

# Country Motor

## *Australia*



**Issue 26**

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

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



Iain Ross's Bristol 400

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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# Country Motor Australia

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## Editor's Entries

*Welcome to the twenty sixth edition of Country Motor*

I have just about exhausted  
all the stories sent in by readers,  
now its your turn to send a story on  
your experiences or old cars you  
own. The magazine is very popular  
because it is written by everyday  
enthusiasts not professional writers.  
If the text is a bit rough I'll edit the  
story to make it more readable.

I spend half my time when  
working on the magazine  
responding to Emails. It is great to  
hear from people and I encourage  
everyone to contribute to the  
magazine's varied content.

As usual this issue has a  
variety of stories. Busy Iain Ross,  
wears many hats being on commit-  
tees of the Bristol Owners Club,  
Vintage Drivers Club and Associa-  
tion of Motoring Clubs. He has  
nearly finished his second Bristol  
400 coupe, which looks so magnifi-  
cent it would be a shame to get it  
winter-weather dirty.

Bruce Strong from NZ  
provided a story on the restoration  
of a 1948 Dodge and brief descrip-  
tion of Dodge history.

Dick Uncles has been on  
the vintage scene for decades and  
talks about his interest in Fiats.

The final discussion on  
Australian inventors by Norm  
Darwin shows Australians were as  
good as any other country on early  
motoring technology.

An item from UK enthusi-  
ast Mike Jones talks about the Bean  
car. Followed by another English  
reader who has story on his Austin  
Cambridge. Yes, 'Country Motor  
Australia' sure gets around!

Pre-war Steyrs are very thin  
on the ground. Queenslander Geoff  
Moran provides a story on the  
model 55.

I hope you are not getting  
bored with Archie Marshall's story  
of his life as there are many more  
instalments to go. It's an intriguing  
story with many twists and turns.

Finally a story I wrote for  
my records in 1966 of the Rob Roy  
Hill Climb. Anyone who was  
around in those days will know  
many of the drivers and cars.

Happy Motoring, *David*





Chassis no 400/137

A History by Iain Ross

Club Express

The adventures with this particular vehicle started on 18th January 1965. I was 22 years old at the time and had developed a passion for the Bristol 400 whilst still a schoolboy. I used to see the former racing driver and Ferrari agent Bill Lowe driving to work in his immaculate cream type 400.

That was enough to light the spark. As soon as I had sufficient funds the search started for a suitable, affordable example. At that time it was not uncommon to see the odd Bristol in a used car yard, in fact I really upset one dealer who escorted me off the premises for in his words offering a ridiculous amount for the 400 he had for sale.

After some time, I discovered 137 at a house in Caulfield in the care of a member of the local Vintage Sports Car Club. Unbeknown to this callow youth, the car had experienced a hard life, it was literally on its last legs, this process was soon to be accentuated by the enthusiastic driving of its new 22 year old owner. It was still able to motor along

I got my first speeding ticket in it, but soon it failed to proceed. About this time as Bristol's were all but unknown it was decided it would be a good idea to locate some other Bristol owners and the idea of a club was floated. Amazingly a number of owners thought the idea of a club was good, and very soon a meeting of owners was held in my parent's lounge room and the rest as they say is history. 137 is a very early example and it is thought that it was the Commonwealth Motors demonstrator.

Equipped with the single compound carburettor when purchased, it was a drab battleship grey. If it was the demonstrator, it was pictured extensively in Commonwealth Motors advertising. It appeared for many months in Australian Motorsport and in other publications.

Initially registered Vic LE 589 its first owner was a Port Melbourne butcher Francis Ballis and its registration at that time was UL 993. Between 1951 and 1962 the vehicle had ten different owners.

Some came from a motoring background. Max Cobb in 1957 was prominent in the vintage car movement, and later Warren Bonning who was an Austin Seven enthusiast. He suggested that it was the most dangerous car he had owned, even with his aero engine racing special in mind!

So why so many owners in its first ten years? One has to assume that it must have had problems.

As you do the car was dismantled totally not that long after purchase. It laid in pieces in various locations until the restoration process got underway. The car is now complete again thanks to a number of people, Maureen for insisting it got finished prior to my departure from this world. She helped ensure most of the parts were safely collected, and for Colin Youngs amazing skills and hard work that have seen the vehicle basically recreated.



137 in early days



137 Earliest Photo

Latterly for Julian Caples toil in sorting out many technical problems and ensuring it will soon be hitting the road after at least 55 years hibernation.

The back ground to this particular example is rather clouded. I was able to get most of the ownership records from the local authority prior to the privacy regulations being in place. I have not been able to make contact with any of the early owners. Latterly some photos have come



to light when the vehicle may have been owned by Arthur Chick a quite well know pre-war racing driver? Certainly, this is a very early example I think when Colin was stripping the boot lid, he indicated that there was evidence that it may have originally had a smooth boot lid with the spare inside the boot.

One wonders how the engine cooling will be with so little room for air flow around the engine bay, there was also no provision for water drainage around the windscreen.

Some years ago, we visited the London Bristol service depot and examined Bristol number 1 prior to its refurbishment.

Certainly, it was no wonder improvements were made as the series went on. The vehicle interior was drab and uninviting, and the spare wheel arrangement really made the boot even smaller and less serviceable. I reckon it would in this state been hard to sell even in a car starved Britain let alone the colonies. Why am I such a fan of the type 400? Well other than liking its overall appearance, it really is to have a vintage car when you are not really having one.



**New plush interior**

For all intents and purposes, it is a thirties design with some of the better features of the early fifties. I reckon it must be one of the last vehicles to be fitted with a manual spark advance, thanks to the then current pool petrol. Despite its dreadfully inadequate ventilation, its poor rear visibility, I still find delight in getting a 400 out on to the road.

I cannot wait to take 137 for its maiden voyage.

**Iain**

*Ed: Iain Ross also owns and runs Metallic Green 400 /494 which he has also run for many years. It is a goer and can be seen on Club Runs, recently making an appearance at the Adelaide All British Day.*

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The club was established in Melbourne in 1966 and is incorporated in Victoria with branches in New South Wales, Queensland, and South Australia. There are active groups in Western Australia and Tasmania.

The club has approximately 170 members from all over Australia. It is believed that there were approx 240 Bristols imported to this country

Owners of Bristol Cars and Bristol powered cars may be accepted for full membership, Associate membership is available for enthusiasts of the marque, former owners etc.

Meetings of members and social activities at which you are encouraged to use your Bristol are held in most states.

The club organises one and two day runs and as well interstate joint runs to exotic and remote locations, attracting many of our members.

A National Rally bringing together up to 40 Bristols from all



states is held in rotation through the states every two years. Victoria is the venue for the 2021 National Rally

A high-quality magazine 'Club Express' is produced four times a year for the members.

The club holds extensive information about the history of all Bristols imported into this country

There is technical advice available to our members and the

club holds a comprehensive range of spare parts for its members.

The club is always interested in talking to owners of Bristols who may not be members, past owners who would like to reconnect to the marque, or marque enthusiasts.

See more details at Bristol Owners Club of Australia.com.au, by phone 0409 027392 or to PO Box 4108 Balwyn East Vic 3103

**Iain**



# NEW LESSONS FOR OLD DOGS

## or – Our restoration of a 1948 Dodge Sedan

**Bryce Strong (NZ)**

***This restoration started in 2002 -  
over a few beers, as many probably do***

My boating friend Murray had owned the Dodge in question for 20 years, and had rallied it often, with its longest trip being around the South Island. He had previously paid a panel beater to panel and paint the car, but had never been entirely happy about the finished result, as the front body panels never seemed to fit very well.

He was keen to do the Vero International Rally in January 2006, and suggested that he would use his 1948 Chrysler Windsor and that my wife Christine and I could use the Dodge, after he and I had rebuilt it!

Other than in my youth (many years ago) when I had often worked on our old cars to keep them going, I had previously never been involved with older cars, and certainly not with the vintage car movement.

Either the beer was mellowing me out, or the ongoing work on my 42 foot traditional timber displacement launch must have slipped my mind, but the evening ended with an agreement that I would buy the Dodge for the paltry sum of \$10.00, and together Murray and I would rebuild it!



At the end of the evening I asked Murray how much did he think that the rebuild would cost? He thought about \$10-\$12K. Privately I thought that he had wildly overestimated this, as the car had been a good runner, and was 'all there' and in good visible condition. I thought 'maybe \$5-\$6K! Three years later, 99.5% completed,

and on the road to Invercargill, over \$14K had been 'invested' in the restoration! The rebuild started, and followed a pattern many members would be familiar with:

- Body off, all doors, bonnet boot and chrome removed, boot floor and rear body mounts repaired.
- Body to panel beater for A pillar repairs
- All door gear (winders, door locks, etc) removed
- Doors, bonnet, boot lid taken back to



bare metal, etch-primed and undercoated

- Engine and radiator out
- Clean and repaint chassis, overhaul complete braking system, replace shocks.
- Engine and radiator back into chassis
- Body back onto car, prepared and undercoated several times.
- Doors, bonnet and boot attached back to body



- Car back to painter and finish coat applied.
- All chrome and fittings reinstalled.
- New wiring loom and battery installed

Get engine running and register, WOF and VCC Certification. Sounds really simple, but that lot took us almost three years! And now for the 'New lesson for old dogs'!

The motor had been sitting 'dry' for about 6 years. After getting back on the road, I decided to use her as a daily driver for three weeks to ensure that all was well mechanically, so that we could take her to Invercargill in confidence.

Finally the big day arrived, and we departed for Invercargill! We took the scenic route down the back of Lake Taupo, and after negotiating the hills



before Turangi the engine started overheating. We checked water levels and carried on, but the problem got worse the further we proceeded south. At Palmerston North we stopped at a friends and removed all radiator hoses and back-flushed the radiator, but by the time we reached Wellington she had overheated again.

We had to achieve a booking on the ferry, so battled on, with great difficulties getting down the Kaikoura coast on a very hot day. At Christchurch we had the time to arrange for the radiator to be pulled out and had a new core fitted.

Our problem was blocked radiator tubes, caused by rust and slag from the engine. When a motor sits dry for an extended time the rust and slag dries and only breaks away when the engine reaches normal to high running temperatures over a long drive. Running up and down the relatively flat Auckland

motorway system never got the engine hot enough for this to become a problem, but the North Island hills certainly did!

When reinstalling the re-cored radiator the radiator man fitted a 'filter sock'; in the top hose to ensure that this would not happen in the future. When I commented that I wish someone had told me about the 'sock' he said – "*we are here to sell you radiators, not socks!*". Hopefully someone else will learn from my experience!

After that the car performed well, and we enjoyed the Rally and our time in the beautiful South Island.

A few months afterwards we decided to enter the Waikato double 50 rally, and while sitting at the start line the engine suddenly developed an ominous knock. That was the end of that rally for us, and we arranged to store her locally (thanks to a Waikato member) until we could make arrangements to get her back



to Auckland.

Upon pulling the head and sump we found that a piece of a ring had broken off and traveled up the bore onto the top of its piston, where it was hammering away trying to get out! We have now removed the front end of the car (the inner and outer front guards, grille and radiator unbolt as a complete unit on Chrysler products), pulled out the motor and have completed a major engine re-build. Now up to \$16.5k! Aren't old cars fun!

## 1948 Dodge *By Bryce Strong*



**Bryce's 1948 Dodge-Plymouth**

My narrative on the 1948 Dodge that I rebuilt refers to it as a Dodge, as that is what it was badged as and registered in New Zealand. However, I suspect that it was actually a different Chrysler product, a Plymouth, that Chrysler had done some 'badge-engineering' on!

If you look up 1948 Dodge on the internet it shows the same bodied car, but with the front fenders extending back into the front doors. Photos of the same year Plymouth show that the fenders end at the front doors and do not extend back into the front doors. My 'Dodge' was the same body/fender combination as the Plymouth, but had been badged as a Dodge and fitted with a Dodge Grill. Someone told me that it was probably built in Canada on the Plymouth assembly line, but rebadged for the Australia/NZ market.

This is supported by Wikipedia, as follows: 'In Canada, the Dodge Deluxe (and Special Deluxe) were used for 1942 and then from 1946 until 1950 for the lowest-priced, Plymouth-based models. They corresponded largely to the Plymouth Deluxe, with some Dodge trim pieces'



**1948 Dodge sedan**

The Deluxe was introduced in 1946 as the lowest trim level in the Dodge D-24 range. It differed from the top trim level Custom in terms of interior trim and seats and it lacked the dual electric windshield wipers and chrome exterior beading around the windows fitted to the Custom. The Deluxe was offered in 2-door Sedan, 4-door Sedan and 2-door Coupe models. It rode on a 119.5 inch wheelbase and was powered by a 230 cid inline six cylinder engine. A three-speed manual transmission was standard whilst a "Fluid Drive" option provided "no metal-to metal contact between the power source and drive". It used petrol as standard fuel.

Changes for the 1947 and 1948 model years were minimal and from 1st December 1949 all units were considered 1949 models for registration purposes.

### **Dodge - Founding and early years**

Horace and John Dodge founded the *Dodge Brothers* Company in Detroit in 1900, and quickly found work manufacturing precision engine and chassis components for the city's growing number of automobile firms. Chief among these

customers were the established Olds Motor Vehicle Company and the new Ford Motor Company. Henry Ford selected the Dodge brothers to supply a wide range of components for his original Model A (1903–04) that included the complete chassis; thus Ford needed to add only the body and wheels to finish the cars. Henry offered the Dodge brothers a 10% share in his new company in return

By 1910 the Dodge Main factory was built in Hamtramck, where it remained until 1979.

The Dodge Brothers Motor Company was established in 1913 and by 1914, John and Horace designed and debuted the first car of their own – the four-cylinder Dodge Model 30/35 touring car.

Marketed as a slightly more upscale competitor to the ubiquitous Ford Model T, it pioneered or made standard many features later taken for granted, like all-steel body construction (as the vast majority of cars worldwide still used wood-framing under steel panels); 12-volt electrical system (6-volt systems would remain the norm until the 1950s); 35 horsepower engines versus the Model T's

20 horsepower and sliding-gear transmission (the best-selling Model T would retain an antiquated planetary design until its demise in 1927). Once the Dodge brothers produced their own car, John Dodge was once quoted as saying, *"Someday, people who own a Ford are going to want an automobile"*. As a result of this and the brothers' well-earned reputation for the highest quality truck, transmission and motor parts they made for other successful vehicles, Dodge Brothers cars were ranked at second place for U.S. sales as early as 1916.

That same year, Henry Ford decided to stop paying stock dividends to finance the construction of his new River Rouge complex and the Dodges filed a suit to protect their annual stock earnings of approximately one million dollars, leading Ford to buy out his shareholders; the Dodges were paid some US\$25 million. They had already earned \$9,871,500 in dividends making a total return of \$34,871,500 on their original \$10,000 investment. The contract with Ford set them up for life, but they never got to spend it.

Also in 1916, the Dodge Brothers vehicles won acclaim for their durability in military service. First with the U.S. Army's Pancho Villa Expedition, during the 1910s U.S. Mexico Border War—the U.S. military's first operation to use truck convoys.<sup>[13]</sup> General "Blackjack" Pershing procured a fleet of 150 to 250 Dodge Brothers vehicles for the Mexico campaign. Touring cars were used as staff and reconnaissance vehicles; Pershing himself used a Dodge touring car to keep abreast of army columns and control their movements.

Dodge remained the United States military's primary supplier of light wheeled vehicles, until the U.S. joined the Second World War.

### Dodge brothers die and sale to Chrysler

Dodge Brothers cars continued to rank second place in American sales in 1920. However, the same year, tragedy struck as John Dodge was felled by pneumonia in January. His brother Horace then died of cirrhosis in December of the same year (reportedly out of grief at the loss of his brother, to whom he was very close). With the loss of both founders, the Dodge Brothers Company passed into the hands of the brothers' widows, who promoted long-time employee Frederick Haynes to the company presidency. During this time, the Model 30 was evolved to become the new Series 116 (though it retained the same basic construction and engineering features). However, as the 1920s progressed, Dodge gradually lost its ranking as the third best-selling automobile manufacturer, slipping down to seventh in the U.S. market.

At the same time, Dodge Brothers expanded the truck line and became a leading builder of light trucks. After greatly expanding production capacity,

in 1921 Haynes signed a contract whereby Dodge's vast dealer network would exclusively market trucks with bodies built by Graham Brothers of Evansville, Indiana. This Graham truck line from then on used only Dodge-built chassis, from 1-ton to 3-ton capacity, and Dodge kept making light-duty trucks.<sup>[19]</sup>

Stagnation in development was becoming apparent, however, and the public responded by dropping Dodge Brothers to fifth place in the industry by 1925. That year, the Dodge Brothers company was sold by the widows to the well-known investment group Dillon, Read & Co. for no less than US\$146 million (at the time, the largest cash transaction in history).<sup>[20]</sup>

Dillon, Read & Co. offered non-voting stock on the market in the new Dodge Brothers firm and along with the sale of bonds was able to raise \$160 million, reaping a \$14 million (net) profit. All voting stock was retained by Dillon, Read. Frederick Haynes remained as company head until E.G. Wilmer was named board chairman in November, 1926. Wilmer was a banker with no auto experience and Haynes remained as president. Changes to the car, save for superficial things like trim levels and colors, remained minimal until 1927, when the new Senior six-cylinder line was introduced. The former four-cylinder line was kept on, but renamed the Fast Four line until it was dropped in favor of two lighter six-cylinder models (the Standard Six and Victory Six) for 1928.

On October 1, 1925, Dodge Brothers, Inc., acquired a 51% interest in Graham Brothers, Inc., for \$13 million and the remaining 49% on May 1, 1926. Haynes purchased all of Graham's truck activity, and in 1926, the Graham branch took charge of all of Dodge's truck manufacturing. Briefly – until the purchase by Chrysler – all trucks were Graham badged.<sup>[19]</sup> A total of 60,000 such Dodge Brothers trucks were built in 1927. The three Graham brothers, Robert, Joseph and Ray, assumed management positions in Dodge Brothers before departing early in 1927. The brothers established the Graham-Paige company to build a new line of Graham passenger cars.

Despite all this, Dodge Brothers' sales had already dropped to seventh place in the industry by 1927 and Dillon, Read began looking for someone to take over the company on a more permanent basis. Eventually Dodge was sold to the new Chrysler Corporation in 1928. On January 2, 1929, Chrysler announced that the Graham Badge was dropped, and Dodge Brothers were building Chrysler's trucks.<sup>[19]</sup>

### Pre-war years

Dodge aimed for the luxury market in this advertisement for the 1933 model Eight

To fit better in the Chrysler Corporation lineup, alongside low-priced Plymouth and medium-priced DeSoto, Dodge's lineup for early 1930 was trimmed down to a core group of two lines and thirteen models (from three lines and nineteen models just over a year previous). Prices started out just above DeSoto but were somewhat less than top-of-the-line Chrysler, in a small-scale recreation of General Motors' "step-up" marketing concept. (DeSoto and Dodge would swap places in the market for the 1933 model year, Dodge dropping down between Plymouth and DeSoto.) As Plymouth cars were sold at Chrysler dealerships, Dodge branded vehicles were sold as a lower cost alternative to DeSoto.

For 1930, Dodge took another step up by adding a new eight-cylinder line to replace the existing Senior six-cylinder. This basic format of a dual line with Six and Eight models continued through 1933, and the cars were gradually streamlined and lengthened in step with prevailing trends of the day. To enhance production, in 1932 Chrysler built a factory in Los Angeles, California where Chrysler, DeSoto, Dodge and Plymouth vehicles were built until the factory closed in 1971.



### 1939 Dodge Airflow Texaco tanker truck

The Dodge line, along with most of the corporation's output, was restyled in the so-called "Wind Stream" look for 1935. This was a mild form of streamlining, which saw sales jump remarkably over the previous year (even though Dodge as a whole still dropped to fifth place for the year after two years of holding down fourth). Dodge never got the radical Airflow styling that was the cause of depressed sales of Chryslers and DeSotos from 1934 to 1937, as a passenger sedan, but it was used on commercial truck for a short time. Dodge (along with the rest of Chrysler) added safety features such as a smooth, flat dashboard with no protruding knobs, curved in door handles, and padded front-seat backs for the benefit of the rear-seat occupants.<sup>[23]</sup>

Another major restyle arrived for the 25th-anniversary 1939 models, which Dodge dubbed the Luxury Liner series. These were once again completely redesigned, with new bodies for 1940, again in 1941, and a refreshing for 1942. However, just after the 1942 models were introduced, Japan's attack



on Pearl Harbor forced the shutdown of Dodge's passenger car assembly lines in favor of war production in February 1942. 1941 saw the introduction of Fluid Drive for Dodge cars, which eliminated stalling or bucking if the clutch were released too quickly. This feature put a fluid coupling in between the engine and the clutch, although the driver still had to shift gears manually.

**World War II**

Chrysler was prolific in its production of war materiel, especially from 1942 to 1945. Dodge in particular was well known to both average citizens and thankful soldiers for their tough military-spec light trucks and WC54 ambulances. Dodge America – on paper under the Fargo Trucks name (in U.S. government contracts) – built over 400,000 trucks for the war, in its nearly new (1938) Warren truck plant at Mound Road, near Detroit, Michigan. Starting with the quickly converted VC and VF-series of 1940, Dodge built mostly light 4x4, but also light-medium 6x6 WC-series trucks, that evolved out

of the VC-series. Smaller numbers of other models were built for China and Russia under Lend-Lease. Additionally, Chrysler Canada was enlisted to crank out another 180,000 Dodge trucks for the British and the Commonwealth militaries, over three quarters of which were 3-ton trucks to be used in the CMP role.

Dodge readily built upon the reputation of the WC-series for itself, by carrying it over into civilian models after the war, beginning with the successful Power Wagon, introduced with minimal modification almost immediately after the war, in 1945, for the 1946 model year.

**Post-war years**

Civilian production at Dodge was restarted by late 1945, in time for the 1946 model year. The "seller's market" of the early postwar years, brought on by the lack of any new cars throughout

the war, meant that every automaker found it easy to sell vehicles regardless of any drawbacks they might have. Like almost every other automaker, Dodge sold lightly facelifted revisions of its 1942 design through the 1948 season. As before, these were a single series of six-cylinder models with two trim levels (basic Deluxe or plusher Custom). From 1949 until 1954, Fluid Drive could be combined with "Gyro-Matic," a semi-automatic transmission which reduced (but did not eliminate) the need to shift gears.



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**1947 Dodge Custom**





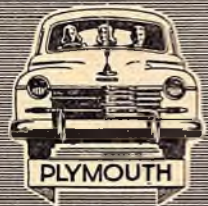
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# On the Subject of Vintage Fiats

Richard Unkles is an Expert

As an enthusiast for vintage Fiats, I could not help but notice your issue 10 and the photo of Bruce Lindsay's 501 and also Bert Lamshed's 501 roadster.



I know Bruce took his Fiat to WA decades ago. It was a nice original car and Bruce helped me when I was restoring an Ansaldo as a teenager, before I became a bit one eyed.

Bruce says his car needed one new wheel (bent) when last he knew of it. He sold it long ago in WA. Not a word of it since. Both cars have bodies by Melbourne Motor Body and Assy Co. in North Melbourne. I believe there was some common shareholding by a guy named Maurice Smith or Smythe or similar. Both are narrow track cars. The wide track 501C (Colonial) came some time in 1923. Both have locally fitted lights, like nearly all narrow track cars with local bodies. The loop shaped headlamp bar on Bert's car is like I have never seen. Factory fitted or later? The real query is this. Where is the Lamshed car now? I thought Bert was only a veteran man. I have not seen it around.

Attached is a photo of my 501's. The far 1923 sedan was around Echuca during WWII and the rear panel removed. It was fitted with an insulated box and used as an ice cart. Assume a genuine business and not a ruse to get a better petrol ration. Later it was put back to standard. Restored by the father of Don Bain, the Chairman of the Egg Board. It is sort of surplus to requirements and will pass it on soon.

The other has a story. I imported it in 2012, so you may well ask why would I

import a 501 into the country that has far more survivors than any other country? We think there is over 100 here. 35 to 40 in NZ.

Never a taxi it was converted in 1942 by Pacific Auto Rentals to look like a taxi as a film prop. Sold in 1994 at an auction of surplus cars to a couple in Oregon. She planned to use it in parades, but I think the problem was the rotten wood in the rear of the roof. Her husband was a diesel mechanic and died before achieving much. He needed a wood worker friend to help is my take on it. I have a good friend who is into wooden boats and 501's, so problem solved.

A local friend here spotted it by chance in a collection of swap meet photos of a Model T enthusiast and pushed me to buy it. That is history now. Furthest I have driven it is to Shepparton for the Fiat Nationals in 2018. Admit to trailering it to Tailm Bend for 2019. Only recommissioned and never to be restored in my ownership. Furthest I have driven it is 400km for a Fiat Club event in the country.

Whilst we are on the subject of early 501 narrow track roadsters, on Thursday I saw an unusual 501 Fiat. A roadster with a body by Munnion Bros in Chelmsford, UK. Most likely the only 501 here with an English body.

Restorer has had it for over 50 years,



having bought it as an 18yo. Looks like it has not done lots of miles, though the hand-brake ratchet is poor. My bet is it came here with a migrant from UK who probably got a better deal than buying one here. Would be a good candidate for the planned RACV Centenary of the 1921 Alpine Trial in Nov 2021.

A Mr Pizzey drove a 501 tourer with a body by Melbourne Motor Body and Assy Co in the 1921 trial and did well in several categories. I lost track of the son of Mr Pizzey. He had a business which I knew him through but suspect he sold it to one of the larger players or just went out of business. Have not tried seriously to track him though. I did know his son in the 80's period. His mother had a scrap book of all her husband's motoring exploits but she would not let it out of her sight so he could never bring it for me to see.

So far it looks Australia has some 100 survivors of this model. **Richard**



1923 Fiat 501 owned by J Davis at the 1969 Kalorama Rally. 1914 Fiat of J Tishler 1961



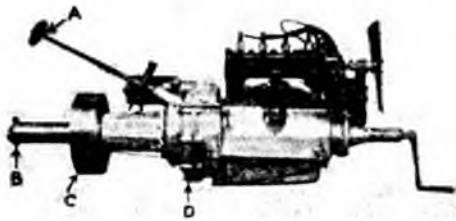


## Part 3

Dr Norm Darwin, President  
Automotive Historians Australia  
Australian Automotive Historian  
Publisher and Author  
[www.handpub.com.au](http://www.handpub.com.au)

Historians credit GMs Hydramatic division with the first successful automatic transmission design in 1939, no recognition is given to a young Australian, Howard Frederick Hobbs (1902-1982), son of Adelaide fruit grower, who had no formal engineering education and gained his mechanical knowledge from magazines and books. At 14 he had constructed a working aeroplane with a motor bike engine but minus the wings and within ten years had a working fruit grading machine that was patented in 1926.

Driving his father's trucks and cars Hobbs began to wonder about eliminating the need to change gears. An Austin 7 was fitted with a prototype "gearless" transmission and presented to Professors Chapman and Kerr at the University of Melbourne for testing in 1926. It was deemed practical and satisfactory, resulting in Hobbs forming the Hobbs Gearless Drive Ltd company in 1931 to hold the patent and seek licence holders. Hobbs quickly realised the transmission was not saleable in Australia and so shipped his Austin 7 and family to England in June 1931.<sup>38</sup>



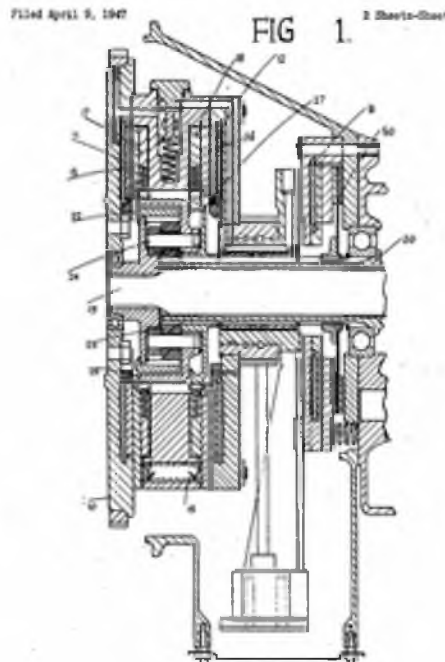
Hobbs Transmission Trove

Selling an automatic transmission in the early 1930s was tough, they were unheard of and owners of higher priced vehicles usually had a driver to shift gears. Following the release of the GM Hydramatic transmission in 1939 the automatic was popularised and with the help of an English industrialist the Hobbs Transmission Ltd company was established in 1946.<sup>39</sup> By this time Hobbs had modified his design from a planetary sun gear system with weights and a free wheel clutch to an epicycle gear system with hydraulically operated friction clutches that controlled the four forward gear ratios.

Hobbs named his transmission the "Mechamatic" transmission, patented in 1947. A number of manufacturers tested the unit in prototypes, including Ford but only the Birmingham Small Arms Co Ltd (BSA) took up the idea for production on their 1955 Lanchester Sprite model.

The Australian People's Car Aust Ltd listed the Mechamatic as optional equipment on their proposed car in 1949. In 1959 Borgward fitted the Hobbs

transmission to their Isabella model, naming it a "Hansamatic".<sup>40</sup> A commercial version of the Mechamatic was fitted to urban buses and commercial vehicles through the 1950s.<sup>41</sup> The transmission strengths lay in its simplicity; however Hobbs could not compete with the large American companies like Borg-Warner and Hydra-matic. Hobbs received the British Richardson Gold medal award for his variable kinetic drive, (VKD) an advanced efficient torque converter, in 1972. The VKD continued to be developed through the 1980s until Hobbs death in early 1983.<sup>42</sup>



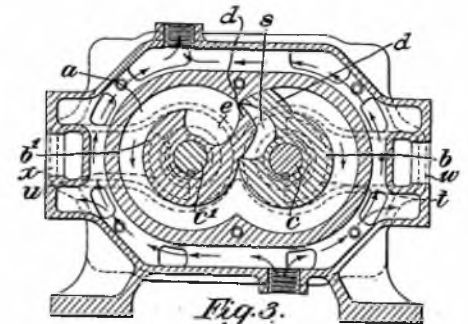
Hobbs Converter Patent  
US Patents office

Arthur John Northey (1889-1966) was born in Liskeard, Cornwall and immigrated to Australia settling at Tolga in the Atherton Tablelands Qld. In the late 1920s he began experimenting with a "crankless or rotary engine" announcing to the Institute of Engineers on 3 October 1928 that he had invented and patented a rotary engine. Mr B L Sayer-Woods examined Northey's drawings and claimed the engine would develop an efficiency 25% greater than a normal internal combustion engine.<sup>43</sup>

Northey established Northey Rotary Engines Ltd in Townsville Qld with the view of manufacturing his engine, the depression however made sales difficult. Undeterred Northey went back to England in 1932 and spent the next two years on development with Leslie Boyce at the Gloucester Railway Carriage &

Wagon Co Ltd works. Boyce, also Australian, established The Northey-Boyce Rotary Engineering Company Ltd. by July 1936.<sup>44</sup>

Sales of rotary engines were hard to come by and in 1935 Northey turned his design from an engine to a compressor. To promote the engine-compressor,

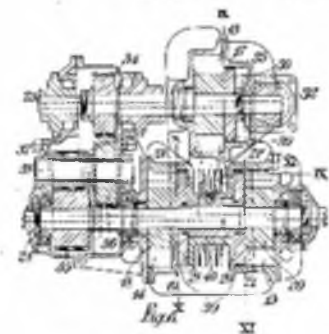


Northey compressor

displays were organised at the Olympia Motor Show (London) and at the British Industries Fair; sales immediately increased, compressors were installed at many of England's dairies and factories. A further development was the Northey Ventricle pump and a motor-compressor unit that was capable of producing 30hp @ 3,500rpm (half speed).<sup>45</sup>

The Northey engine and compressor design is today known as a "Hook & Claw" dry vacuum pump and compressor and continues to be manufactured by Northey Technologies Ltd, Poole UK. The hook and claw gears were designed in Northey's original patent where two

Oct. 27, 1936 A. J. NORTHEY 2,058,817  
Filed Nov. 21, 1931

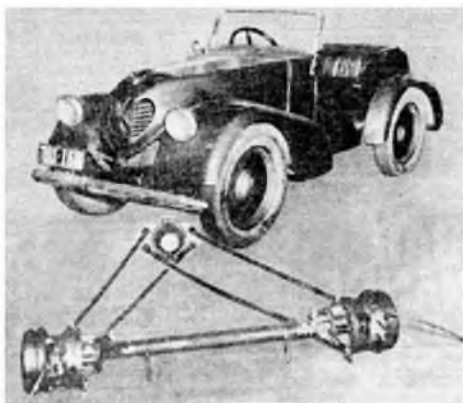


Northey engine US Patents office

meshing gear wheels with a protruding hook and claw rotated in opposite directions in a twin cylinder case. The meshing of the hook on one gear with the claw on the other gear compressed the air or fuel mixture. Three chambers were used to provide a continuous power cycle.

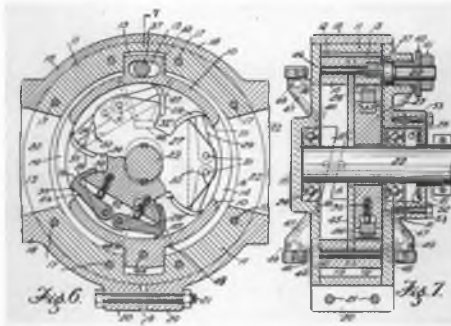
The final mechanical designer from the 1930s, Raymond John Francis Moore (1903-1966), an engineer, began experimenting with a gearless transmission in 1929 and by 1934 had a working variable hydraulic transmission.

John Deer is credited with the Hydrostatic Transmission in 1976 and before that Charles Weisenbah filed a US patent for one in 1963. Moore however filed his design with the Australian patent office in 1953 after work commenced in 1938 on a prototype car to develop and test the transmission.<sup>46</sup> By 1940 Moore registered a small touring car of his own design, building all components, including a unique V4 2-stroke engine as a test bed for the transmission. The engine featured twin cylinders in a 90° V bolted to an alloy crankcase with 2.4-inch bore and 3.125-inch stroke.



**Raymond Moore prototype and axle The Argus**

The engine was rated at 30hp and ran at 1,000rpm.<sup>47</sup> The oil pump and distributor ran off the front of the crankshaft and a vane type supercharger ran off the rear with the heavy rotating vane acting as the flywheel. Also driving off the rear was the “Raymond” infinitely-variable hydrostatic transmission. A pedal operated plunger in each of two cylinders varied the distance between the casing and the vanes and thus changed the oil pressure, the pedal at maximum travel also reversed the direction of the fluid. Oil hoses connected the hydraulic motors on each rear wheel.<sup>48</sup>



### Moore patent Nat. Archives Aust.

Moore displayed his prototype at the Melbourne 20th Century Mechanical Exhibition in 1950 along with his Raymond industrial variable hydrostatic pumps and engines, now produced in quantity at his Raymond Hydraulic Transmission Company works in South Melbourne. The firm, Hydraulic Transmission Co. initially operated at the rear of 115 Sturt Street, South Melbourne and by 1950 had produced over 500 lift and towing trucks. By 1954 the prototype had travelled over 60,000 miles and was used daily as the works vehicle. Moore announced he would begin planning manufacture of a car using his principals however the project lapsed as Moore found his industrial business was expanding into England and America. The Raymond transmission was fitted to industrial towing and lifting trucks, some capable of hauling 26 tons, as well as conveyor systems, crushers, powder mills and rotary furnaces.<sup>49</sup> One was fitted to a Victorian railway locomotive V56 in 1960.<sup>50</sup> The company became Raymond Hydraulics Pty Ltd operating at Fulton Street, Oakleigh to around the early 1980s. Several large companies have referenced the Moore patents in their development of hydrostatic transmission systems including Borg Warner, Brakeshoe, Fairchild, Kobe and Caterpillar.<sup>51</sup>

### Summary

Australian invention has in the past been described as “*Practical, no fuss, centred in rural Australia*”, this is clearly an understatement. While we celebrated the stump-jump plough, Sunshine harvester and Ford Coupe Utility much of our achievement is forgotten.

I have briefly discussed 10 Australian automobile designers, inventors or tinkerers, if you like. There are plenty more explored in my book *Early Australian Automotive Design*.<sup>52</sup> It is disappointing that WE as a Nation have not valued them.

### NOTES

<sup>38</sup> George Brooks, ‘Hobbs, Howard Frederick (1902–1982)’, Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/hobbs-howard-frederick-12642/text22779>, 2007, viewed 10 May 2017.

<sup>39</sup> The Hydra-matic was the first mass produced automatic transmission, Reo and GM had produced semi-automatic transmissions from 1934 but these continued to use a clutch

<sup>40</sup> J Schramek, *Pioneering Innovations / Carl F. W. Borgward Quickly and Automatically Shifted Gear*, Borgward Group AG, 2015, viewed 5 May 2016, <http://www.pnewswire.com/news-releases/pioneering-innovations--carl-f-w-borgward-quickly-and-automatically-shifted-gear-530094831.html>.

<sup>41</sup> ‘New Hobbs Automatic Drive suits all engines. An automatic transmission’, 1958, *Commercial Motor*, 29 August, 16.

<sup>42</sup> Brooks, 2007; D Dvoretzky, ‘Obituary-Howard Hobbs’, Sydney, NSW: Modern Magazines, May 1983, 17.

<sup>43</sup> ‘Rotary Engine Invention’, 1928, *The Brisbane Courier*, 4 October, 13.

<sup>44</sup> ‘Taree Native & Armament Works’, 1939, *The Manning River Times & Advocate*, 24 June, 10.

<sup>45</sup> ‘Inventor is home’, 1949, *Daily Mercury*, 9 April, 2.

<sup>46</sup> Moore, R.J.F 1953, *Hydraulic Power Transmission Systems*, Aust. Patents Office - NAA, Canberra.

<sup>47</sup> ‘No gear grind in this car’, 1950, *Argus* (Melb), 12 Oct, 17.

<sup>48</sup> ‘Unique Australian Car with Hydraulic Transmission’, *Australian Motor Manual*, October, 510.

<sup>49</sup> ‘New Australian Car’, 1954, *News (Adelaide)*, 27 September, 21.

<sup>50</sup> P Clark, *The Australian Locomotive Guide*, Kenthurst, NSW: Rosenberg Publishing, 2012, 314; Australian Railway Historical Society Victorian Division Inc, 2017, viewed 20 June 2017 [www.arhsvic.org.au/museum/what-to-see/28-locomotives-2/28-v56](http://www.arhsvic.org.au/museum/what-to-see/28-locomotives-2/28-v56).

<sup>51</sup> Hydraulic Power Transmission Systems, United States Patent office, No 2,804,016, Aug 27 1957.

<sup>52</sup> Norm Darwin, *Early Australian automobile design 1895-1953*, Hand Publishing, 2018.

## Early Australian Automotive Design The first fifty years

Considering that Australia has a small population base it has a very rich and interesting automotive history. One book that is the result of a huge amount of research and presents both very informative text as well as many varied historical photos of the automotive

industry is Norm Darwin’s ‘Early Australian Automotive Design’ It used to retail around \$60.00 and is essential for anyone’s home library who has an interest in Australia’s motoring past, as well as inventiveness of both individuals and the automotive industry.

Norm Darwin



## Early Australian Automotive Design



# Bean Cars

Mike Jones (UK)

As editor of the Bean Car Club magazine I have already used Dave Main's article on their 2019 Peking to Paris adventure (!) and I am using Brian Head's take on the trip. I expect you know he is a member of the Bean CC and travels to Europe most years to join Bean rallies, especially those to France.

Bean made about seven different models starting with the 11.9hp in 1919 (*see right*) which was a slightly modified Perry that was a pre-war make. Beans bought the equipment etc., modified the car a bit and got quite a good reputation for reliability.

The next model was the larger 14hp which I think was the one that sold best in Australia, being rugged and simple. The 12hp was a scaled down 14.

The 18/50 was a larger car altogether which broke with Bean's tradition of making everything in house by using a Meadows 6-cylinder engine of 2.7 litres, then they went for a more "modern" car in the 14/40 and 14/45 which unfortunately had reliability problems especially with the overhead worm back axle.

After that they made only commercial vehicles for another year or two into the early thirties before concentrating on making castings and parts for other manufacturers including George Eyston's Thunderbolt land speed record car. They went on like this in a fairly low key for many years before rashly buying Reliant when they went or were going broke. Unfortunately Beans Industries then went broke.

The Bean CC has about 170 members – most years enough new people join to counteract the number who leave either because they have sold their cars or, sadly have died. Most of the members have other pre-war makes as the club caters for all, which makes for a more interesting mix of people and cars.

When I first joined the club in the mid-eighties there were as many if not more, Beans in Australia than in the UK. I think Birtles' exploits gave the make a boost. Since then with currency fluctuations and so on, some have come to UK so there may be more here now; I think, we have 29 listed in the register and 16 more in Australia, though we know not all Australian owners join the club (not all

English ones do either!) there is one living in Germany and one was in The Netherlands but has now moved to the Czech republic.

I spent most of my life in or around the Reading area apart from a couple of childhood years in East Africa. We had to come home for me to have decent schooling, but my father would have liked to have lived abroad again but my mother missed her family and friends. This last seven years my wife and I have been in Norfolk, near Dereham as the 'Home Counties' were getting much too crowded. Even in Norfolk there is a lot of house building going on, but starting from a lower density. One of our friends here who came about 20 years ago said "Norfolk is getting too crowded, I'm going to have to move to Northumberland!" "Nicely underpopulated but a bit cold in winter and a bit too far from the centre of BCC activity in the Reading – Maidenhead area, we can still go to the major club events from here, unlike those who have moved to France!

But of course the club goes to them



1929 Hadfield Sports 14/70 tourer

most years.. This year was to have been Guernsey instead, which was very popular on the first visit a few years ago. I don't know if it will take place next year instead. The Guernsey visits coincided with "Liberation Day" celebrations in May, which include a parade of old cars, joining the local Guernsey club's cars.

*Bottom picture, left to right, 18/50 tourer; 14hp tourer; Crossley 14hp; Bean 14hp; Bean 11.9hp? and another Crossley.*



1921 11.9hp Bean 4cyl. 1.8 litre sv engine

I will put the pictures into the next Bean magazine, I'm sure someone in the club will be to identify them all!

Birtles' Bean is now on display at the Canberra museum. (*see below*) I am afraid that like the majority of the club's members I don't have any Beans. The founder, Rex Tapley, happened to have a Bean at the time he founded the club but it soon became a club for any pre-war car, which does give a good mix of people and cars. Guy Ravenscroft was very enthusiastic about Beans, though as you know he did have other cars too. Before he went abroad to pursue his mining career he founded the Association of Bean Owners which was a quite active.

When I started my "vintage" career I had only the one car, which naturally at that age I wanted to be reasonably quick, which it has to be admitted, Beans are not (and I hadn't heard of them anyway!). I was lucky enough to acquire a 2 litre Lagonda which by the standards of the day was quite quick, capable of keeping up with the average modern car, apart from, as one club member ruefully said, those dratted Minis, which had just come on the scene! *Mike*



*Ed. This photo was passed onto me many years ago it appears to have been taken in Canberra, can any readers assist with more information?*



# Austin Cambridge



Dave

I have just been sent a copy of your excellent magazine by my good friend & fellow Jowett enthusiast, Tony George from Rockingham WA. We have known one another for some 30 years

I attach a pdf of an article I wrote for a UK magazine in 2011 (Best of British) about my 1938 Austin Cambridge.

Sadly I had to sell the Austin last year due to advancing age and a lack of repair facilities close to home. Not much use knowing someone can fix the thing if his work is a hundred miles or more distant - ok small mileage by your standards!!

I also had two Jowett Javelins over a period of 38 years and had great fun with this fine car, many of which survive in Australia and NZ.

I discovered some interesting history about my Austin but presently seem unable to locate the relevant files on my computer. If they turn up I will send on as it makes for interesting reading.

Best wishes

Steve Waldenberg UK

## More on the Austin Cambridge

In 1936 the most popular Austin, the 10hp, saloons were the Litchfield (4 light) and the Sherborne (6 light) (see right) which accounted for 61% of Austins sold. 1935 the Austin model sales were 7hp 23,500, 10hp 27,000, Light 12/4-12hp 12,000, 12/6-14hp 4,100, 16-18hp 4,000, 20hp 505 and 12/4 taxis 750 Total 71,855. Sales were exceeded by the market leader, with Morris of 95,000 cars and Ford were third. 1937 Austin released the new 10hp Cambridge, 12hp Ascot and the 15.9hp Goodwood 6cyl, The shape of Austins broke away from the boxy models derived from the vintage years to more streamline designs that included a boot. The Cambridge sold at £178 for the de luxe



The improved Ten rear end

## Terrible to drive – but fun!

IN PREVIOUS issues, there have been letters from people who recalled their family's 1930s Austin Cambridges.

Here you see a recent picture of my brown 1938 Austin Cambridge with the 1939 blue and black one belonging to my friend Jarvis Browning. My car resides in Bridlington, the blue one near Kirkbymoorside and we got together recently to enjoy a run out in the Yorkshire Wolds, where the cars are pictured outside the Coachman Inn in Snainton.

Both cars have been restored, at some expense, in recent times and are good examples of the products of a once proud British motor industry. They were built in the traditional way with sturdy steel chassis beneath a steel body.

Folk always stop and ask about them wherever they are parked and what they are like to drive. I for one always answer, "Bl\*dy awful – heavy steering, an underpowered side-valve engine, an uncomfortable ride, quite noisy but *great fun!*".

As the engines are quite simple, they soldier on and on and if they do misbehave (and provided nothing major has broken) you can generally fix them up with simple tools and a bit of basic old-engine knowledge. Lift the bonnet of today's cars and, well, you really can do nothing.

There is also the friendship formed with like-minded enthusiasts and members of the one-make clubs catering for all the old cars seen on the roads today.

It is a sad reflection on the former UK motor manufacturing industry when we see that it has taken the Japanese and Germans to show us how to build cars today. I suppose at least these firms are employing British workers and also creating business down the supply chain for other UK companies.

Steve Waldenberg, Bridlington, East Riding of Yorkshire.

and £160 for the standard saloon. It gave 34mpg, Girling brakes, flexible engine mounts, new frames with cruciform members arranged to extend into liners, pressed-steel wheels and low pressure tyres. Teel bulkheads braced the all-steel bodies and isolated interiors from the power units, new seating, upholstery and trim added comfort and refinement. The 10hp Cambridge again became the top seller for Austin and enabled the total Austin sales to come very close to the Morris. *David*





# Most dependable on the road THE AUSTIN '10'



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THE AUSTIN MOTOR COMPANY LIMITED, LONGBRIDGE, BIRMINGHAM



# Steyr 55

(Ed: This story was borrowed with permission from the Bayside Vehicle Restorers Club's (Old) magazine)

The Steyr 55 was a small car produced from 1938 to 1940 by the Austrian automobile manufacturer Steyr-Daimler-Puch. It was an upgraded version of the Steyr 50, which had been launched at the 1936 Berlin Motor Show.

The Steyr 50 was regarded as the "Austrian Volkswagen" (the Volkswagen constructor Ferdinand Porsche had been rumoured to be involved in its design), and was affectionately referred to as the Steyr "Baby".

The aerodynamic and affordable little Steyr offered better seating and luggage space than the Volkswagen with shorter overall length, a large metal sliding roof and hydraulic brakes (instead of the early Volkswagen's cable-operated ones).

It had a solid unitary body structure with a water-cooled cast iron four-cylinder boxer engine with thermosiphon cooling, driving the rear wheels through a four-speed



transmission. The radiator was above the engine, so the drive unit fitted ahead of the front axle. To save room and weight, a dynastarter doubled as the axle of the radiator fan.

The small side windows behind the doors were an optional extra, so without them the rear seat passengers must have felt claustrophobic.

Front suspension was by twin transverse leaf springs, with rear swing axles, trailing arms and leaf spring. I translated instructions on accessing the rear luggage compartment from German into English using Google Translate. It's still incomprehensible to me, but if anyone has a clue what it means please let me know.

This task was carried out by the rear seat backrest, which could be folded forwards if the seat was raised slightly,



levering the backrest over its lock and then pushing forward - an act of professional tenderness, long extinct in the age of damper-supported tailgates. For this, you are no longer rewarded with the sight of a wood-covered cargo hold, too bad. It's clearly a tricky operation in German or English.

In 1938 the Steyr 50 became the Steyr 55, with its engine enlarged to 1.158 litres and yielding 25.5hp at 3,600rpm (instead of 22hp).

The Steyr Baby nick-name stuck because the two cars looked the same. The Steyr 55 was slightly longer because it now came with bumpers as standard (painted or chrome-plated, depending on the version). The sound-

proofing - a major criticism of the Steyr 50 - was also refined, while its road holding was always considered exemplary.

A total of 13,000 Babies was sold.

Other Steyr models included the Steyr 100 and Steyr 120, both with straight four engines, as well as the flagship Steyr 220 with a 2.2 litre straight six producing 55hp. All these models were produced as cabriolets as well. The production of Steyr cars was discontinued during World War II, after bombing of the factory in Steyr.

Geoff Moran



1937 STEYR Type 50 984cc saloon. Steyr-Daimler-Puch AG





# A Post-War II Entrepreneur

## Life Story of Archie Marshall

In early September 1959 I arrived in Lagos, Nigeria, with Beryl and our three children. We were met at the airport by a driver with a Bedford truck and taken into Lagos City to an apartment provided by Chief Oni. The drive was a real eye opener for the family as they had never seen, or even imagined what an African city was like!

As usual, the driver drove at great speed with the horn blaring most of the time. Women and children were running across the roads like startled rabbits, together with the usual goats, pigs, chickens and so on.

After about half an hour we arrived at our accommodation which was in an old part of the city with crowded streets, scores of tiny shops each playing loud music to the street through huge amplifiers.

The apartment was on the upper floor of the old building overlooking a small concrete yard, which had a water standpipe with hand pump just below the bedroom window.

The accommodation was basic in the extreme. There was a bed to each room, a table and wooden chairs and an old fridge in the kitchen. Cooking was by a wood burning stove. Ventilation was by ceiling mounted fans, which turned slowly and did little more than mix up the same stale air, but was better than nothing. The air was very humid and mosquitoes and cockroaches were plentiful.

After the long flight we were all tired but sleep was not easy in these most unusual conditions. At first sign of daylight terrible screams and load banging noises in the yard below our window awakened us. The cause of all the noise being women fighting over access to the water pump which they used for washing their clothes on the spot and also carried away in buckets on their heads.

It soon became apparent that the standpipe served the whole district and the fights went on all the time!

Across the street from the apartment, was a large river on which there was a jetty. I decided to take the family for a walk on the jetty and we were astonished to find that people were squatting over the side to shit in the water and also others were catching fish, which were attracted by the shit. Some burley!

Oni sent us a couple of men to take care of our shopping and cooking and

after some days we were taken the hundred miles or so, up to Ibadan.

In Ibadan we were accommodated in the Government Rest House, which was luxury by comparison with the apartment in Lagos and after a week or so, we were able to rent an old two story house with a good back yard and frontage on to the main road in Ibadan.

We bought a new Fiat 1800 Station Wagon car for about 900 Pounds also a very nice refrigerator of Swedish manufacture; it was called a NORGE and was stainless steel with shelves, which swung outward from a hinge post. It was the first fridge we had ever owned, such things being rare in English homes at the time. We also engaged some staff consisting of a cook, a houseboy, a driver, a night watchman and a day watchman.

Cooking was done on a woodstove in the back yard and the very first duty of the cook every morning, was to bake the bread, which was delicious and served hot on the breakfast table. Every cook was very proud of his bread and every European family liked to boast that their cook's bread was the best!

The houseboy usually aged about 40 had to do the shopping, cleaning, washing clothes and any other odd job, which might be around.

The driver had to maintain the car in spotless condition and take the family any place they wanted to go.

Both the day and night watchmen were usually chosen from a different tribe to the other staff, the reason being that the others were less likely to steal from us, if watched over by someone from a rival tribe!

The night watchman always carried a large sword and had habit of sleeping on the ground directly under our bedroom balcony. I found that out because one night I woke up wanting to pee and simply did it over the edge of the balcony right onto the watchman who was sleeping below. I did not realize what had happened until I heard him laughing and looked down into his huge grin!

The toilet was thunderbox type in the backyard and most inconvenient in the middle of the night.

The usual accommodation for native workers was for them to sleep in backyard under sheds, but I liked to try to treat them as human beings and permitted them to occupy the ground floor rooms, below us. I came to doubt the wisdom of that before long as they were in the habit of preparing and cooking food in their rooms and the smell was often terrible! Also, they sometimes had shared girlfriends and quarrels were common.

After the stocks of

vehicles started to arrive from England, we set up workshops in the back yard and a sales area in front of the house at the side of the main road. I well remember my first display of stock in Africa, it consisted of a few Bedford one ton trucks, a mobile rock crusher with screen driven by a Lister Diesel engine and a couple of road sweeping machines also a few diaphragm type mud pumps.

Dealing with customers was a problem for me as I did not understand a single word of their language and had no ability to weigh up a customer to decide if he was a crook or not. All of them wanted to drive a hard bargain and most wanted credit, also they used to come into the yard accompanied by all their relatives and their bank manager.

Clearly, I needed to engage an assistant who understood these people and was hardworking and honest, finding such a man was going to be a job! The tendency for a European fresh out to Africa was to form associations with Natives who spoke perfect English and had a fair skin, the reason being that they were most like us! That is a real trap as every African city has its share of cultured con men just waiting for the likes of us, and I was a freshman if ever there was one!

After a few weeks and a few mistakes I engaged a man named Festus Otolurin as Sales Manager and what a treasure he turned out to be. Festus seemed to know exactly where every customer came from, who his father was who his brother's and sisters were and just about everything else about them.

Often we had to grant credit terms on a hire purchase basis, particularly in the case of the Bedford One Ton trucks which were converted into "Mammy Wagons" used to carry fare paying passengers and their belongings. On the occasions when a payment was missed Festus seemed to know exactly where the truck was operating and he used to have someone stand in line with others waiting for the truck to arrive for pick up. Then he would board the vehicle, announce that it was repossessed and bring it back to the yard.

The person from whom the truck had been repossessed then usually





arrived poste haste, accompanied by all the family, to plead for its return. This process always involved much wailing and weeping and lying on the ground at my feet begging for mercy. The process went on for days during which time they all used to sleep in the yard.

Festus would never hear a word of their pleas and insisted that they bring money if they wanted the truck back, finally they would dig down deep in their robes and magically a wad of cash would appear. Once they had the truck back it was all smiles again!

To continue with last months story of life in Ibadan, Nigeria, business certainly did not always work out as planned. A customer wanted to buy a truck but insisted that we convert it to a tipper. After much haggling on price a deal was struck and we agreed to fit Edbro front mounted tipping ram and dual wheels on the back axle. The gear-box was already fitted with the usual tyre pump compressor, which had the standard flange to fit an Edbro hydraulic pump so no problem with that.

The body had to be removed and replaced with an all-steel body with rounded corners to the sides and bottom to facilitate discharge of materials.

We had to fabricate the body ourselves and first make a bender to curve the plates where required. A steel pipe of about 12" diameter was secured from a scrap dealer and plates were welded onto each end with strong pivot bolts and a piece of 4X4 angle running the length of the pipe to pull the plates round the radius. The plates were about an eighth of an inch thick and long handles were fitted to the pivot bolts so as to give plenty of leverage

It was only ever necessary to shout on the street and laborers would immediately appear whenever required. Six-pence each would easily satisfy them even if the job took an hour or two.

When all was ready and the steel plates secured for bending, they all started a chant and pulled together in unison. This was standard practice for anything involving teamwork and proved to be effective. I wish I had

recorded some of the chanting but sadly it only now remains in my memory!

When the tipper conversion was completed, we advised the customer that the vehicle was ready for delivery after payment. The customer then came and asked us to demonstrate the tip in operation which we did in the local blue metal quarry using a load of small granite chips as a test load. The customer paid happily and off he went in the truck

A week or so later the customer sent a messenger to me complaining that the truck had rolled down the hill! Festus and I accompanied the messenger to the crash site and we found the owner weeping on the ground and threatening to sue us because we had sold him an unsafe truck.

The cause of the problem was pretty simple. The Bedford QL 4X4 was built to give maximum ground clearance with 11.00X20 tyres fitted and had a high center of gravity.

The owner had tried to tip a load of wet mud and the truck had not first been placed on level ground. In fact it was standing crosswise on a considerable slope. As the load was raised by the hoist the C.G. had gone higher with the inevitable result that the truck had gone over sideways! Maybe if the truck had been carrying a better load, things might have been different, but certainly not a chance with a load of sticky wet mud.

I tried to explain that no tip truck could cope with such conditions and it was no fault of mine and I would not accept responsibility, but to no avail. The man's lawyer soon arrived on the scene and served a writ on me to attend the local court for the case to be heard.

I had no experience at all of an African Court, and asked Festus to find me a good lawyer.

He said he knew the best one for the job, explaining that we had no chance if we used a native lawyer, who would only take our money and secretly sell us out to the other side.

Off we went to the lawyer's office and waited in a reception area for the appointment. On entering the office, I was most surprised to find an elderly

English woman of huge proportions to be the lawyer we were to engage. Not only that, but she had two large Old English Sheep dogs sleeping on the mat in front of her desk.

We explained all the facts to her and she finally agreed to take it on for a fee, which I considered reasonable and we agreed to meet her at the courthouse at 8am on the hearing date.

When Festus and I arrived at the court building we entered a large yard which was crowded with people of all ages sitting around on the ground. Busy day today for the court,? I asked Festus. Oh no he replied, there is only our case! Then what is the reason for all these people being here? I replied. They are witnesses, he said. I was puzzled, how on earth can there be so many witnesses for a matter such as this ? I asked

You don't understand he said. These are all professional witnesses, they come to court every day and litigants simply hire as many of them as is required and they agree to tell whatever story you like for about a pound! Tell them they are unemployed this morning I said!

When we entered the courtroom, our lawyer went in first, waddled down to the front, followed by both the Old English Sheepdogs, who took their place on the floor in front of the judge.

The judge himself looked very impressive, his face as black as coal, white wig placed solemnly on his head!

Our lawyer did her best and I gave evidence to the effect that it was quite impossible for any tip truck to tip such a load on such a sloping surface without falling down sideways and the judge seemed to make every effort to understand.

Finally he gave a verdict for the Plaintiff, saying that he had listened carefully to my explanation, but the "proof of the pudding is in the eating" and the truck must be unsafe if it did not remain standing upright, regardless of the slope. I had to pay. Clearly doing business in Africa was going to be something else!

**Archie**

## Gray Truck

Firstly, my sincere "Congratulations" on the very professional presentation of your marvellous E- magazine, Country Motor.

David, I am also hoping that you may be able to spread the word that I am seeking information and parts for a fairly rare 1 ton truck, named the GRAY, that I would like to get back on the road. The Gray Motor Corporation only existed from 1921 to early 1926 and was based in Detroit. Whilst I have been able to locate 5 or 6 Gray model tourers, sedans and a 2 door coupe, I have been unable to find any of the 1 ton trucks.

My main problem is the differential for which I require the rear wheel

hubs and the brake drums that have the brake band fitted externally. This truck did not have front wheel brakes.

The rear wheel hubs were of an 8 bolt circular pattern going through the hub flange, spoke wheels and the brake drum, whilst the trucks front wheel hubs were a 6 bolt circular pattern, the same as fitted to the cars.

The differential on these Gray trucks were made by the Timken Detroit Axle Company. To date I have been unable to find another 1 ton truck of this vintage that used the same differential, but I am sure that as Timken was a well known company, there must be other vehicles running these diff's with a similar braking system.

If any of your readers have one of these trucks or know of the whereabouts

of a truck suitable for parts, could they please contact me via phone on 0429 825 770 or via email at [greersgunyah@bigpond.com](mailto:greersgunyah@bigpond.com)

Enclosed a photo of a Gray truck taken in Australia that has had the cab and body fitted. **Niall Greer**



Gray 1 ton truck with locally made tipping body, Brisbane ca 1922, by Queensland agents, Canada Cycle & Motor Agency Ltd.



# Bits & Pieces

**Unusual Morris** - I have just enjoyed issue 25 of Country Motor.

The Morris shown on page 12 seems to be rather longer in the scuttle and bonnet than the usual Cowley/Oxford, but the photo seems a tad distorted.

Even blowing up the image. I cannot tell the number of wheel studs, but the Cowleys had three studs holding the wheels to the drums, while the Oxford had five. With a side on view, it is easy to pick the difference. Provided, of course, that the vehicle has not been modified.

Keep up the great publication. Regards - Keith Donetta (Perth)

**Seeking info on a Veteran** - Members of the VDC is wondering what happened to this veteran car, an EMF. **Ian Morley** recorded that the car was rebuilt from the ground up by its owner, the late John Watson. The whereabouts of it are unknown by his daughter Jenni a close friend of ours. John was a member of Veteran Car Club. To date the current whereabouts of this vehicle remains a mystery. Our expert on all things veteran **Daryl Meek** indicates that it was restored in the early sixties and was a regular participant in Veteran club activities. It changed hands during this time and efforts are being made to contact the second owner. It seems to have disappeared completely either into a shed or exported. EMF standing for Everitt Metzger Flanders eventually incorporated into Studebaker whose local agent also sold EMF.



**CHVC Editor Jan King seeks an Axle for Daimler 1951**

I am after an axel for our 1951 Daimler - members of Castlemaine club may recall the car breaking down on the way home last year, and its been sitting on the hoist all this time! Well, today it was towed to a repairer, and he took the diff apart and found the left

hand axel had snapped right off.

Does anyone know where I can get this part from? have trawled google with little success. Or if any other model car would have a part that fitted. I don't suppose anyone has one laying round I can buy? chvceditor@gmail.com

## Empire Morris

I have a large collection of pre-war Morris's and have just received your magazine (Country Motor). I know Peter Fleming quite well as well.

With regard to the unusual Morris it could be an Empire Morris. If it is then it should have 21 inch wheels and 5 studs rather than the 3 on a Cowley. The body looks like an Empire one. Maybe pass my email address onto him with these two pictures of my Empire's.

*Ed: During the 1990's I formed the Austin Group within the Vintage Drivers Club to enable Austin owners on club plates to get together on runs. Other members of the VDC were welcome to join in. On this occasion we visited the Melbourne Tank Museum in the Dandenongs on 23rd November 1997. Eric Cooling attended in the Empire saloon. I noted that the 14.9 hp engine was from the Morris Commercial. Along side is Owen Perham's 1934 Austin Light 12/4, Wally Nye's 16/6, late Doug Wittington's Amilcar and Austin Gypsy, both he restored.*



Regards,  
**Col Schiller**  
(Qld)

Initially the saloon was Brisbane delivered and used by a Real Estate firm in Manly (Brisbane), then it went to Claire Cooling in Victoria for many years before her husband got sick and she offered it to me.



## Bits & Pieces Continued



**Stefan Nechwatal** writes - These are very interesting drawings of early motor racing. A few years ago I had bought 'The Automobile', a classy British magazine devoted to early motoring and found an article written by a contributor called [Stefan Marjoram](#).

Just for fun, because we shared the same first name, I decided to contact him and we have kept up a far-away-relationship since then. He is a very talented drawing artist and specializes in many facets of motoring, art, photography including videography. If you Google his name, you will see

his work.

At the time, he also sent me a great video he had made about the *Beast of Turin*, which had been under restoration in a workshop near his office. This legendary car was built at the beginning of the century to go up against the unbeatable *Blitzen Benz* in world speed trials. You will find this video on his website, it shows this monster Fiat having its first test run, belching fire and smoke. The Internet makes the World a small place indeed!

*Stefan*

## Mercedes Collector

*Peter Thorogood*

O'Donoghue kindly sent me copy 25 of Country Motor which I have read with great interest. As a lifelong car lover there are a few stories to tell but I would like to relate just one which I consider was very lucky for me.

The company secretary where I worked in Melbourne had a large sheep station 40 kilometres past Ballarat and he knew of my car interest and in particular Mercedes cars. He told me that a long time ago one of his pals had parked his 1962 Mercedes 300 Finnie on his farm as he was not offered enough as a trade in. It had been at the farm a long time and the owner no longer wanted it and so it was mine if I wanted to collect it and take it back home to Box Hill.

With a friend and a hired trailer one Spring day we set out to collect the car and tow it with my fast rusting 220 Finnie of the same vintage, back to Melbourne. It was a long haul but I had already collected a F7 DKW from Sydney and later a Sport Prinz in bits from Canberra so I was prepared to travel for cars I wanted.

It did required quite a lot of work as the mice had taken a fancy to the stitching of the leather seats and the wiring. But the luck came when I investigated the cars past and found it had been stolen and driven at top speed to Queensland where it was dumped after the engine blew.

Under insurance Mercedes fitted a brand new 300 engine which is almost the same as the 300 Gull-wing engine. The performance was awesome and with all round disc brakes it stopped instantly. I must say that apart from the running costs it was the best car I have owned and air bags gave the ride great comfort.

Always improving the car meant regular visits to Three Point Motors for parts which were becoming expensive and harder to find. When it was time for her to go the spare parts storemen at Three Point bought the car to transfer the engine to his coupe, such a shame. However I



subsequently acquired from an unsold Shannons auction a very rare long wheel base 300 SEL which I used for a few years and when it sold it went to Japan.

Hi Dave,

Have just been reading the latest issue of Country Motor which is passed on to myself by a friend. Its a great read and look forward to it.

On page 5 re the Auburns there is mention of Don Bradman owning a supercharged convertible sedan. I am not sure if you are aware of it but there is footage of it on you tube. If you type in

Play Safe NFSA films he is seen driving in it with a bunch of school boys. Interestingly enough in the last scenes the car they are getting out of appears to be a 1940s convertible. Hope this have been of some interest,

Regards **Ron Daw**

David

The Lagonda on page 20 I am fairly sure belonged to the late Graeme Miller.

You would have known Graeme as the long time librarian of the VSCC and Bentley owner.

I believe that after his death the family sold the car and it went to the UK. Graeme's car was a V12 not the Meadows engine model

Cheers **Graeme Bumham**



## Bits & Pieces Continued



I note in edition 25 the photo of the **Lagonda**, which I believe is a V12 Rapide, rather than an LG6 as captioned.

I vaguely remember hearing about this car through my father but I believe its owner at the time got caught up in the Lloyds insurance business and had to sell it. That's possibly about thirty years or more ago.

I should add that the giveaway for it being a V12 is that the horns are hidden behind those bulbous protrusions between the radiator and front guards. On the LG6 they are exposed. There was a bit of a story around those bulbous covers, quoting from 'Lagonda 4 ½ litre and V12 in Detail' by Arnold Davey:

“The front wings were considerably more bulbous than the LG45's, rising nearly to the level of the top of the bonnet and extending a long way ahead of the front wheels. Between them and

the radiator all the chassis parts including the trumpet horns were faired in by a pair of protruding “bosoms” which in the first cars even had chrome grilles for the horns in the “nipple” position. The coarse allusions that these provoked came to the ears of the Minister of Transport when he toured the show and his evident disapproval and veiled threats led to a redesign, less likely to excite elderly politicians, for the production cars. Before the show

opened the offending grilles were painted black.”

Also, we've long believed that family's LG6 DHC is the only such vehicle in Australia. I've certainly not seen another. Finally, while at Phillip Island Historic I came across a book which featured the attached photo of my father's Lagondas back when he had two – the other being an M45 saloon.

*Mike Southgate*



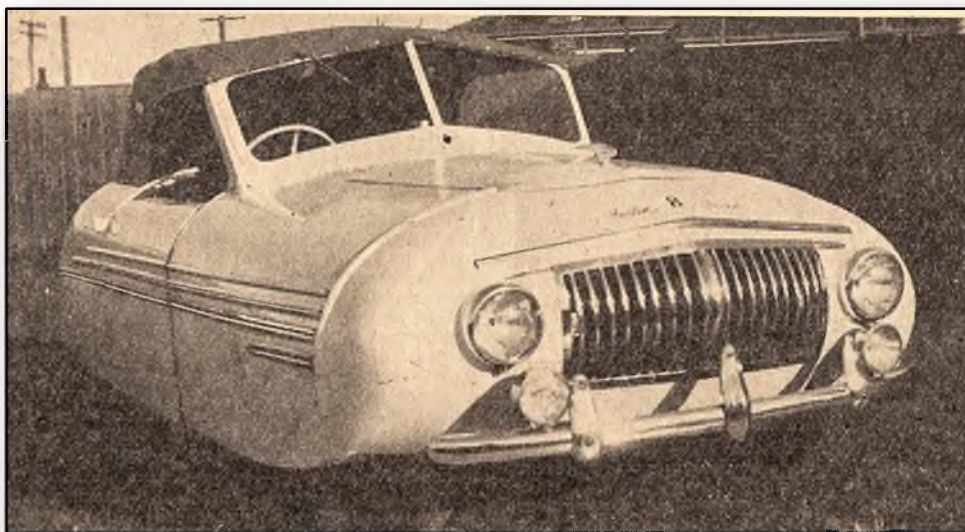
Left: Lagonda M45. This model was fitted with a 4.5 Meadows engine.  
Right: Lagonda 1938 LG6. The last of the 4.5 litre Lagondas and fully designed by W. O. Bentley.  
Both cars owned by Wex Southgate, Victoria.

**Vintage Morris** The Morris car queried as to model may well be an Empire Oxford. They were based more around a truck chassis and certainly used a four cyl truck engine from Morris Commercial division. They are extremely rare cars. It was an attempt to compete with US cars in the Oz market.

An ordinary Oxford of the time is exactly the same size as a Cowley except the engine is bored out from 1500 cc to 1800 cc and there are certain detail changes such as 5 stud wheels from the Cowley's 3 stud.

**Ken Gasmier**

Editor Riley Motor Club of WA Newsletter



The text from the magazine explains it all. ‘Mr J Anderson of Melbourne, designed and built this neat looking body on a (wait for it!) **1940 Austin 8** chassis, the type of car one would expect to see on the roads in 1950 or even later. The panels were shaped with a hammer and dollics, since no other panel

working equipment was available to the builder. The complete car weights 14½ cwt. The car rides and corners very well: when driving into a head wind an appreciable difference is found in comparison with the standard type of body’

### Mystery Car or the oddity of the month?

I can assure you, you will not recognise this car, unless, you have copy of ‘Australian Motor Sports’ magazine Sept 15, 1947!

I guarantee you could not even guess what it is based on, neither could I.

Was it made in Russia? Was the design derived from a dodgem car? You have to admit it is quite advanced for 1947.



## Bits & Pieces Continued

Hi David,

enjoying your wonderful magazine, although I am not too sure I agree with Brendan O'Donahue's comments about the poor little Prefect and Austin Somerset.

Cars were in short supply after WW2, and it was far easier to buy a cheap and cheerful English Ford or Austin straight off the showroom floor than wait months for a Holden. Families were booming and needed transport quickly and England was in a big Export or Starve Drive at the time when they were in severe rationing, and had a huge debt to repay the Americans for Lend Lease war supplies. British Cars sold equalled

imported supplies of wheat, wool, beef and lamb from NZ and Australia.

These little British cars are what our parents owned and drove and handed down to us, I myself owned a 1949 Austin A40 in the 1980s, and my Mum had a 1950 Prefect for at least 14 years that she drove all around Tasmania, up to Sydney and then shipped to NZ where after a couple years it was sold for £300, better than the £80 trade in offered back in Hobart. The Austin A40 was only a 1200 cc motor but had electric wipers and 12 volt electrics, the FX Holden was 6 volt and had a pre-war style vacuum wiper.

I have attached 3 photos of a

Auburn Speedster replica that surfaced at a Qld Vintage Vehicle Association "Great Gatsby" display in 2009. We were at Suttons Beach, Redcliffe. I recall seeing these cars featured in American Classic Car Monthly magazines in the 1970s where they had a series of articles building one of these cars. At least it looks very much like the real thing, rather than those terrible VW based specials, and hybrids like the Buffori Madison which used an Austin Healey Sprite firewall and doors and extra long body that looked like something out of the Wacky Racers.

**Tim Braby**



## Seeking History on a Bristol 401

I came across a copy of your most interesting magazine Country Motor and I realised that here was another possible source for a specific historic detail of my Bristol 401 which has so far eluded me.

The car in question dates from 1951 and was sold in 1952 by Commonwealth Motors of Melbourne to the first owner possible Mr Mackinnon of Longwood, Victoria and registered Vic XT 000. In December 1952 it was owned by Ross Oliver of Grindelwald, Tasmania.

During the Oliver's ownership but prior to 1957 Sylvia Oliver raced the car at Bakers Beach, Tasmania and broke the Australian Ladies World land speed record at a about 100 mph a record that held until 1957 when it was broken by Mary Seed at 113 mph in her Ace Bristol.

That is all I know, I don't know the sponsoring Club for the race or the exact date of it so any clues would be helpful and much appreciated. It is perhaps a curious record in today's World but nevertheless it is historic.

I am a BOC member and I communicate with Iain Ross. The attached picture of the Bristol was taken at Toora.

The car is presently being "done over" including gearbox rebuild which is completed and engine rebuild which is just



at the reassembly point. Should be good and ready to go somewhere post virus problems. Kind regards,

**Bryan Harper**



## Day Elder Truck

Readers will know that our local engine club at Wedderburn has an unrestored circa 1916 Day Elder truck. (see Country Motor issue 5)

A small team of guys will be commencing the restoration of the old vehicle shortly.

We are seeking any information on the model, any parts or location of any other similar Day Elders.

I have been given some photos of a Day Elder owned by a C Gilmore of Mt Gambia, in the back ground it appears to be at a place called 'Classic Park', I would like to contact the owner to compare notes.

**David**





# 1966 ROB ROY HILL CLIMB

## History

Originally Rob Roy Hill Climb was designed and used as a motor cycle hill climb between 1930 and 1936. In 1937 it was opened as a motor car hill climb by the Light Car Club of Australia. Amongst the founders and pioneer drivers of Rob Roy was one of the VDC's members – Mr. J Day.

In 1939 the track was bitumen sealed, to share at the time the distinction with Shelsley Walsh and Prescott in the UK of being one of the only three bitumen sealed hill climbs in the world.

Over the past few years Rob Roy has become the venue of the VDC annual hill climb, it being ideally suited to vintage cars. The track is only 760 yards in length with a gradient comparable to some hills encountered during touring.

## Impressions – 1966

On July 3<sup>rd</sup> 1966 the nostalgia of Rob Roy was revived when the members of the VDC made their annual exodus to this historic climb. The dairy cows in the surrounding paddocks made discontent moo's as the vintage enthusiasts trundled up the muddy road to the pit area. Probably the cattle's milk yields that day would indicate the disturbance of the intruders.

After lunch the entrants began to queue up at the start for their practice ascents. In the winter sunlight they negotiated the hill with mixed feelings.

"By geeves it went rough on this corner here", comments Gavin Sala who had just covered his first practice climb driving the Darracq special. The little blue special was very noisy as usual. On this occasion a low slung brass radiator shell had been fitted. Behind it the 2.2 litre Darracq motor revved highly breathing through its two Jaguar SU carburetors. The conversation was centered on the driver's impressions of its performance and handling. "A lot of splash back in the carby", he yelled as the open exhaust deafened the observers.

The noise died down as he coasted away from the trailer in which it was towed by a rather stark looking Jeep. The engine stalled and after a few adjustments and exchange of excuses the crew restarted it. It blissfully spluttered into an ear splitting roar, the wheels spun on the slippery wet grass surface as he guided it down the slope to the starting line.



When the indication was given the motor pounded loudly and the car shot to one side as the Lancia gearbox was snatched into action. It hesitatingly barked along the initial stretch and then gathered speed after the first corner and aggressively began mounting the hill. As the vehicle's velocity was too great when it had passed from the Causeway to Skyline Corner the rear end alarmingly swung out. Gavin corrected the skid, though too enthusiastically causing a swing in the opposite direction, but all was under control as it sped to the finishing post. The climb was recorded at 36.9 seconds later on another attempt clocked one of the fastest times of the day at 34.94 seconds.

"The little Austin Seven of Tony John's looks like a minute hot rod", an observer remarked. It certainly was a neat little package. The single SU carburetor poked slightly out of the bonnet without disturbing the smooth open wheeler racy body that looked typical of the Brooklands era. Its times were very impressive (36.92 and 34.98), comparing favourably with the Darracq special. In fact there was some very fine competition between the two. Eventually the Darracq gave way as the motor had become uneven and course. The roar was no longer a constant one, but broken and gasping as it mounted the gradient in times comparable with Peter Rollason's standard Austin Seven Chummy.

The Essex special owned and raced by Brian Florimal made an appearance. It had been relieved of its gearbox troubles it had last year and displayed some very good climbs. Brian recently installed another gearbox that he was very pleased with as this was the first opportunity he had of

trying it out.

The Bentley boys were rather quiet this day although three turned up only Doug Wilson flogged his 4½ litre to achieve 36.35 seconds. After the handicap was taken into account it was not the fastest time of the day as in other years, nevertheless it was one of the fastest touring car times.

After a slow muddled start the Mercedes 33/180 impressively motored up the initial slope and the supercharger engaged by hard throttle whined into action on the Causeway. The 6.3 litre monster owned by Jim Cooper covered the distance in 39.17 and later 38.92.

In the pit area the bonnet of the Lancia Di Lambda is lifted Lancia by enthusiast Clive Beattie, who looks quite concerned about the slight defects in its performance. An observer looks on and enquires what the trouble is as he gazes at the square V8 engine. "Fluff coming out of the petrol pump" the owner explained as he undid a brass pipe leading from the pump to the updraft carburetor.

There was a variety of common models in the touring category from the American fraternity. Several Buicks and Chevrolets were entered and a Pontiac and Erskine made their debut at Rob Roy. European cars were represented by Vauxhall, Austin, Lancia and Morris.

Later as the afternoon passed on the weather became cloudy and cold making the conditions rather unpleasant. The enthusiasts had seen enough and began to make their way home satisfied. They left Rob Roy with only the roar of the farmer's tractor until the next assault in a year's time.

*David*



# 1966 Rob Roy



*1934 Graham sedan*

*Neil Burn's 1922  
Deemster coupe*

*Darracq special raced  
by Gavin Sala*

*Tony Johns making a spirited  
climb in his Austin 7 racer*

*Jim Cooper descending the  
hill in his supercharged  
Mercedes*

