923. Closed cars were the more expensive of the body styles, which would have made them less attractive to the general public. To add to the problem, in 1917 the Australian Government placed an embargo on all imported bodies. Tariffs were imposed which added a considerable amount to the cost of the vehicles, thus adding more costs and discouraging buyers even further.

Fordor Sedan originally found at Barradine, N.S.W. by Les. Owen, Tamworth, N.S.W. Possibly 1950s - 1960s. Sold to Ben Bronk, Watsons Bay, Sydney. Ben had it on display at his Motor Museum in an unrestored state. Fred Sharp bought it some time in the late 1960s - early 1970s. Fred moved from Sydney to



the Sunshine Coast, Qld. in the early 1970s and bought the Fordor (still unrestored) with him. In 1978 Fred sold the car to John Page, who then lived at Budehm on the Sunshine Coast. John stored the car for a number of years, and eventually restored it by 1987.

When I first saw the car when Fred came to Nambour I thought that it was a unique unrestored car. I asked Fred if he ever wanted to sell the car. would he give me first option to buy it. I had also noticed that it had 1926-27 Chassis & Wheels which was not correct for the 1923-25 body that was

fitted. A few years went by and in 1978 Fred decided he needed to sell and true to his word he offered me the first option to buy the car. So another chapter in the life of this Fordor Sedan began. I made an initial holding deposit payment until I had somewhere to house the car. We had to build a shed at Budehm (below). I decided that I needed to build up a complete 1923-



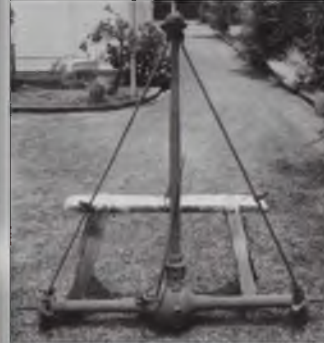
25 running gear from parts that I had collected. I have in recent years learn that Ford Australian made a practice of using up surplus bodies on the later 26-27 running gear.



The Car in 1978 just after we brought it home to Buderim



Straightening replacement chassis with chain and jack



This is a Ruxstell Axle that I had been given some years earlier by Mr. Lew. Duhs of Image Flat Road Nambour.



Motor C 520549



Having completed all the running gear the next task was to rebuild the body frame work. Stripping body panels from the frame work. Our Son Grant helped.

Rebuilding the body framework: I bought yellowwood & crow's ash rough sawn timber from Haden-Shire's Sawmill, Kingaroy. Trevor Farnell also gave me some sizeable pieces of yellow wood. (Yellow Wood & Crow's Ash are a scrub timber which was used in Coach Building) I had to keep re-fitting panels & doors to make sure that everything was in their right place.



Time for a test drive. A few of my mates come to see the start up. Ray Richards, Hector Munkman & Ray Grant. Hector had rebuilt the motor for me.

I decided to remove the body from the restored chassis and place it back on the original 1926-27 running gear so as not to spoil the finished running gear. My Dad Bill Page & our Son Grant helping. Rod

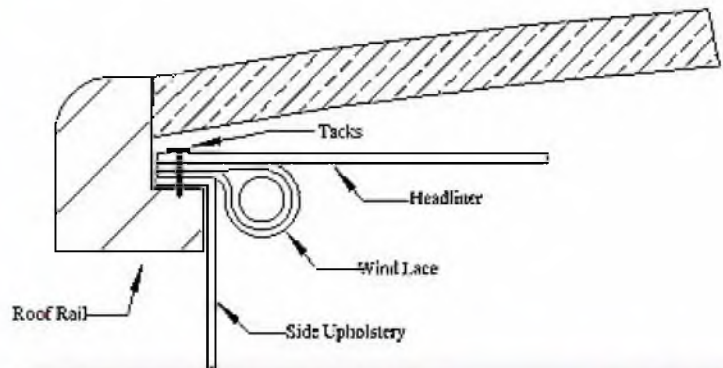
Whiting from Northern Star Body Works allowed me to do all the rubbing down and blocking out after his spray painter applied each coat of paint. Rod was a member of our Sunshine Coast Antique

Car Club. All the hard work rubbing back pays off when the final coats of paint go on. My Dad Bill Page & Son Mark helped to swap back the body after spray painting was completed.



The Upholstery in 1978 — long before I needed upholstery material there was a request by Bill Hirsch in the Vintage Ford Magazine for samples of Model T Closed Car upholstery. I responded and sent Bill a small swatch of the blue striped material from our car. After many months of waiting Bill replied and over still more months the material

was produced and an order was placed and received. The Material sat in a moth ball laced suite case for still more years before it was required. I was so thankful that we were able to get material that was as close to what the car had when it was first assembled at the plant in Canada. Blue Striped Upholstery Square Weave Carpet



One of the first jobs when upholstering a closed car is to install the headlining and trim strips around the doors. (Because the headlining is attached on the timber framing that is not accessible once the Top is installed) I was very lucky to be able to view two very good original Fordor Sedans owned by Ray Green from Sydney, and that detail was very evident.

Fitting the new top material. Starting in the middle at the front and back and stretching outward and tacking off as you go. The secret to a good job is to work both sides at the same time, ironing out any wrinkles.

The original rain gutter was installed and a substitute covering strip (the original one was missing) from a 1/2 inch tape measure was used.



The cover material was cut to about the right size leaving a little extra at the ends. I then used a spray adhesive in an aerosol can and sprayed the cover material. I had to be very careful as I folded it around the frame so as to make sure it was in the correct position. When I use contact cement of any kind I use strips of flat wood (like the Model T fuel dip sticks) and space them so as to keep the surfaces apart. I then proceeded to work the two surfaces together and removed the wood strips one piece at a time as I bought the material together. Once I was happy with how it was neatly placed over the frame I hand stitched the three sections around the ribs. Finally I trimmed enough off the ends allowing a small amount to turn under and stitch.



After many months of waiting Bill replied and over still more months the material was produced and an order was placed and received. The Material sat in a moth ball laced suite case for still more years before it was required. I was so thankful that we were able to get material that was as close to what the car had when it was first assembled at the plant in Canada.

Using the old seat upholstery I was able to make new covers for the seats. I had bought a book on Automobile Upholstery and by using the old traditional methods I was able to replicate the upholstery in the way that would have been used when these cars were being turned out at the factory.

Next came the fitting of the glass, the restored handles, and window regulators. Lloyd Hagaman had rebuilt the regulators with new gears. Exact copies of the original window riser crank handle were cast from a pattern made from an old regulator crank.



First major Model T Rally: Wangaratta 1989

Model T Ford Closed Car Upholstery Material



UPHOLSTERY SAMPLES NEEDED

We received a call from Bill Hirsch the other day and he says he has found a manufacturer who will reproduce the upholstery found in the Model T closed cars. All he needs now is a few samples of the original material.

As those of you who have been looking have found, there is currently no authentic material on the market.

If anyone can supply a sample, please send it to:

BILL HIRSCH
396 Littleton Ave. Newark, NJ 07103



The Fordor has been on the road for thirty years. The body has aluminium doors skins and upper back section. This was common with the earlier Fordors. The 1925 Fordor's had Budd all steel doors. When the all steel bodies came out in 1926 the Fordor still had a lot of wood framing.

I do a lot of research relating to Ford Australia so may be able to contribute something there. I would like to mention that I keep a register of known surviving Australian Model T Closed Cars.(1924 -1927)

I am only interested in original imports. Not the more recent imports from overseas. At the present I have Six (6) Coupes — Four (4) Tudor Sedans — Three (3) Fordor Sedans. All from various States.

I started gathering this information in 2010. I would welcome any new information that might contribute to the Register. **John**

Model "T" Sales from "Ford Motor Company" to Ford "Dealers" in Australia

Data Transcribed from Ford Motor Company records by Dave Slater & Rob Turner dave.slater@casman.com

Printed
3/17/13

1925	JULY AUG SEP OCT NOV DEC							TOTAL
MODEL T								
Touring	191	184	584	518	595	1027		2997
Runabout	34	38	49	53	23	80		277
Coupe	23	3	3	1	1	1		32
Tudor	4	6	5	7	4	5		31
Fordor	3	5	2	1	1	2		14
Car Chassis	63	79	73	83	70	79		447
Light Delivery	31	55	56	82	59	144		427
Lincoln		1		1		1		3
TT Truck	122	179	129	170	182	252		1028
TT Chassis	207	203	207	279	225	264		1385
						Total		6541
Traction	104	136	130	119	89	87		665

1926	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
MODEL T													
Touring	685	540	396	231	121	452	677	533	518	384	589	1044	6173
Runabout	54	49	43	23	16	13	6	26	168	86	80	154	718
Coupe	2	5	2	4	13	14	7	9	2		3	6	67
Tudor	4	8	3	2	18	9	8	12	9	1	6	9	86
Fordor		4	2		2	7	5	4	2	1			27
Car Chassis	52	39	46	39	14	39	63	47	45	40	37	44	505
Light Delivery	111	122	150	121	145	75	80	82	157	149	137	188	1497
Lincoln					1			1		1			3
TT Truck	170	168	186	122	101	112	105	153	146	116	237	274	1890
TT Chassis	226	188	265	193	153	170	177	228	206	195	176	176	2363
												Total	13322
Traction	171	226	268	303	200	145	193	202	238	169	167	120	2402

Ford

CLOSED CARS

Fordor Sedan

£345

Equipped with Electric Lighting and Starting.
(F.O.R. MELBOURNE).

Ford Coupe

£305

DEFERRED PAYMENTS CAN BE
ARRANGED.

SEE YOUR NEAREST AUTHORISED
FORD DEALER TO-DAY.

WHOLESALE DISTRIBUTORS

TARRANT MOTORS PTY. LTD

150-158 LONSDALE ST., MELBOURNE.

Advertisement for Tarrant Motors promoting the Fordor Sedan. The Argus News Paper Melbourne, August 1924.

In 1925 when the Ford Motor Co. Australia was established, Herbert French urged Dealers to accept Closed Cars and to promote their sales.



Beauty

There is a quiet elegance of appearance about the *Ford Sedan* that attracts or pleases

In any weather, there is no car better suited for family use than the Ford Sedan. For the Theatre, Pictures, Shopping, Social calls, or touring, it affords the utmost in comfort and convenience, freedom from rain or cold, and it serves you dependably and unfailingly.

Ford

The New Fordor Sedan

★ SERPENTINE ★

Air Race



THE CENTENARY CELEBRATION OF AUSTRALIA'S FIRST OFFICIAL AIR RACE

Saturday 21st of March 2020

- TIGER MOTH AIR RACE •
- PAUL BENNET AIRSHOWS •

<https://serpentineairrace.com.au>

Saturday 21st March 2020

Gates open 9am to 5pm

**Loddon Valley Highway,
6km south of Serpentine**



Tickets: \$25pp - under 17 years free

SPECIAL OFFER:

Online ticket sales go into draw for two return flights
Avalon - Sydney
(drawn after Serpentine air race presentation)

Registered 'assistance dogs' welcome
This is a non-smoking and alcohol free event
No pets please



The small village of Serpentine Victoria was selected to be the starting point of Australia's first government sponsored aerial derby (as racing was often referred in that era).

This was the first of numerous to follow around the nation in the early years after WW1.

This event was part of the promotion of the Second Peace Loan to raise funds to pay for the return, repatriation and care of the many soldiers and nurses to settle them back into community way of life after the Great European War.



The crews together just before the race August 27th 1920.

Image - East Loddon Historical Society Inc.
- (Tresise collection)

Beneficiary of this event shall be Legacy. To support their work aiding our defence service personnel return to civilian life

Further inquiries can be directed to
East Loddon Historical Society Inc
Email: elhs@bigpond.com

follow us on Facebook

Ticket bookings: <https://serpentineairrace.com.au>

Eye on the Sky at Serpentine

From the golden age of flying, nigh on one hundred years ago Serpentine, a small village on the Loddon Valley Highway in north central Victoria has a place in the early history of aeroplane derby's, as it was chosen as the starting point of Australia's first official air race, August 27th, 1920. The planes flew to Christ Church, St Kilda, circled the spire and proceeded to the finishing line over the Melbourne Town Hall in Swanston Street. Lt WH Treloar taking line honours in 1 hour 15 minutes, Captain RW McKenzie, 17 seconds later 2nd, with 3rd and 4th place getters arriving 2 minutes later, 8 seconds apart.

A marker recognizing this special event was unveiled in Rudkins Park, Peppercom Way, Serpentine, on Australia Day 1983.

The centenary of Australia's first official air race is being celebrated at Serpentine, Victoria on Saturday

March 21st 2020.

This celebration event 'Wings of Peace' 1920-2020 will have Tiger Moths and other biplanes competing for the coveted 'Serpentine Cup'- an air race in a circuit starting and finishing at Serpentine. The August 1920 Air Derby was the joyous finale for the four aviators, Matheson, McKenzie, Mustard and Treloar, with four mechanics, Bacon, Hankin, Hazlitt and Moss, veterans of the Australian Flying Corp who had been traversing Victoria for the month promoting the latest Commonwealth Government bond sale, the Second Peace Loan. £25 million (pound) raised from Australian based businesses and individuals, was needed to service existing war effort loans, repatriate the war weary service men and women back into civilian life with hospitals, housing, retraining, employment, restructure of industry to peace time work, farming land acquisition to name but a few.

Today's defense service personnel, face the same challenges settling into civilian life. East Loddon Historical Society Inc. are bringing together the local communities to host a family orientated commemorative celebration 'Wings of Peace' 1920-2020' a few kilometres south of the first race site. East Loddon Historical Society Inc. will be supporting Bendigo Legacy with funds raised from the day. Residents of the Shire of East Loddon one hundred years ago also raised enough funds to build a home in Melbourne, for a limbless soldier.

Saturday March 21st 2020 will be filled with aviation action. The 'Serpentine Cup' biplane air race, Paul Bennett Aerobatic stunts, static display of historic and modern airplanes, early century vehicles and other ground based displays and activities.

More stories and pictures and ticket bookings can be found on the Serpentine Air race web site <https://serpentineairrace.com.au>

Minyip Show and Shine

Minyip is one of those small country towns that dot the rural areas of Victoria. It has had its fair share of history and progressed little in the way of modernisation. Many buildings that line the main street are of historical interest, not dissimilar to many small towns with all the necessary facilities to enable a town to function, especially several old double story hotels.

The town's significance is the Royal Flying Doctor's Service and the old television series 'Flying Doctors' was filmed here.

Each year Minyip hosts a show and shine to raise funds to continue the life saving service. The main street becomes a classic car and motorcycle show supported by many stalls of bric-a-brac, food and even a large tent displaying new Harley Davidsons from the dealership in

Horsham.

Lyne and I decided to drive about an hour and half to see the show as it was the local car club's February run, joining about 120 vehicles on display. Show and Shines do not particularly appeal to me as older cars are generally in the minority, however there is always a few cars of interest.

The weather was, as usual for a country summer, hot and eventually the temperature climbed to 35°. Consequently there was no discussion needed we travelled in our air conditioned SUV. It would have been sizzling in the Alvis.

We didn't stay for long leaving after a chat with club folks and enjoying a healthy picnic.

I've shown some of the cars seen at the event. *David*



Model T Ford ute (top) (above) 1927 Buick 27-20X two door coach. Standard ohv 6 cyl, rated 23hp developed 63hp at 2800 rpm. Max stated speed 70mph. This is one of 870 exported from America to the world at a cost of \$1,195US and weighed 3,215lb (1,481kg). 1927 sales slogan 'vibration beyond belief' Restored and owned by Alan & Lavinia Jolley.



A well presented Rugby tourer. 1932 Ford hot rod with a side valve V8 would be the envy of any hot rod enthusiasts. Take a close look at the left photo showing the desperate condition this FJ Holden utility was in before restoration and how it looks now. MGTCs seem to pop up everywhere on rallies in the district.





THE AUSSIE PUB IN THE SCRUB

The Logan Pub was originally named The Avoca Forest Hotel. Positioned on an intersection of the road to Wedderburn, to Kingower and on the Wimmera Highway.

See their web site for a humorous description of the pub and environs.

Sufficient to quote from the body of their text " — with its endless variety of absolutely nothing, represents outstanding paucity of value for the tourist dollar. A shabby scrap of dying history.

So journey to Logan and relive the shocking hardship of those wretched souls who opened up this land for reasons that no historian has ever been able to fathom. — all roads lead to Logan" (*Ed: fortunately all roads also lead from Logan!*)

Each year the proprietor, Keith

Turner, arranges a car show. The show particularly attracts the ferrel breeds of man and machine that despite their dilapidated appearance manage to chug into the precincts of the pub.

Of the vintage period below is Chevrolet tourer lacking a bit of spit and polish, a 1934 Buick in camouflage green, a rust colour, sorry it is rust, Dodge 4 van and Model A Ford that may have been restored and let go to achieve a tired effect. A weird Dodge bus with many 'Munster' accessories entitled "Death Row Express", I would certainly be worried if, as a passenger, as the windows are barred up and the rear access can only be opened from the outside. The door hinges from the bottom and opens like an aircraft door with steps leading to the

place of no return. Shades of Nadia's wardrobe! No doubt the prison authorities would be interested in hiring this bus.

There were some nice cars so my Alvis didn't look too out of place.

Noel Bryce brought his 1927 Capital Chevrolet roadster. He bought and restored it many years ago. His first time out he said brought him luck for life ever after. He took Joy home in it on his first date, They have now been married 55 years. He has a Gogomobile Dart for sale. He had bought it sight unseen for Joy, however unlike the previous owner neither of them can reach the peddles!

A lhd Oldsmobile Holiday 88 is a rare two door model, one of many American imports on show. *. David*



CHEETHAM & BORWICK

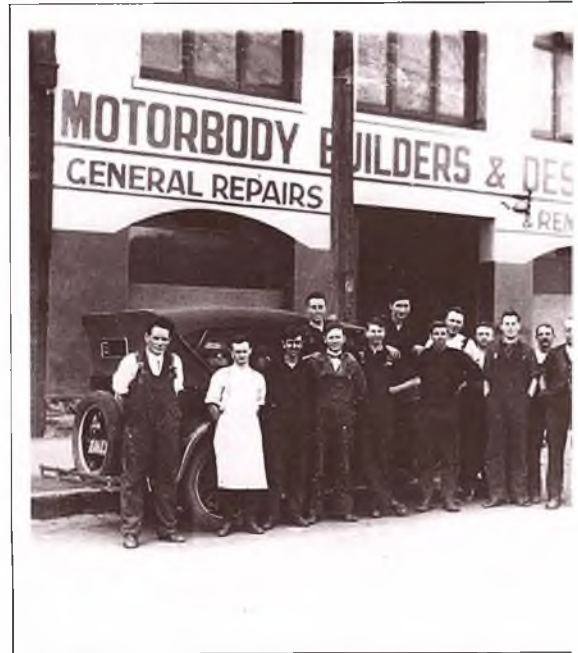
John Cheetham founded the firm of Cheetham & Borwick at the end of the first World War. He was born in Bradford, Yorkshire, in 1885, where his father James Cheetham was proprietor of the family coach building firm.

John Cheetham first started building car bodies in Orr Street, Carlton, moving from there to larger premises in Victoria Street, Carlton. During this time Jack Borwick from the Orkney Islands, Scotland, joined the firm as a partner.

In the early years car bodies were built on Rolls Royce, Delage, Mercedes Benz chassis and later on Armstrong Siddeley chassis. The firm held the agency for Elite chassis.

When mass produced cars began to appear on the road the demand for custom built car bodies declined, so Cheetham & Borwick transferred their attention to buses and commercial vehicles. The firm were pioneers in many ventures including the first double-decked buses to be run in Melbourne.

It was found necessary, because of the construction of these buses, and the increase in size of other vehicles, for Cheetham & Borwick to have more factory space. A factory was built in Cardigan Street, Carlton, and added to over the years. There the business still carries on in the hands of John Cheetham's son, making custom-built vehicles including the occasional Veteran Car restoration.



Cheetham & Borwick in Victoria Street, Carlton, circa 1937. Body building painting and trimming in the Cardigan Street premises.

The original building at 47-49 Cardigan Street, Carlton. The terraced houses on the left were demolished and the bodyworks enlarged.

All photographs in this section supplied by Cheetham & Borwick.

Photographer: Derge



Jim Stringer (UK) is compiling information on Austin 12/4s for a book he is producing. He asked about an Austin that had a Cheetham & Borwick body. I did a little research in the James Flood books of early motoring and found a reference to the body building company.

Reading through I noticed a

mention of the Elite car and asked Graeme Simpson if he knew Cheetham & Borwick was an agent for the model. He responded over the page with more information on the obscure make.

A 1930 Austin 16/6 fabric saloon made by Cheetham & Borwick. It was owned by T Harris, Goorambat, Vic in 1975. (VARA records)



A Little Elite History

Graeme Simpson



Colac: I bought its gearbox and a few other small parts in about 1969.

Many thanks for this David.

There is mystery surrounding the importing and sales agency of the 2 Elite cars that were imported in 1923.

Elitewerke A.G. were the manufacturers, based in Brand-Erbisdorf, a town near Freiberg, Lower Saxony, close to Dresden.

In the (European) Autumn of 1926 they published a list of purchasers (and their addresses) of Elite cars. The 2 cars exported to Australia were sold by the Factory to R F Benson, an importer/exporter based in Collins Street, Melbourne. He also owned a huge estate at Yering, close to Dame Nellie Melba's home. Benson is said to have had close ties with German merchants. About 3 years ago I unexpectedly met John Benson, his grandson, who knew nothing about the Elite cars.

A couple of years ago I trawled

through Trove, the NLA website, searching 'Elite'. I attach the results of that as a chronological sequence, for your full information. It's very much a work in progress.

From that, we see that the 2 chassis arrived in July 1923. Our car bears a plate 'Baujahr 1923'. The advertised sales agents were Freeman & Co of Russell Street.

It is certainly possible that Cheetham & Borwick, having built the bodies, and / or R F Benson might have had a place in the saga as the Australian Concessionaires. I don't know of any prior or subsequent relationship (s) between Benson, C&B, Freeman, or possibly even the enigmatic Otto Schmidt, associated with Freeman.

There's a good history of our 12/40 in Trove, and a lesser amount for the 18/55 (Not 18/70, as I'd thought it to have been). I know that the latter ended its days near

In about 1964 I bought a couple of Bosch Path Lights off a Benz near Euroa, which had a C&B body. Peter Shepard has a very nice Alfa-Romeo RLN of 1923, also with a C&B body, very similar to our Elite 12/40.

I remember C&B 9-passenger rear-entry buses on small International chassis running around Moonee Ponds in the late 1940s. I think C&B ended up out near Preston in the 1980s.

I have yet to visit the farm near Colac whence I bought the gearbox: probably nothing there, but one must chase all the leads, even 50-year-old ones.

Congratulations on a champion issue of CM22 It just keeps getting better.

The Argus Sat 14 Jul 1923

Be Sure to Inspect at the Motor Show

THE ELITE

1923 Model Four and Six Cylinder
MOTOR CHASSIS

The Latest Continental Production Just Landed

For all information apply at Stand or to
The Sole Agents for Australasia.

Freeman & Co. Pty. Ltd.,
46-52 Russell St. . . . Melbourne

Elitewerke A G published their historical list of buyers in the Autumn of 1926: this shows R F Benson as the buyer of the 12/40 #1131 and 18/55 #1218. Letter from Cheetham & Borwick (1963) suggests that one of the 2 was sold (By whom? Freeman, C&B??) to R F Benson, Corahynn, Yering, the other possibly to Mr Redmond, of Redmond, Inglis, printers of cnr Therry & Victoria Sts., across the street from Cheetham & Borwick. But Benson appears nowhere in 'Trove' in connection with Elite. Freeman & Co had an employee Schmidt, credited with many German trade connections. Were Benson & Schmidt connected?

An Australian source ('Wheels in Victoria' by HH Paynting - Flood's) indicated Cheetham & Borwick were the agents; this is quite doubtful. However they or Benson could have held the Concession for Australia.

Freeman's business had been mainly in furs, and alcohol, as importers & traders.

The Age Tue 31 Aug 1920: a robbery of furs reported from Freeman & Co P/L of 154 Little Collins St.

The Age Wed 16 Jan 1924: attempted robbery at Freeman & Co. Russell St.

The Age Mon 18 May 1925 City fire reported at Freeman & Co. Manufacturing Furriers and Importers.

The Age, Sat 11 Sep 1926: Freeman & Co and Albert Otto Schmidt (a minor shareholder & employee with some German trade agencies) were convicted of evading dumping duties on their importation of perfumes and other goods. Directors were R Leonard Gibson Freeman (Brighton North) and Simeon Barnett Diamond (Gardenvale)

The Argus Sat 22 Sept 1923 P25

THEY HAVE ARRIVED.

THE ELITE

1923 4 and 6 Cylinder Models 1923

And Can be Inspected at
Stand No. 7

of the New Motor Pavilion at the Royal Agricultural Show.

Main Entrance, Opposite the NEW INDUSTRIAL HALL.

THE ELITE

IS
THE LATEST CONTINENTAL PRODUCTION
THE GENTLEMAN'S CAR.
THE CAR FOR THE CONNOISSEUR.

It is a Combination of
QUALITY, EFFICIENCY, SPEED, DURABILITY
and PERFECT APPEARANCE, a Car well
looking at and a Car Worth Owning.

Don't miss the opportunity to inspect it,
shall be glad to demonstrate it to you.

See Agents in Melbourne.

FREEMAN & CO. Pty. Ltd.
46-52 Russell Street, Melbourne.

See Them at the Show

Elite

18-40 h.p. 4-Cylinder. 27-55 h.p. 6-Cylinder.

MOTOR-CARS

THE LAST WORD IN CONTINENTAL CARS.

1923 Model
COMPLETE IN EVERY DETAIL.

Stand No. 7 MOTOR PAVILION,
Opposite the New Industrial Hall.

SOLE AUSTRALASIAN AGENTS,
FREEMAN & CO. PTY. LTD.,
46-52 RUSSELL STREET, MELBOURNE.

The Argus, Thu 27 Sept 1923 P16

Interesting that the cars are here referred to not as 12/40 and 18/55, but as 18/40 and 27/55, reflecting the RAC horsepower rating formula.

The Argus, Tue 25 Sep 1923 P8

MOTORING

Motors at the Show, G R Broadbent (Royal Agricultural Show)

... and the Elite car, with its handsome bodywork, by Messrs Freeman and Co....

The Argus, Sat 13 Oct 1923, P12

ELITE 4 Cylinder, £750; 6 Cylinder, £850.

ELITE 4 Cylinder, £950; 6 Cylinder, £1075.

ELITE FREEMAN AND CO PTY. LTD.

ELITE 46-52 Russell St., Melbourne.

Price comparisons:

New Stutz cost £1200: sell @ 3000 miles £775.

New Panhard et Levassor 10-HP chassis £375

New Ansaldo complete £595

New Dodge Brothers touring: £380

New 7-str Hudson: £635

SUPERIOR Tiled Bungalow, new, 5 large r., leadlight double doors, windows, wire doors and windows, porcelain bath and basin, asphalt paths, motor entrance; nice garden, lawn, 50ft x130ft: minute Hawthorn, Glenhuntly rd. trams; bargain. £1130. Owner, Homleigh, Briggs st., Caulfield.

The Argus, Tue 16 & Tue 30 Oct 1923 P3

This photo is possibly of a German car: Both Australian cars had nickel-plated radiator shells, raked Vee wind-screens and hoods different from this pic.

Also possible (but doubtful) that this body had been fitted before the Cheetham & Borwick body

Pilsener Lager

The Age, Sat 20 Dec 1924 P5, Advertising - Lost & Found

LOST, Wheel Cap, off Elite car. Reward. Frederick Jacobs. 487 King-st., city.

The Argus, Tue 23 Dec 1924, P20, Classified Advertising

GENTLEMEN's Touring Car, free Xmas, will make small or extended Tours with refined party; terms reasonable. Elite, Argus.

Possibly one or the other Elite, apparently proving difficult to sell?

The Age, The Argus Mon 1 Aug 1927 P2 Advertising 'Bicycles and Motors'

Auction 'Without Reserve' Tuesday next ELITE 7-passenger 'Sedan' added 2 Aug 1927 (???) but not in the concurrent column advert. A Furphy, or was there really a sedan? This does not seem probable.

Motor Auctions and Sales Pty Ltd

218-230 Exhibition st. Op. His Majesty's. Tel 6272-3-4

also:

ELITE. 7 pass., latest model, electric light and starter, magnificent order. Without reserve

Tomorrow at 1.30 p.m. MOTOR AUCTIONS,

218-230 Exhibition St.

This must be 1131; it's believed that the 18/55 1218 was a 5-seater.

The Argus Sat 29 Sep 1928 P5 In the Papers

IN THE PAPERS

THE German motor-car and motor-cycle works are suffering under foreign competition, the latter especially from the competition of English cycles and the former from that of American cars. It is announced that the Opel Company has temporarily stopped the production of cars and lorries in the Elite Diamant Works. The Opel's production of cars at present is given at 200 daily, whereas the capacity of the factory is 500, and the cycle works are said to be occupied only to a quarter of their capacity of 5,000 machines daily. On the other hand the export of German motor agricultural machinery, especially ploughs, is developing satisfactorily.

Geelong Advertiser Thu 29 Nov 1928 P7 Advertising: Lost, Found:

LOST, Wheel Cap, Elite, between Geelong and Bannockburn. Reward Bennett's Garage.

The Horsham Times Tue 25 Dec 1928 P3 Advertising:

LOST, between Stawell and Horsham: Wheel Cap of an Elite Motor Car. Reward on returning to YOUNG BROS.

HORSHAM.

The Age, Wed 19 Mar 1930 P3 Advertising

ELITE Car, large, roomy. 5-passenger tourer, privately owned and driven, In first class order, low mileage; owner leaving for abroad; price right. Cheetham & Borwick, 106 Victoria-st., Carlton.

Must be the 6-cyl 18/55 - 5 passenger; Who was the owner? R F Benson or perhaps Mr Cheetham? Or Mr Mackie, (Mackie Engineers, just across Victoria Street) mentioned in letter from C&B, 1965

The Age, Sat 7 Apr 1934 P9, Advertising

ELITE. — Wanted, Crown Wheel and Pinion for Elite car, 4-cylinder. State price and particulars to P.O. Box 42. Dandenong.

Must be 1131. The crown wheel & pinion set in 1131 was assumed original when dismantled in The Philippines 1978. All factory stamped 74:17- 4.63:1. But possible that it could have been transplanted from the 18/55 which might have used 64/15 - 4.27. Noted that 1131's odometer reads ~ 10% fast: the possible 'taller' cw&p set would make the speedo read slower Also possible that new spares might have been sourced from the factory, still in operation until at least 2005. Hans -Dieter Vorsatz had a new cw&p set made for his 18/70 sometime between 1965 when he bought that car, and 2001 when we visited him.

The Age, Sat 10 Oct 1936 P14, Advertising

CHASSIS, Elite, well shod, reg., 4 forward gears, fine truck; £30. Anderson, 32 David Rd, Hampton.

Presumed 1218 18/55 6-cyl. Advertised as a chassis - body presumed to have been discarded. This is a private home.

The Age, Fri 26 Nov 1937 P2 Advertising

Wanted, crown Wheel for Elite Car; urgent. Ring Engineer, F2601. City > Richmond area?

1131 again, or 1218?

The Age Sat 12 Jun 1943 P12 Advertising

ELITE 4-cyl. 17 h.p. 8-seater Tourer, faultless mechanical order throughout, well shod, W.B. wheels, reg., new battery, good appearance, excellent performance, 20 m.p.g.; any trial; see this for £45. 23 Caroline St. Clifton Hill.

Certainly 1131, by now converted to well-base rims; was this the home of the 'fastidious Austrian owner' previous to Reg B May? We know that RBM used 1131 at his wedding in 1951. He was born in ~ 1922, died 1962 aged 39. Son Chris May was born in 1953.

The Zenith of Continental Car Production

"ELITE" MOTOR-CARS



The Finest Value in Fine Cars

With an exceptionally long wheel base, a roomy body of exceedingly graceful lines, the "Elite" car commands instant admiration. Meeting every requirement of speed, comfort, and durability it is ideal for family use—and a particularly attractive proposition for hire work. Superior in construction and equipment—the "Elite" can be driven and maintained with a minimum of trouble and expense.

<p>4 Cylinder 18 40 h.p. Wheel Base 11ft. 6in. Price - - - £750</p> <p>Four-door chassis, complete with all accessories, six wheels, wire wheels, spare with Piretine and tyre.</p> <p>Car Complete - - - £975</p>	<p>CARS ON VIEW AT MILBURN'S MOTOR PARK, 500 COLLIER ST., CITY, Near Spicers Bl.</p>	<p>6 Cylinder 27 55 h.p. Wheel Base 12ft. 2 1/2 in. Price - - - £850</p> <p>Six-door chassis, complete with all accessories and six wheels, wire wheels, spare with Piretine and tyre.</p> <p>Car Complete - - - £1075</p>
---	--	---

AGENTS WANTED ALL TOWNS. SEND FOR CATALOGUE

SOLE AUSTRALASIAN AGENTS:

FREEMAN & CO. Pty. Ltd.

46-52 RUSSELL STREET MELBOURNE.

SPEED, RELIABILITY, COMFORT

The Argus Wed 9 Jan 1924 P18 Advertising:

Freeman & Co 46 Russell St Melbourne are sole Australian agents for Holsten

Rochet-Schneider

When I receive many magazines and newsletters from different car clubs I am always on the lookout for odd vehicles. This photo was seen in the Vintage Car Club of Queensland's excellent 'The Vintage Car' newsletter compiled by Brian McMillan.

It is clearly a somewhat maligned special based on a vintage chassis of a rare French car, Rochet-Schneider. Contributors to the newsletter believe it had some connection with the Harts of the Warwick Gliding Club. It was bought from a backyard in Warwick by Reg Stonnard in about the 1970s. Restoration was started and some original beaded edge wheels were bought from France. It is believed the car is still in Corinda and little has been done since.

Checking the 'Motor Trade Directory of Australia 1925-26' shows the Rochet-Schneider dealer to be Stewart Ltd, 156 Castlereagh Street, Sydney.

A Little History on the Rochet-Schneider

The firm of Rochet-Schneider (Lyons, France) has no connection with the Th. Schneider Company.

Early cars were copied and improved versions from successful designs from other brands until they created their own original cars of various sizes with side valve engines prior to the first World War.

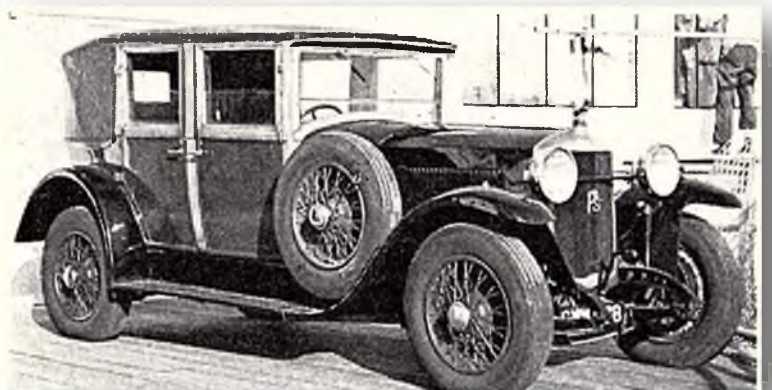
After WWI Rochet-Schneider produced a series of side valve touring cars. After 1923 the company changed to overhead valve engines. Their unusual feature was a combustion chamber so designed that no valve could drop down in the event of a breakage and an engine-driven tyre pump fitted beside the gearbox.

By 1929 they had four 4cyl and a six cyl model with ohv. They also made commercial vehicles. The last new model was the 26CV, a 5.4 litre ohv six with dual ignition and servo brakes. With wire wheels and elegant coachwork which was marketed with the 21CV six that lasted until Rochet-Schneider abandoned private car production. Commercial vehicles were made until 1951, when the company was taken over by Berliet.

The Rochet-Schneider was made under licence in its early days by four firms: Nagant and FN in Belgium, Florentia in Italy and Martini in Switzerland. *David*



A further check with the 'Complete List of Motor Vehicles' (Vic Police to 1956) its lists only one model. The 1925 4cyl. (bore 80mmx stroke 130mm) 15hp that weighed 30½cwt. Engine number prefix AE, AY, AO, AU, AO-20, A015 & A025.



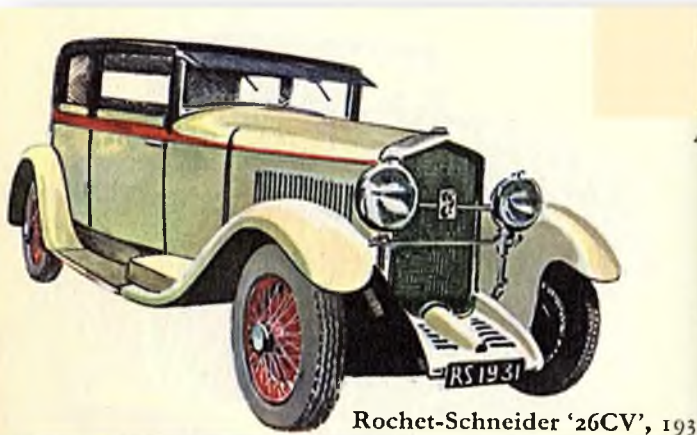
1924 4 litre Saloon, coachwork by Million-Guiet

Year: 1920. Maker's H.P.: 12. R.A.C. Rating: 15.9 h.p. Number of Cylinders: 4. Bore and Stroke: 80×130 mm. Engine Capacity: 2.6 litres. Valves: side. Wheelbase: 9' 11". Forward Speeds: 4. Final Drive Ratio: 4.4 to 1. Tyres: 820×120.

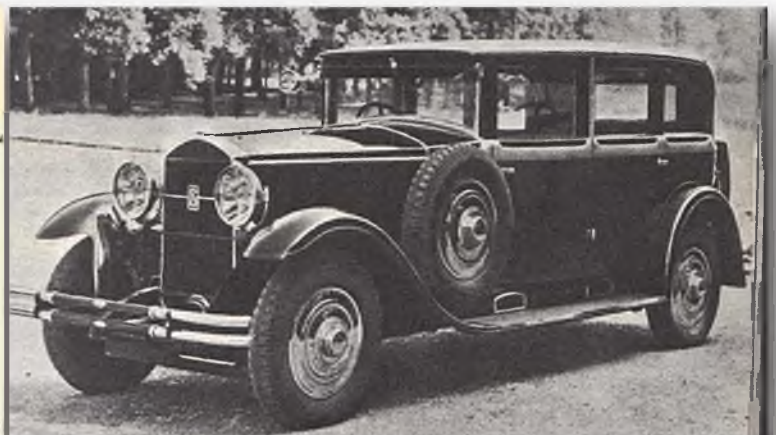
Year: 1920. Maker's H.P.: 18. R.A.C. Rating: 22.4 h.p. Number of Cylinders: 4. Bore and Stroke: 95×140 mm. Engine Capacity: 4 litres. Valves: side. Wheelbase: 11' 10". Forward Speeds: 4. Final Drive Ratio: 4.15 to 1. Tyres: 880×120.

Year: 1920. Maker's H.P.: 30. R.A.C. Rating: 37.2 h.p. Number of Cylinders: 6. Bore and Stroke: 100×130 mm. Engine Capacity: 6.1 litres. Valves: side. Wheelbase: 12' 3½". Forward Speeds: 4. Final Drive Ratio: 3.9 to 1. Tyres: 895×135.

The above from the 'Vintage Motor Car Pocket Book'



Rochet-Schneider '26CV', 1931



1931 Rochet-Schneider 26CV 5.4 litre saloon

A Post-War II Entrepreneur

Life Story of Archie Marshall

DAY TWO IN AFRICA

Last month I wrote about the day I arrived in Ghana West Africa accompanied by my tyre dealer friend Mac.

On the second day Mac had business meetings with Kwame, his customer for many years and as I was not a party to his business affairs, I asked to be excused and decided to spend the day looking around Kwame's yard and generally finding out all about life in Accra.

The tyre business Kwame was running seemed to consist of selling used tyres to all and sundry and there seemed to be buyers for tyres in almost any condition.



One section of the yard was engaged in fitting near new tyres to various vehicles after which the owners would drive them away returning some time later for the new tyres to be removed and the original tyres re-fitted. I was greatly puzzled by this apparent waste of time, until one of the men explained to me that the vehicles were due for Police inspection periodically and the owners were simply hiring the near new tyres for the time it took the vehicle to go through the inspection, on completion of which, the old ones went back on!

Later in the day I was taken to see the procedure of collecting goods from the 'Port Authority and Customs'.

A shipment of tyres had arrived that day and I was lucky enough to witness the unloading and clearance through Customs.

The first surprise was to discover that there was no Wharf at Accra, all goods had to be unloaded over the side of moored ships into surfboats which were then raced through the surf by a number

of men with paddles onto the beach after which they were carried on the heads of laborers into the Customs shed.

My next surprise was to discover that the Customs Import documents were always signed blank with no values disclosed. The importer then had to argue with the Customs men and after suitable bribes had been agreed; a value was inserted on which duty was paid. It all looked very fishy to me but I was assured that it was the only possible way to get any business done in Accra or anywhere else in West Africa for that matter. Apparently the correct price was always paid in cash in UK before the goods were shipped and I was assured that it never failed!

One place I was taken to which greatly interested me was Christianborg Castle which was previously used to hold slaves awaiting shipment to the Caribbean and America. I saw the neck and foot chains in which captives were marched hundreds of miles through the bush from the interior, often carrying headloads.

My yard in Manchester was on the bank of the canal which ships used to carry goods from the factories of Lancashire to the port of Liverpool, this canal had been built to service the slave trade as goods made in the Manchester area were taken to West Africa where they were exchanged for slaves who were then transported to the buyers, the ships then

returning to Liverpool with cargoes of sugar, cotton, rum and so on.

The sad fact was that the slave trade was the lifeblood of British industry of 16/17th Century. Ninety percent of negro slaves being carried in British ships, mostly from Liverpool. I shuddered when I looked around me and saw the smiling faces of the natives who were descended from the survivors of that vile trade which had been the basis of the American and Caribbean Negro population. At that moment, I was not very proud of being an Englishman.

Anyway, I was there on business so I put slavery out of my mind and spent the rest of the day exploring the street markets and all the other sights of Accra after which it was time for me to contact my customer in Lagos Nigeria and arrange my flight there.

Transport in Accra was a mixture of large modern heavy trucks owned mostly by Arab Companies and ramshackle vehicles of every description owned by Africans

Passenger transport was either by

taxis, mainly Morris Minors, or by "Mammy Wagons" which were light trucks with a home built wooden body going back from the windscreen to the rear section on which were timber benches for the passengers to sit. At the back was an open door with a couple of steps to alight and board. On the front of every Mammy Wagon, over the windscreen, was a large sign, "GOD IS LOVE" or "MONEY TALKS" or some other such thing. A large roof rack carried baggage of every description, crates of vegetables or fruit, sometimes cages full of chickens for the market. The passengers sat on wooden benches in the back, usually without any form of padding. Hundreds, even thousands of miles were traveled in this manner; passengers packed like sardines in a tin! With temperatures well over 40°C and the fact that the only speed was top speed, overheating was common place as only standard radiators were fitted.

Most of these trucks at the time were Bedford with the usual petrol engine fitted to the British Army vehicles, which I was selling in UK. The big difference being that the Army trucks were fitted with a large wide radiator for desert use which would work wonders for these Mammy Wagons. I could see good trade opportunities. In UK many owners of trucks were fitting Diesel engines to their trucks in place of the petrol, whereas in Africa the reverse seemed to be the case. The reason being that African drivers were well able to do simple maintenance to petrol engines, diesels were quite beyond most of them. If they had problems with fuel quality or even air in the system, they invariably pulled out the injectors and rubbed the tip on the nearest rock to "clean it". Next step was to pull out the diesel engine and fit petrol! I could see plenty of chance to make money out of that!

The Morris Minor taxis were mainly for town running and the fare for Africans was sixpence to go anywhere in the city. Europeans always had to pay more but they usually insisted on having the taxi to themselves, whereas Africans shared with others and often a goat or a pig or a bundle of chickens!

Due to constant overloading, the springs were next to useless and the back axle always made a grinding noise. Padding to the rear seat was long gone and every bump in the road added another bruise to passengers' backside!

Religious symbols always hung from the driving mirror and a "mortgage notice" was usually fixed to the dashboard.

The driver's arm inevitably hung out the window for the dual purpose of banging on the door and waving to passers by. Use of the horn was continuous even if the street was empty!

After a couple more days in Accra it was time for my friend Mac to return to Manchester and for me to go to Nigeria so we parted company and went our separate ways. Next month I will tell you about Nigeria.

Bits & Pieces

Ken Trethewey Recalls

I have just come across your magazine via the Vintage Drivers Club website and would like to say what an excellent and informative publication it is. I loved seeing your early photos and remember many of the vehicles, cars and people mentioned from my childhood.

My father Gerry Trethewey was an early member of the club and a foundation member of the offshoot club, the Veteran and Vintage Motorcycle Club of Victoria. I recollect going to many of the rallies from about 1960 (when I was five) until 1967 when we left Melbourne. My father had a selection of vehicles and we housed many others in our large back yard in Footscray. In that period dad had three Model T Fords, a 1922 truck, a 1924 tourer and a 1927 roadster, a 1912 Triumph with wicker sidecar, a 1913 Balmain Precision and a 1914 2.5hp flat twin Indian. All these were sold over the years, primarily due to droughts.

I do not have a vintage or veteran car but would love a 1920s tourer of some type if one is ever available within my means. I do have a very original 1934 Morris 25 with Ruskin body, a restored 1951 MkVII Jaguar and a restored 1956 XK 140 FHC, all regularly driven on historic registration. I am now 75% through restoring another 1951 Mk VII.

I scanned the few photos of the Triumph and sidecar, taken in about 1960. Dad won a best restoration of a bike award in about 1960 for the Triumph. Unfortunately, I no longer have the plaque to get the detail. I am not aware of whether there was another club but all the people I remember were in the VDC and/or the Veteran and Vintage Motorcycle Club started in the early 60s.

Dad was good friends with Lindsay Reid and I remember going out to Essendon airport and being shown around the workshops and through and over what was then a new Boeing 707 by him. I remember that Lindsay Reid's Triumph was a few years later than ours and the wicker chair was a different design. (Ed: I mentioned to Ken that my father worked for TAA and knew Lindsay Reid from his work) I think ours was sold to a fellow called Laurie Wynott? in Adelaide in about 1968.

My Dad worked for the gas company and knew a lot of people in the club from involvement in the Williamstown naval dockyards during WWII.

1966/7 would have been his last year before we left Melbourne and we had been attending rallies and meeting for many years before that so I assume he was a member then as well.

1912 Triumph and wicker sidecar. The Triumph was pedal assist as it did not have the power to push the sidecar and passenger up a steep hill. It gave my Dad a hernia in 1959 and then another that nearly killed him in the Pentland Hills on a rally out to Ballarat in about 1964. Taken in

Footscray about 1960.

Ken
(Cootamundra
NSW 2590)

(above) Gerry
Trethewey in
Footscray



(1960) with his 1912 Triumph motor cycle and wicker sidecar.

Lindsay Reid's 1915 Triumph motor cycle with wicker basket on the 1961 Melbourne to Queenscliff Veteran Car Rally

Proudly presented by
The Austin Seven Club in association with the HMRAV

HISTORIC WINTON

29th - 31st May 2020
Historic Cars, Motorbikes and Sidecars

Huge Transport Themed Heritage Display

Tickets available online now

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria

A Few Local Car Shows

Natte Yallock, a tiny rural area, will hold the 6th 'Motor de Pyrenees', on (Sunday) **March 15th 2020**. It is a fund raiser for local charities so entry is \$5 per vehicle. This year will feature 1950's vehicles. Contact 0409 541 610 for details.

Rheola Charity Carnival Easter Monday 15th April 2020. 150th Anniversary. Huge number of activities including many rural pursuits, horse events, clay pigeon shooting, wood chopping, sheep shearing, dogs rounding up sheep, vintage tractor pull and of course a display of about 80 classic cars from around the district.

National Motoring Day Federation Picnic 17th May 2020, this year held at Echuca. All Federation member clubs are welcome. Lyne and I would like to take our Alvis out that day but the distance is too far for us so anyone not going and would like to join us, we are motoring by Alvis to St Arnaud for lunch at the Dabbling Duck Restaurant.

National Tractor Trek Rally is being held at Wedderburn on **October 2nd, 3rd and 4th October 2020**. Being a National event over 200 tractors will be converging on the town. Most trekkers camp at the engine club grounds over the weekend. See web site wedderbumengineclub.com.au

Bits & Pieces

Hi David, Thanks for your great

magazine. Just a comment on a statement made in the article on the Austin Atlantic "unheard of hydraulically operated hood and windows".

Buick Convertibles from 1942 onwards had hydraulically powered windows, hood and seat.

Dennis Healy

Old VDC Member

There are probably very few VDC members active in the 1960s and 1970s that would know the name Peter Norman who was a VDC member in Wedderburn. Along with several other enthusiasts in the area he was involved early in the formation of the local North Central Vintage Car Club. Peter restored a Dodge 6 acquired from a local farm and later a Chevrolet sedan. He currently has a 1950 and 1960's Humber Snipes.

When we first met Peter he was on fourteen community committees, however due to health issues he has drastically reduced his community activities. In recognition of his services to the community he was awarded the Loddon Shire's Citizen of the Year. He has always been on the car club committee. The club added to his surprise presentation by attending in our classic cars, which he really appreciated. Older VDC members may recognise the Buick as it was Dick Beechy's before Alan Esmore acquired it.

and parts lists for free I took the opportunity to send away for it. Red Triangle provider of excellent quality service and source of new parts. Within a week when I ordered some gaskets I received them in the mail. When we have been to the UK we have been so impressed with the excellent publications available at historic homes and castles. Keeping within this splendid UK quality the Red Triangle catalogue has been beautifully produced and at a cost of £14.50p postage, they obviously hope that Alvis owners will be purchasing a heap of parts.

In recent years Alvis has begun a continuation series of the pre-war 4.3 litre Alvis built to exacting standards of the originals. If you won Tatts you can buy a brand new Alvis in the following beautiful body styles: Lancefield, Vanden Plas and Bertalli saloon. At the back of the book is a list of all models produced and their production numbers. Surviving cars are listed showing 22.7% of all 21,250 Alvis's produced have survived. The final TF21 made in 1966 - of these 96% survive.



very excited having the vintage car.

Correction

Hi David, I offer a small correction from the pics from your archive at the end of my article.

You mention 'Droit' wheels. I think that the bad light and dirt had confused you. Certainly the wheel caps on the right hand side of the car bear the word 'Droit' - French for 'right'. The left hand side nuts bear the word 'Gauche' - left. The wheels are Rudge-Whitworth 52s.

Graeme Simpson

(Ed: I have to confess I failed High School third form French! My mark of 33% just didn't quite cut it!)

AHA

The Automotive Historians Australia advises that following the recent announcement by General Motors that it is closing down its Australia operations, the committee has been considering ways in which AHA might lend its voice to efforts to protect and curate Holden's archival material and preserve something of the architectural legacy of Australian manufacturing. Their President, Norm

Darwin, is pursuing those issues. They also advise of the flyer (see page 6) of a forthcoming event. Geelong Inventions: Past and Future. Norm Darwin will be attending.

Further information on the AHA contact Secretary, Tony Lupton Email: tonylupton10@gmail.com



Alvis Catalogue

My Alvis may be an obscure make that is not as common as Holden's of its period but surprisingly a company called 'Red Triangle' in the UK have a vast quantity of parts to maintain Alvis's that have survived. When an offer by Email to forward a catalogue about the company

Essex

The late Lance Elliot left his family a shed of vintage Essex's a few years ago. Joan Elliot, seated in the above car, was driven to the annual dinner in one Essex that has been acquired by Arnold Bond, a collector in St Arnaud. Arnold has just finished restoring a huge Mac truck and is

Bits & Pieces

<http://motos-of-war.ru> Alexandra Maslova <aka.maslova@gmail.com>

Greetings from the motorcycle museum Motorworld by V. Sheyanov

Our museum has a large collection of vintage motorcycles of the 30s-40s. We try to preserve the authenticity of our motorcycles and today we are faced with the problem of the lack of reliable written sources of information for which we could rely on when restoring some of the exhibits of the collection. Therefore, we would really appreciate if you'd share any information regarding the Mercier 1939 Moto Chenille, Rene Gillet G 1000, Rene Gillet H 350, Rene Gillet L 1000, Gilera Marte 1942 sidecar, Gilera Marte (civilian), Gilera Mercurio (trike), Moto Guzzi 600U, Crocker Small Tank, Daihatsu SB-7, HMC 1500cc, Kurogane fire trike, Kurogane trike, Kurogane Type 95 (military), Kurogane Type 95 (civilian), Rikuo Type 97, Sarolea 38H, FN T-8 (Tricar), Windhoff 750, Bucker 1000cc, Horex S8, Imperia



Sport 500, O.D. T100, Standard BT1000, Tomax 1000cc, Husqvarna 120 SV, Monark M42, Motosacoche 720, Universal A1000 motorcycles, such as the *original parts catalogues*, operating instructions, photographs or blueprints that we could purchase or copy and please let us know about any other ways we can get this information. Thank you for your time! We hope to hear from you soon.



(left) Brough Superior

Eco Motors Company Ltd.

OFFICES: 456 CHANCERY LANE, MELBOURNE.
Works and Sidings: Oakleigh, Victoria.

Manufacturers

Motor Cars

Taxi Cabs

Delivery Vans

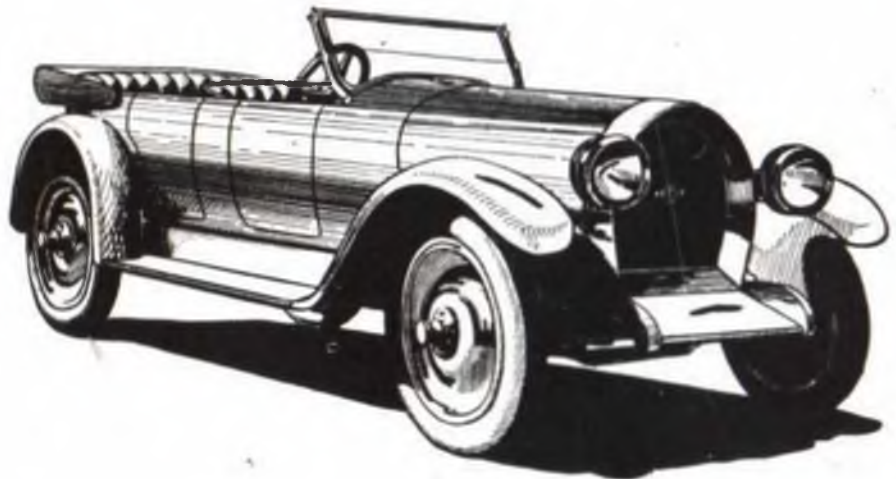
NOMINAL CAPITAL: £300,000.

Managing Director and Engineer in Chief:
G. HAMILTON-GRAPES, A.M.I.A.E. and
M.S.A.E.

Agencies for Australia and New Zealand
Invited

Specifications and Terms on Application.

Application for purchase of Shares in Capital of Company now being received. Forms and information may be obtained at Company's Office.



The Eco Car, 35 m.p.g. guarantee, uses heavy fuels, specially designed and built in Australia, will shortly be placed on the Australasian Markets.

Bits & Pieces

Unusual Body



Per Westerberg from Stockholm, Sweden wanted to get in touch with the Esmores, since he has in his possession a 1910 Brasier carrying a body similar to that of their 1911 Berliet. I forwarded his Email to Alan whose 1911 Berliet 15hp has a similar sporting torpedo styled body.

A friend of Alan's heard an engine in the bush and found the farmer's saw bench was powered by the Berliet engine complete with radiator. Letters were exchanged with Maurice Berliet Association and over nineteen years of collecting and a few years of restoring the Berliet materialised into a distinctive and rare veteran car.



Fiat 1400A



Roger Beattie (Fiat enthusiast) reports that he has just visited Whorouly (near Wangaratta, Vic) to procure a 1954 Fiat 1400A from the original family. It had spent 40 years in the shed.



Wanted for 1924 Oldsmobile

Wanted for a 1924 Oldsmobile , from 1924 to 1927 2 head lights and a full set of dash board gauges, from 1924 to 1927, amp gauge, oil pressure gauge and speedo, I also need a radiator cap, 2 1924 24 inch rims, and or with wheels 4 grease hubcaps, I also need for a 1924 Oldsmobile tourer , between 1924 to 1927, the front and rear complete seats or the four seat spring cushions , or the four seats or four spring cushions of another brand of car of the same era. For a 1924 Willys Overland, from 1924 to 1927 a starter motor.

Peter Burch Email pbe74775@bigpond.com



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



1939 Willys sedan outside Flemington Bridge Motors (18/07/65) For sale at £9.10.00 It was later removed. As there was not a lot of interest in pre-war American cars then chances are it went for scrap. A guy called Mike who lived in Cardinal Road, Glenroy, (the sealed road end of the street we lived) collected this Model T Ford truck to restore, phone no. WX7579 on side. My father, who often accompanied me in my Austin 12/4, especially before I was old enough for a car licence, is scratching his head wondering where he will start. As far as I know nothing came of his plans. (19.05.65) 1931 Improved Model A Ford sedan was owned by a local minister's son, Wheatsheaf Road, Glenroy. The engine had been recently overhauled. (04/07/65) Unfortunately an FJ Holden hit it in Snell Grove, Glenroy. The result was a bent chassis and badly damaged lhs panels which rendered it beyond repair. The young guy escaped unharmed. (25/07/65) In 1966 this Dodge 4 tourer was outside a BP petrol station in Bulla. The garage proprietor said it was in for a new head gasket.