

Country Motor

Australia



Issue 28

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

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1923 White Charabanc

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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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Editor's Entries

Welcome to the twenty eight edition of Country Motor

Issue 28 has the usual variety of
great stories. Starting with another
contribution by Richard Tonkin who has
a passion for Armstrong Siddeleys.

A topic that we rarely read about are
charabancs and Jennifer Fawbert has
presented a study on these unique
vehicles as well as a story on a 1923
White charabanc. We wonder what was
the fate of this wonderful charabanc?

I found the next article on the origins
of the Jeep in the 'Vintage Austin
Magazine' interestingly the story has a
connection with the great British brand.

Archie Marshall's life story has
many more episodes to go, it could have
been a novel.

Fire trucks are very popular with the
public as I am sure the 1929 Dennis 250
will be when it is restored.

When the opportunity arises I go
visiting. Prior to the stage 3 lockdown I
called into Phil Stafford's place and in
the next issue there will be a story on his
latest project.

While in Charlton I called on
collector John Sweatman. He allowed me
to wander through his collection of 250
cars and not being very careful I knocked

my shins several times on towbars! All
the wrecks are for sale. There are many
1980s, 1990s popular cars that I didn't
photograph.

Bits and Pieces column has
numerous interesting entries.

Finally a rally story I wrote back in
1968 on a trip to Echuca in my 1928
Austin 12/4. I did many journeys with the
VDC to regional towns in those years in
the car.

A local farmer has a 1925 Buick
tourer that has been in the family since
new. He hopes to restore it. The ravages
of time have taken their toll and it will
require considerable work. He saw an
advert for Buick parts near Warnambool.
The parts he needed could be purchased
as long as he took the whole collection of
parts! Two semi-trailer loads later he has
far more than he needs. However all the
parts have been lying around for decades
and are very rusty. Its sad to know each
of the half-dozen chassis was once a
complete Buick many years ago.

On that sombre note happy motoring
when the opportunity arises.

David

1959 Armstrong Siddeley Star Sapphire

Richard Tonkin



My interest in Armstrong Siddeleys was sparked when I met Robert Penn Bradly some years ago. Penn, as he was known to his friends and devotees of the marque, had a lifelong fascination with the cars. There is a story that, while his fellow boarders at a Sydney school were out playing rugby or cricket, Penn was at his desk, not only writing to Armstrong Siddeley in England requesting brochures on the latest models, but plying them with technical questions which, to the company's credit, they answered.

Penn went on to become a recognised expert on the cars with an encyclopaedic knowledge of all things Armstrong Siddeley. He wrote no fewer than six books on the subject and was always available at the end of the phone or answering an email from Siddeley enthusiasts. Sadly, we lost him in 2014.

He persuaded me (Penn was a great persuader – gentle, but persistent) to buy a 1950s 234, although we (my wife Pauline and I) already had sufficient Alvises in the motor house. This “baby

Sapphire” cheerfully took two friends from England and I on a trouble-free trip from Melbourne to Longreach and back (organised, of course, by Penn). Smitten by the marque, we bought a lovely 1949 Typhoon fixed head coupe, then a 1953 Sapphire, a delightful car with the Wilson-type electric preselector, four speed gearbox. We were perfectly satisfied with that car, who we called Bruce, (we all name our dogs and cats – why not our cars?). He was a pleasure to drive – comfortable, powerful, at 3.4 litres, when needed, and the preselector was an excellent system.

Then, in September 2018, along came Sir Reginald (“you may call me Reggie”). He was the last of the line – a 1959 Star Sapphire; the finest, some say, of all the Armstrong Siddeley models. He had been in long term ownership in Sydney, his keeper had died and the car was on the market. While at the time not intending to parting with Bruce, the chance to acquire a Star was not to be missed. So, with good friend and Siddeley expert Sandy Cameron, we

visited the dealer in Melbourne. The Star had little use in the previous 40 years or so, but he was all there – very nice interior, the paint needing some work, and the engine a little recommissioning, but he was an Armstrong Siddeley Star Sapphire. With a bit of negotiating the deal was done and he was ours.

The Star was meant to be a stopgap between the Sapphire and the next model, which was to feature an entirely new body design. However, the parent company, Hawker Siddeley, were doing very nicely thank you out of military contracts, there was insufficient money to be made out of small volume car production, tooling up to produce a new model was going to be expensive so, on 31 July 1960, the last Star left the Parkside, Coventry works.

Siddeleys were not the only small car maker to fade away in the 1950s and 60. Lea-Francis, Alvis, Jowett, Fraser Nash were British names that succumbed either to economic forces or takeover by other firms. A total of only 980 Stars were made, 77 of which were limousines, some of them bodied as hearses.

Our Star, like all the other saloons, has a 3 speed Borg Warner automatic gearbox. In service, its effectively a 2 speed, as first only engages when starting on a steep hill. An innovative device whereby the speed at which the gearbox changes from second to third can but varied, up to 50mph, is operated by a lever on the dashboard. Steering is by a hydraulic-boosted Burman power system with column change.

The engine, of Siddeley design and manufacture, was upgraded from 3.4 litres in the Sapphire to 4 litres in the Star, giving a maximum speed of 105



mph, according to an Autosport road test in 1959, although I haven't asked Reggie to stretch his legs that far – yet.

The rear hinged (“suicide” although it would not be a pleasant way to go) doors of the Sapphire were replaced with more in-fashion front hinged ones. The Star features front disc and rear drum brakes.

Inside, there is a lounge room atmosphere (but without the fireplace). Of course, all the seats are genuine leather – in ours, off white with the front ones split 60% for the passenger/s and 40% for the driver. There is a centre armrest, as there is at the rear. The seats are most comfortable, inviting long distance, fatigue free motoring. A knob on the right side B pillar controls warm air to the rear compartment and to the back window – a demisting device before electric wires in windows were developed. There are only a few things on Reggie that aren't working – that is one of them, which will get my attention, depending on how long the Melbourne COVID-19 lockdown lasts.

While we're at the rear, the boot is a good size, the spare tyre being accommodated in its own slot beneath the boot floor. And a nice touch – there is a pull-out drawer with fitted small tools on the right, below the boot shelf.

The Star's main British competitors in period, 1958-1960, were the Jaguar Mark IX, Daimler Majestic Major and the Rolls-Royce Silver Cloud II/Bentley S2, although the products from Crewe had by then grown fatter, more powerful (V8, 6.2 litres) and much more expensive than the

others. When looked at the Jag's production of 10,000, the Star's 980 seems miniscule, but they were aiming at the discerning customer, “the Managing Director's car” rather than, in those days, the almost mass production of the Jaguar.

On the road, the Star is a very pleasant car to drive. The 4 litre engine produces a noticeable increase in power over the 3.4 litre Sapphire and the car takes hills in his stride in top gear.

The brakes feel up there with a modern. Reggie loves to lope along the back roads of the Yarra Valley near where we live. Apart from getting him back into top form, we have replaced the carpets (which are extensive, with sections at the bottoms of the doors and backs of the front seats). The radio is away having a heart transplant and the Smiths heater awaits investigation. There is a leak in the power steering, but I'm



told they all do that and, as the late Chris de Fraga, motoring journalist, used to say, “It's cheaper to put oil in the top than to find out why it's coming out the bottom.”

Richard

Painless shifting at last. The conservative 1935 17-hp Armstrong Siddeley (right), with custom cabrio-limousine coachwork by Salmons-Tickford, featured the Wilson preselective system. This still called for three pedals, the “clutch” actually shifting the gears already selected by a small quadrant on the steering-column. With a smallish engine and flywheel – the 17 ran to only 2.3 litres – physical effort was eliminated – and so were rude noises.

*From 'Cars of the 30's & 40's'
by Michael Sedgwick*

More on Armstrong Siddeleys



CHARABANC

early motoring for
the many
"char-à-banc"
colloquially
"sharra-bang"

Jennifer Fawbert



Jennifer Fawbert has collected, restored and driven vintage, heritage and classic cars for over 50 years. She learnt to drive in a 1928 Chev and has been a regular entrant in historic motoring events since 1970 driving her 1930 Nash. Jenny has driven vintage cars over much of NSW, Victoria and Tasmania as well as in the 1978 and 1988 Internationals Rallies.

An active vintage car club member she has held various leadership roles and organised numerous touring and competitive rallies. A Concourse judge since the 1970s

she was a CVVTMC Chief Judge and been a Judge for the Council of Heritage Motor Clubs for many years.

A dedicated researcher and automotive literature collector Jenny regularly writes both scholarly and popular articles on Australian automotive history. She is a member of the Society of Automotive Historians and Automotive Historians Australia, AHA published her paper *G.P. Innes, Pioneer Motorist* in their 2016 Conference Proceedings. Her present research focusses are the 1905 Dunlop

Motor Reliability Contests and Australian motor body builders from 1896 to 1946.

Jenny has a soft spot for charabancs since childhood as her paternal grandparents had a motor garage and bus run in Katoomba around WW1 and she grew up with stories and a photo of a charabanc.

Jenny's parents were in the tire business from 1938 to 1998 and buses were a major part of their work, so that added to her lifelong awareness of public service vehicles.

A short history of the charabanc

Charabanc comes from the French meaning "carriage with benches" and was a style of horse drawn vehicle used in France from the early 19th century, usually by the upper classes. In the UK and in Australia once Queen Victoria had been reported sightseeing in a charabanc the style was widely offered by coach builders as an economical body for carrying large groups. By the turn of the century in the UK charabancs were appearing on motor chassis and became very popular for leisure motoring, suiting those on a budget for outings to picnics, the seaside, the races and sight-seeing.

Image 1: c.1912. North Terrace, Adelaide



Image 2: c.1920 An outing in a charabanc
What's the difference between a charabanc and a bus, omnibus or motor coach?

The charabanc has essentially only one level, though seating may be tiered to enhance the viewing opportunities for passengers, whereas buses and coaches could have upper and lower decks.

Charabanc seating is accessed from the side/s of the vehicle, bench-style and forward facing, though a few had rear facing "jump seats", perhaps for the

kiddies. Some early chain-drive charabancs had a combination of forward-facing front rows of seats and a rear entrance section of two opposed inward-facing seats in the style of a brake or trap from horse drawn days. Buses and coaches could have individual, double or bench seats, and not always forward facing.

The arrangement of charabanc seating was often experimented with. Simplest forms had rows of seats on a flat tray, others had tiered seating, on many the seating platform overhung way back past the rear wheels. While the view from the back tier of seats must

have been good the ride certainly would have been at best exhilarating and at worst disturbing, anyone who has ridden on the rear of a truck tray cross-country will attest to the rough and unbalancing ride in that position.

Charabancs generally had multiple side access options, i.e. an opening or a door for each row of seats. Buses and motor coaches typically had only one or two access points. Charabancs were essentially open to the weather, while some had basic hoods and even side curtains it was the open body style, no-frills motoring



which was their appeal from a sightseeing perspective, and for the operators an economical coachwork that could be removed relatively easily turning the vehicle into a motor lorry for general transport and seasonal duties.

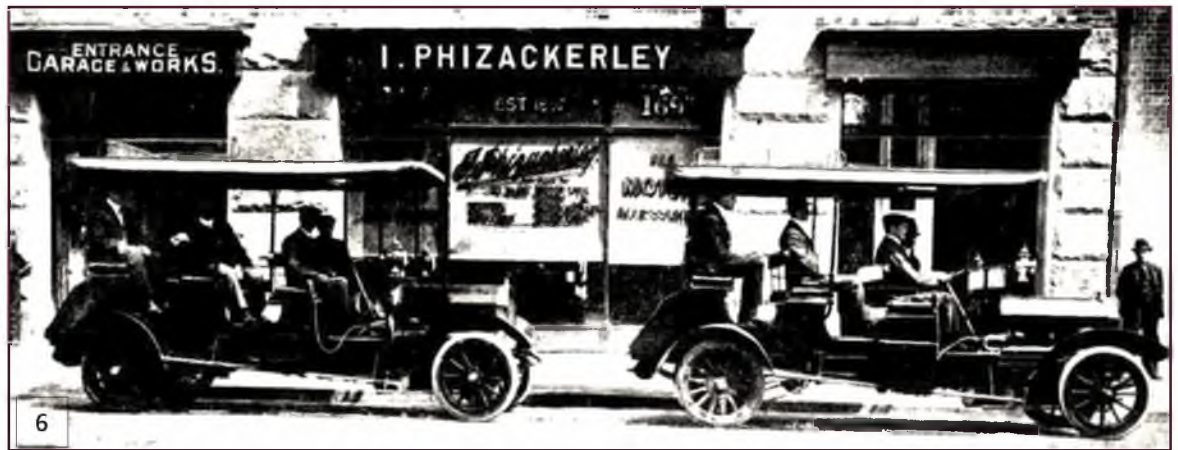
Image 3: 1918 Signal charabanc
Image 4: 1926 Maudslay charabanc in Adelaide

As heavy-duty chassis became available some operators had built for the same chassis a flat tray lorry body and a multi seat charabanc body. Thus, the one vehicle served as needed as a truck or as a passenger vehicle with the unbolting of one rear body and the fitting of another. Many charabancs did double duty for sightseeing

in the warmer months and trucking in the colder, not something buses and coaches could be readily adapted to. Likewise, many smaller utilities and trucks did double duty with simple crossways seating fitted onto their trays turning them into temporary charabancs.

There were operators who offered a "better class" of charabanc based on lengthened car chassis with custom charabanc bodywork – Hudson, Studebaker, Auburn and Nash, Cadillac and Packard being fashionable as "touring cars" for such use in Australia in the vintage years. These vehicles are different from the standard 7- passenger tourers of the day as they accommodated a minimum of 8 (often more) passengers and typically as charabancs they had multiple side doors.

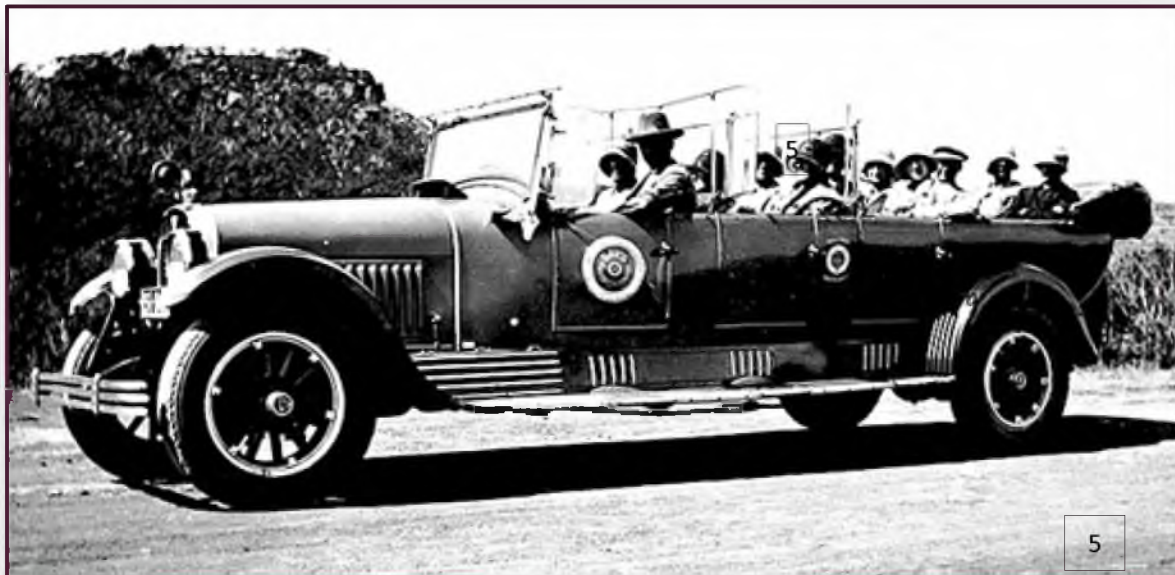
Image 5: Hudson charabanc. Day's Motor Service, Sydney



the vehicle. The vehicle bodies were painted in Surry green, lined with carmine, the undercarriage being also carmine-coloured. The upholstery was leather and spring cushions provided. The canopy was supported by tubular columns, with four panes of glass in front of the driver. The canopy had a luggage roof. Roll up curtains of tan-coloured canvas were provided. The woods used in the manufacture were all Australian, black

better suited to comfortable touring. Closed "parlour cars" with luxurious interiors for those inclined to pay more, or the progressively popular "safety" motor coaches, which provided the average tourist with increased comfort, quickly replaced the charabancs from the mid-1920s.

**Original text © 2020
Jennifer Fawbert**



Australia's first motorised charabanc

Was likely a 10hp Daimler, seating 9, imported into Melbourne in February 1902 by Mr M Selby for seaside tours to St. Kilda and was Melbourne's first motor hire car. The Daimler was even then second hand, having already done 12 months service on the London to Brighton tourist route.

In 1905 motor agent Phizackerley's imported into Sydney four Aster 22 hp engined chassis. On these charabanc bodies were built by C J Pittman's Commonwealth Steam Coach Works, Redfern. Two of the cars had seating for 16 passengers and were to run between Manly, Pittwater and Narrabeen.

The two 12 seaters were for use between Glen Innes and Inverell. The cars had four cross seats each placed on a different level, rising towards the back of

wood, silky oak, kauri pine, cedar and spotted gum, simply varnished.

Image 6: 1906, the Aster charabancs from Phizackerley's.

Charabancs quickly became very popular especially in the tourist areas of Australia as our climate suited year-round travel. The heyday of the charabanc was from the Edwardian period to the mid-1920s, and many family photo albums show tourists happily travelling to scenic spots or out for a picnic in very crowded charabancs.

The age of the charabanc however was relatively short as vehicle manufacturers in the 1920s increasingly provided dedicated motor coach and bus chassis and engines, which combined with advances in motor body building and styling, improved materials, performance and ride resulting in efficient, faster and safer buses with fully enclosed bodywork and

Image sources (all images out of copyright)

Image 1: State Library of South Australia.

http://images.slsa.sa.gov.au/search/11/PRG280_1_11_526.htm

Image 2: State Library of South Australia.

http://images.slsa.sa.gov.au/mpcim/62750/B62619.htm

Image 3: State Library of South Australia.

https://www.catalog.slsa.sa.gov.au:443/record=b2141295~S1

Image 4: State Library of South Australia.

https://www.catalog.slsa.sa.gov.au:443/record=b2050172~S1

Image 5: Museums Victoria

http://collections.museumvictoria.com.au/items/771825

Image 6: Evening News (Sydney, NSW),

January 26 1906, p.7. http://nla.gov.au/nla.news-article114227702

DAY'S 1923 WHITE CHARABANC

Jennifer Fawbert



When most charabancs and motor buses were a bit box shaped and very utilitarian in design there appeared on the streets of Sydney in 1923 an elegant vehicle that was hailed as the “Finest Touring Car in the Commonwealth, and equal to any in the world”.

Image 1: 1923 White, Day's Motor Service, Sydney. Image held by the MAAS Sydney, used with permission.

The vehicle caused quite a sensation as it looked more extended luxury touring car than sightseeing vehicle. With its sleek coachwork, deluxe upholstery and fittings, four windscreens and smart rear quarter hood this handsome vehicle was the pride of Day's Motor Service, Sydney.

Norman L Day had commenced in the tourist hire car business in 1913 when he took groups sightseeing to Bulli Pass and other scenic spots within reasonable distances of Sydney in a 1912 Brazier. In 1916 he purchased a number of Hudson Super Six cars, and was one of the tour operators who partnered with the increasingly important NSW Government Tourist Bureau which managed bookings for motor excursions in the vicinity of Sydney.

By 1920 Day had a motor garage at Vicker Street, Coogee, and was operating a fleet of 9 Hudson Super Six hire cars. His contract with the NSW Tourist Bureau had been successful and lucrative and in 1923 he purchased a special White 50 hp chassis and commissioned the firm of Smith and Waddington of Parramatta Road, Camperdown, to build a custom charabanc for it.

The Model 50 White was introduced in the US in 1921 and

specifically designed for the public service vehicle market. By 1923 White's special low frame bus chassis featured integrated brackets for fitting body work, a 55 hp engine, 4-speed gearbox, safety transmission brake and special ride improving springs.

Image 2: Smith and Waddington charabanc. Image held by the University of Melbourne Archives, used with permission

in mid-1923, one going into service on the Milson's Point to Balmoral route that was claimed to run safely at 40 mph, and furthermore, that it was more super car than motor coach.

The reputation of the White Motor Company's trucks and buses was well established among transport operators so it is little wonder that Day chose the special Model 50 chassis made by White for carrying 15 passengers in hilly country, it seemed eminently suitable for



Local White agents, Dalgety Limited, at the March 1923 Sydney Royal Show displayed “A Model 50 White bus chassis ... This is the first of this make to be landed in Australia and is one of the few motor lorry bodies to be built specially for 'bus work, having an exceptionally long wheel base... (and) a good road clearance. The 30-passenger bus versions, modelled on the American White buses, were offered by the agents

sightseeing tours of the Illawarra and the Blue Mountains.

The firm of Smith and Waddington had begun in 1921, with a partnership between coachbuilders A L Fairs and Arthur S Smith and cinema owner Frank Waddington. They aimed to be builders of bespoke motor car bodies for high end vehicles, allowing owners to express individual tastes in the design and construction of their cars. Smith drew the



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mountain tours (though the photo in CMA# 27, pg.21 does show the White at historic Hartley Court House). In fact, in 1924 Day was using 7-passenger Cadillac tourers on the Bulli and Jenolan runs.

Image 5: Day's brochure, 1924

What happened to the White or at least its beautiful



body work? While a 1929 advertisement from Day's Motor Service shows the White, a large tourer and a Parlour Coach, there is no mention of the charabanc in the company's advertising or articles after 1923, nor in the Tourist Bureau information after early 1924.

It would be interesting to know what became of the White charabanc.

Original text ©2020 Jennifer Fawbert

Image 3: 1923 White Motor Company USA advertisement

See New South Wales (1927, December 11). *Sunday Times (Sydney)*, p. 34. Retrieved from <http://nla.gov.au/nla.news-article128507308>

What the Firms Are Offering (1923, March 29). *The Daily Telegraph (Sydney)*, p. 14. Retrieved from <http://nla.gov.au/nla.news-article245833808>

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Darwin, N. (2018). *Early Australian automotive design 1895 - 1953* (Master's dissertation). RMIT. Retrieved from <https://researchbank.rmit.edu.au/eserv/rmit:162422/Darwin.pdf>

Latest Touring Car (1923, December 21). *The Daily Telegraph (Sydney)*, p. 11. Retrieved from <http://nla.gov.au/nla.news-article245991577>

Pioneering De Luxe (1923, December 25). *The Daily Telegraph (Sydney)*, p. 4. Retrieved from <https://trove.nla.gov.au/newspaper/article/245993604>



designs and had a reputation for creating "well-proportioned motor bodies".

Employing some 150 workers in January 1923 and becoming by the end of that year one of the largest motor body producers in NSW with 200 employees, the company bodied a number of Rolls Royce and Hudson cars, the firm being favoured by Dalgety's the importers also of those makes. As well they turned out handsome open and closed bodies for a range of vehicles including Turcat-Mery and Peugeot, Stutz, Wolseley and Chandler cars. In 1924 they became more involved in building up-to-date and good-looking motor bus and coach bodies, a line of work they became renowned for. The firm had a complete factory on Parramatta Road for fabricating, assembling, painting and upholstering vehicle bodies and they installed a modern nickel plating and brass finishing plant in 1923, a unique feature for such a business at the time.

From Norman Day's design for the White Smith and Waddington built a handsome and luxurious 15-passenger touring car, the finished charabanc measured 24 feet (7.3 metres) in length. The body was finished in pastel green with nickel bright-work.

Windscreens were affixed to the front, second and third seats making the vehicle appear as a quadruple phaeton and the hood that could be fully extended, fully

folded or quarter cover the rearmost seat. Smith and Waddington had pioneered the manufacture of Californian tops in Sydney and their expertise in this is clear in the sophisticated rear quarter hood on the White. The four rows of seats were upholstered in leather and finished for comfort, each spacious row had its own doors and step plate.

The White's first passenger carrying run was from the Tourist Bureau's Challis House offices on 23rd December 1923 for 10 invited guests to Bulli Pass and the National Park. The vehicle was driven by Norman Day and it reportedly handled the roads thus, "*The car behaved throughout like a perfect lady. She glided down the hills, swung confidently around the turns, and negotiated steep gradients so gracefully*".

Image 4: Leaving Challis House, 1923
Image held by State Library of NSW.
<https://search.slnsw.gov.au/permalink/f/1cvjue2/ADLIB110112849>

Daily tourist runs to Bulli were then scheduled for the White with the journey to occupy the whole day, returning sightseers to Challis House at 5.30 pm. The Touring Car was also intended for 3-day tours to Jenolan Caves and the Blue Mountains, but in the course of this article's research nothing indicates that it consistently did the



Bantam #1 "Blitz Buggy"
 Courtesy www.olive-drab.com

Bantam GPV prototype delivered on time in September 1940

Origins of the JEEP

submit 70 finished vehicles for evaluation (including 8 with 4 x 4). A prototype had to be delivered within 49 days, the rest within 75 days. The rather unrealistic weight limit resulted in no interest being shown by traditional truck manufacturers like Dodge or GMC and initially only Bantam and Willys responded to be joined later by Ford in submitting designs and prototype vehicles for evaluation.

Bantam persuaded Karl Probst, a freelance engineer, to head their project and when the drawings for the tenders were examined by the Military on July 22, Probst's vehicle came closest to matching the specification though Bantam did conceal the fact that their vehicle was likely to be a little over the weight limit. An order was placed and by the end of September Probst had completed the drawings, sourced the parts and the Bantam prototype was delivered. Having tested it to destruction and being satisfied with its performance, the army commissioned 70 more to be built. Despite Willys failing to submit a prototype by the deadline and Ford showing little interest in the project at all at this time, both manufacturers were allowed access to the trials of the Bantam prototype and subsequently to Probst's drawings. Willys and Ford prototype models, the Quad and the Pygmy, were to follow in that order but clearly outside both the time and weight limits.

Trials continued into the Winter

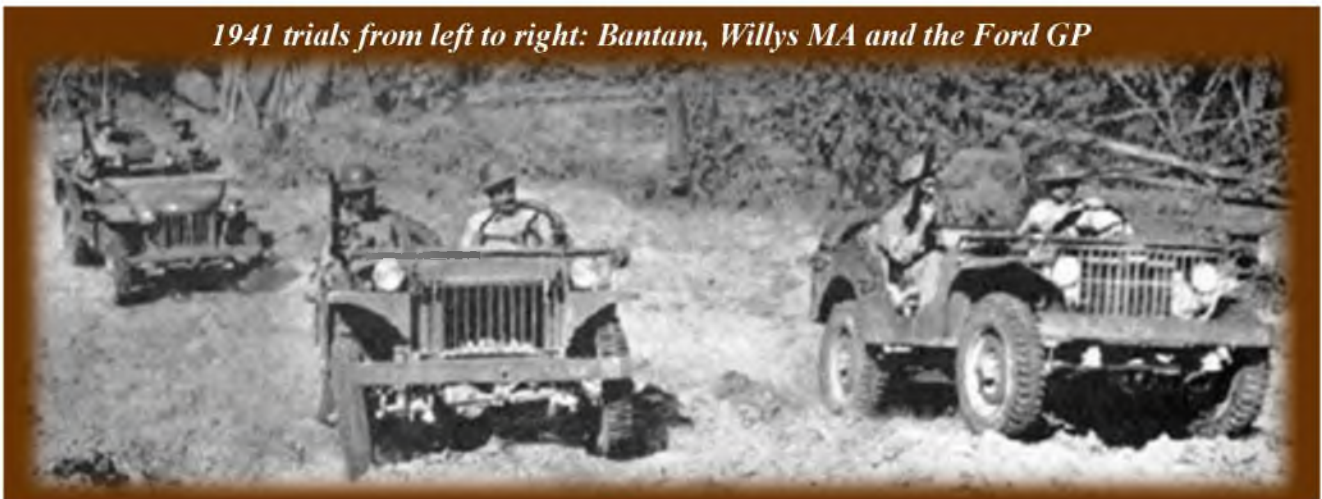
Despite over 50 years having passed, many people are still able to recognise a WW2 jeep, most referring to it simply as a 'Willys'. It is likely that they therefore also believe that the ubiquitous jeep with its unmistakable grille must have been conceived, designed and built by Willys Overland but the reality is somewhat different. It actually owes its existence to the American Bantam Car Company and the genius of Karl K Probst. The story goes like this:

In 1930 Austin of England founded the American Austin Car Company in the United States. Unfortunately, economical little cars never proved popular there and by 1934 the company was almost bankrupt. It was taken over by its Chairman, Roy Evans, who re-launched it as the American Bantam Car Company. He retained the small car concept based on the original Austin design but made improvements and increased the range of models available.

As early as 1938 Bantam had spotted the potential of a light reconnaissance vehicle for military use and lent the National Guard three of its Austin based Roadsters to evaluate. The company continued to press the case for such a vehicle until a meeting with the Military was finally arranged at the Bantam factory on June 19th 1940. Worried by the mobility and ease with which the German Army had taken France and intelligence reports that the Germans were about to convert the Volkswagen for military use, they at last showed a real interest in Bantam's proposal.

A series of meetings developed Bantam's original car based proposal into a military specification for a 4 x 4 hybrid car / truck type vehicle weighing not more than 590kg. Aware of Bantam's limited design and production facilities and the fact that the company was not financially sound it was decided to offer other manufacturers the opportunity to tender as well. The overall task was to design and

1941 trials from left to right: Bantam, Willys MA and the Ford GP



of 1940 and should have resulted in an outright winner. The Bantam GPV (General Purpose Vehicle) had been delivered on time and met the specification in most respects. It performed well bearing in mind the nature of prototypes and minor defects were soon corrected. It also had many recognisable features of the later standardised jeep. However, the Military identified strengths and weaknesses in each vehicle. The Bantam was considered too high off the ground and under powered. The Willys Quad had a more powerful engine but was far too heavy. The Ford Pygmy had the best steering (though linkages were easily damaged) but its tractor engine had insufficient power.

There was also concern about Bantam's limited production capability and that even Willys Overland might not cope given the imminent need for a very large number of these vehicles. All of this resulted in a political decision in March 1941 that all three companies would receive an initial order for 1500 vehicles each, provided that they met the original specification though the permitted weight had now been increased.

Vehicles that looked remarkably similar during the trials became even more alike as each company adapted their design and copied the better ideas from each other or from Probst's plans ready for the first production runs. However, in July 1941 the military decided that standardisation was needed, it being impractical to operate and maintain three different designs. All three vehicles now performed well but it was decided that the Willys design represented the best overall value for money at \$739 (compared with \$1166 for a Bantam) and it was adopted as the standard army vehicle. Willys secured the contract to provide the next 16,000 vehicles.

In awarding Willys the contract, the



Bantam GPV prototype delivered on time in September 1940

army produced a list of improvements and alterations that were required. Apart from general improvements to the battery, generator, air filter and fuel tank, the standard jeep was now to have black-out lights, sealed beam headlights, pioneer tools (axe and shovel), double bow canvas tilt, trailer socket, centre dash handbrake control and radio suppression. The classic standard jeep design was about to emerge.

The 40 BRC (the production version of the Bantam) was now no longer required by the US Army as it was 'non-standard'. The Bantams already in service with the army together with the continued output from the factory were passed to the British and Russian armies under the terms of the Lend-Lease Act. Interestingly, having observed the trials, the Russian Purchasing Commission wanted the Bantam by choice.

A typical British marked Bantam 40 BRC in the colours of the 6th Armoured Division was complete with .303 Bren gun mount on the passenger side. The vehicle's light weight also made it particularly suited for use by British airborne units in North Africa.

By the end of October 1941 the army were keen to find a second source of supply for two reasons; Willys could no longer keep up with the growing demand for jeeps and there was the need

to safeguard the supply of jeeps against the Willys plant being bombed or sabotaged. In early November Ford were awarded their first contract to build 15,000 jeeps to the Willys design specification from Willys drawings. The Willys MB and Ford GPW varied in minor detail only as the Military insisted that the parts be interchangeable.

With the increased supply it was now possible to supply the standard MB/GPW vehicles under Lend-Lease arrangements and production of the Bantam 40 BRC was phased out. Interestingly, it was Ford who designed the pressed radiator grille to replace the heavier and more costly slat grille of the early Willys MA design. Willys then incorporated this into their definitive MB model.

In all, 2675 Bantam 40 BRC vehicles were built, 62 of which had four-wheel steer as requested by the US Cavalry. Sadly, the company never again produced vehicles. Having been first to suggest and build a 'jeep', Bantam was made to share Probst's plans with competitors then lost out in securing any work under contracts for the universal jeep and spent the rest of the war building trailers, aircraft parts and torpedo motors. *Reproduced from Andy's 'Jeep web page' www.m201.com/index.html#WW2*

Response from Tony George

Wow, what a bumper Bradford issue, a real Jowett issue in fact with some Javelin reminiscences from Steve Waldenberg as well. The caption belonging to the dinosaur ant photo got mixed up in the text the end paragraph but never mind, I'm sure readers will soon sort it out.

Re the prototype CD Bradfords, reports vary but it seems only 17 were produced and most of them scrapped when Jowetts closed. The development and testing had been completed beforehand and the range was ready for production. None came to Australia but

several were exported to New Zealand and still survive, one is in a museum, one re-bodied as a 4seater Jupiter and a couple awaiting restoration. One restored R4 Jupiter remains in England and I heard that another is saved but not running.

I saw the 1934 Jowett tourer when I was looking through the back issues of CM. It appears quite restorable but it is not on the register of the Jowett Car Club of Australia. It would be nice to think it has survived.

I enjoy reading Archie Marshall's reminiscences, a real character. I've met him a couple of times on VCC of WA



runs and bought BSF bolts and nuts from him for the Jowetts. Still the entrepreneur!

Slowly easing some car club restrictions here (WA) but no way back to the way things were. It seems like years since we have been on lockdown, doesn't it? No end in sight yet, either.

Thanks again,

Tony

A Post-War II Entrepreneur

Life Story of Archie Marshall

At the end of December 1959, I decided to take the family to Ghana. One reason was to arrange to ship a consignment of Bedford 1 ton trucks to that country from U.K. and the other reason was to get out of Nigeria prior to the celebration of independence which was about to take place.

Readers might think it strange that I wanted to avoid the celebrations? The reason was that we had found many of the Africans to be very excitable and inclined to drink far too much of the local "Palm Wine". It was quite possible for some elements to get rowdy and pick on anyone with a white face to vent their spleen.

If you can imagine an Australian birthday party with about 100 million people who are "merry" and a few gatecrashers determined to create trouble, you will understand the scenario.

Few of the Africans had much idea of what independence was all about anyway. They had been brainwashed into believing that all their troubles would disappear and that vast sums of money would be provided from on high just as soon as they had their own people in government.

I had fallen into the trap of signing up orders for all sorts of things from customers who wanted to pay "after independence".

Vast numbers of Chevrolet and Mercedes cars were purchased from overseas, all painted in the National Colours. The cars were everywhere being driven by hopeful politicians of every persuasion.

I decided to make myself scarce for a few weeks by taking the family to Accra, Ghana. We set off from Ibadan and drove down to Lagos, about a hundred miles. From there we drove up the coast of West Africa to the capital of Dahomey, (now re-named Cameroon). This was a French Colony and on passing the border Right Hand drive became the rule. The language spoken was French plus of course all the different native dialects.

The coast road was very pleasant and only a few metres from the fabulous beaches. Coconut Palms had been planted on each side of the road and there were many Native women selling fruit and seafood's and cooked chicken etc at very low prices.

To the North of Dahomey we passed through Togo, which had been a German Colony prior to W.W.2. I believe that Britain was running Togo at the time of our visit.

We found Togo to be a delightful little country, very similar to Dahomey in its industries but also with a very large phosphate conveyor running out into the ocean for ship loading. On leaving Togo we entered Ghana and continued on the coast road to the capital, Accra.

We found our way to the business premises of Kwame who was a tyre customer of my friend Mac in England. He arranged our hotel and looked after us very well during our stay.

As usual in Africa, business was negotiated at a meeting of all the family over a period of many hours with much food and beer being consumed by all involved. Kwame and his sons were all dressed in their colorful robes with many gold adornments.

The arrangement they wanted was for me to ship the trucks to them in Accra via the port of Takoradi. The reason the vehicles could not go direct to Accra being that there was no quay or jetty in Accra and all cargo had to be unloaded into surfboats from ships anchored offshore. The surfboats had to be paddled ashore. To land cargo such as trucks was impossible under those conditions.

Customs formalities had to be carried out by Kwame as I had no trading status in Ghana and also in any event, he would be able to negotiate a better deal with Customs than I could.

I had to buy the trucks in England and arrange shipping. As usual, the Africans had little or no money and I would have to ship on consignment and finance the operation. Kwame had been buying shipments of second hand tyres from my friend Mac in U.K. for many years without any problem; bills always being paid on time, so I decided to go along with the arrangement. From memory I think about fifty Bedford trucks were to be shipped.

We did all the usual sightseeing things and had a pleasant time for about a week after which it became time to drive back down the coast road to Nigeria. When we arrived at the border between Dahomey and Nigeria we were surprised to find that this was closed indefinitely and we were not able to drive through, which we had to do in order to get home to Nigeria. The reason the border was closed was that France had tested a nuclear bomb in the Sahara and diplomatic relations between France and Nigeria had been broken off.

I had no knowledge of the matter at all and thought, wrongly, that the border official was simply trying to get money from me. He was standing outside my car rattling on in French which was quite impossible for me to understand at the great speed he was talking, and his African accent.

He had one very long fingernail of about two inches, which he kept poking at me and I behaved very stupidly and took his picture. He became enraged and

tried to pull my camera from my neck. The engine of my car was still running and I slipped it into gear and took off out of the border post as fast as possible hitting a half grown black pig which was standing in the road.

The only way for me to go was back to Togo, which I headed for right away. When I arrived there, I made for the British Embassy and explained to the Ambassador what had occurred.

Once the situation had been explained to me I could see that I had misunderstood the situation at the border post and felt pretty foolish. Anyway the Ambassador found accommodation for myself, my wife and the three children and he suggested that we stay there until the border became open again.

I would have loved to have found some other way home, than back through that same border point, but there was no other alternative.

My wife and three children and myself were stuck in a hotel in Togoland after a dispute with a Dahomian border official, due to the border between Dahomey and Nigeria being closed over French nuclear bomb testing in the Sahara. If there was any way back into Nigeria other than that border post I would have driven any number of miles to go through it, but no such luck.

The way home was through that only border crossing. I decided to wait a few days after the border was opened again, then try to sneak through quietly in the early hours of the morning!

After thanking the British Ambassador and his wife for their help in Togo we set off down the long coast road and arrived at the border crossing just after daylight. The first thing I noticed on arrival was a large blackboard with the number "WA 9065" in huge letters. Needless to say that was my car registration number!

As soon as I pulled up someone ran off in the direction of the village and very soon they returned with the same official I had upset previously.

Loud instructions in African/French were shouted at me through the car window with the official's two-inch long fingernail being poked at me and with a pistol being waved about in the other hand! I had no choice but to quietly do as I was told. Get out of the car and see what comes next.

I was marched at gunpoint into the building where I was pushed into a large steel cupboard plunged into pitch darkness when the door was slammed shut. I had no room to move inside the cupboard and not the slightest idea of what was to happen next.

It was a terrifying experience made worse by the fact that my wife and three kids were left behind in the car with nobody to protect them. I was very worried at the situation but the only course open to me was to relax and wait developments.

After some time, which seemed eternal, the door was opened and I was

pushed into a room where a more senior official was seated. He politely addressed me in English and I was able to explain to him what had occurred. He repeated my words to the man with the long nail in French and eventually it was all smiles and after I agreed to pay some outrageous price for the black pig I had killed with my car on the previous occasion, it was announced that I was free to go.

When I got back to my car I asked my wife what had happened to her and the kids while I was locked up, "let's get to hell out of here" she said quietly. We passed through the border point without further ado and some miles down the road she told me what had happened to her.

It seemed that the children had been left alone in the car and she had been taken to the rear of the building and made to stand against a wall where all the men passing through the border went to urinate! Truckloads of African men had taken great pleasure in pissing up the wall alongside where she was standing.

Had she told me this while we were still at the border office I would have raised hell. No doubt her silence was a wise decision.

One of the first things to be learned when travelling in foreign countries is to be able to react to such situations very

quietly and carefully. If I had known what happened at the time, I would probably have smacked Mr. long finger right on the nose and my bones would have still been lying there in the hot African sun!

The drive back to Lagos was uneventful and we stayed the night at the Airport Hotel where we enjoyed a day of relaxation and a swim in the pool.

Our home at the time was in Ibadan, a hundred mile drive inland from Lagos. Due to the high temperatures and no air conditioning in the car, we always tried to travel at night if possible. We left for Ibadan the following evening.

About mid way in the journey we were following a truck, which was weaving about from side to side all over the road and I was afraid to overtake due to the erratic driving. It was obvious the driver was drunk and we noticed that the truck was carrying schoolchildren some of whom were waving to us from the back of the truck. The inevitable was not long in coming. On a bend in the road the truck overturned and due to the high speed it continued some distance lying on its side.

I pulled up and ran over to the wreck which had been carrying many youngsters sitting on cross benches in the

back. They were returning from Independence celebrations in Lagos.

My wife tried to sort out those who were badly injured from those who were screaming with fright but otherwise unhurt. I was busy with another man, trying to lever part of the wooden side up to release a boy whose arm had been scraped along the bitumen resulting in the near loss of his arm at the elbow.

We tried to stop some passing traffic, as help was needed to deal with the large number of casualties we had on our hands. Some cars and trucks would not stop; others stopped and asked us why we should bother with the problem, since they were not our kids!

We did our best but had only room in our car for one so I decided to take the boy with the smashed arm to Ibadan hospital and leave the rest at the scene.

Ibadan was about fifty miles further on. We made a tourniquet to control the bleeding as best we could and eventually arrived at the hospital.

After the boy was taken from us, I went to the office and tried to arrange some transport back to collect the others from the crash site, but no one seemed very interested. That was the end of the trip from Ghana and we were very pleased to arrive home. *Archie*

Riley Touring

Peter Fleming



Peter and Maree Fleming have been enjoying their 1936 Riley Kestrel on a tour along the Great Ocean Road. They covered 1100ks in 4 days to Warrnambool and back. The trip home taking 3¼ hours.

Thanks to a friend of Peter's in Torquay who is a Photoshop expert the car



featured in this poster has acquired Peter's Riley and club registration number.

The Great Ocean Road is National Heritage listed 243k between Torquay and Allanford, near Warrnambool on the south-eastern coast. Built by returned soldiers between 1919 and 1932 and dedicated to soldiers killed during the first World War. The road is the world's longest war memorial.



above: Great Ocean Road Memorial Arch Eastern View, London Arch and at the Flagstaff Hill Maritime Museum, Warrnambool.

1929 Dennis Fire truck Rescued



President Phil has recently acquired another Fire Appliance, this time a **1929 Dennis 250**.

Phil is its third owner, the first of course being NSW Fire Brigade.

The chassis, engine and pump were made by Dennis Bros Ltd of Guildford, Surrey (UK), and the pump designed by an Italian engineer, Tamini. The "250" refers to the pumping capacity: 250 gallons per minute.

The body was made in the New South Wales Fire Brigade's own workshop. The body is known as a NSWFB "workshop standard" and illustrates the English style known as the "Braidwood" where the crew sits facing outwards. This style went back to the 1820's during the horse drawn era and was designed by James Braidwood, who later became Chief

Officer of the London Fire Engine Establishment.

The first of this type of Dennis appliance was purchased by the New South Wales Fire Brigade in 1926, with over 70 being acquired through to 1934. They were initially supplied with side valve engines and solid rubber tyres but were later fitted with pneumatic tyres and then overhead valve engines.

These appliances were used in Sydney and several New South Wales country towns until 1970.

Between the two World Wars the New South Wales Fire Brigade was the biggest user of Dennis fire appliances outside the United Kingdom.

Most of these vehicles were withdrawn during the 1960s, their pumps being removed and installed on the Commer and

Bedford fire engines which replaced them.

As Phil's appliance has both pump and side valve motor and has original ladder and hoses, it is a rare acquisition. The Powerhouse Museum has a 1933 model, but it has a later overhead valve motor.

Despite being idle for over 30 years, the motor ticked over after first pull of the crank handle.

He'll need to get the windscreen wipers fixed if he wants to get it registered!

From? Some how I have deleted the Email with their local newsletter attached. please get in touch so I can get the details down. Ed



Austins Over Australia, Port Stephens, NSW

Tues 24th to Sunday 29th August 2021

Expressions of Interest are invited refer to Rally Director: Robert Miller.

Secretary: Dawn Miller Email: Austinsoveroz2021@gmail.com

How to Damage Your Shins

By not minding the tow bars between the cars at Nipper Sweatman's car farm

John 'Nipper' Sweatman retired two years ago after running his business 'North Central Panel Beaters' for 40 years. He has used his and his small team of associate's talents to rebuild many cars, the most frequent damage was the result of cars having altercations with a creature that has no road sense, the kangaroo. How ever iconic and delightful these animals are they certainly keep the country panel bashers in business.

Young Daniel Lane, his ex-employee, bought out the business and continues with the excellent work achieved by North Central in the High Street premises in Chalton. Daniel's accomplices also restore a few classic cars each year when time allows. Their latest project is for a St Arnaud client, a rare early 1950's Plymouth convertible (*above*)



Nipper is car enthusiast and has about 20 cars in his large shed and 250 on his grounds. He has a preference for Australian built cars and his line up includes several beautifully restored top spec Holden Statesman. The red 1966 AP6 Valiant was his last rebuild before retiring. Prior to that car he sought out and restored a 1962 Valiant S type.

Before the Victoria regional lockdown I visited Nipper at his garage. He was happy for me to photograph the cars in his collection. He has decided it is time to dispose of the car wrecks. If any vehicle appeals to you please contact John on 0427004757 Following are some of the more interesting cars on the lot.





A selection of the more interesting cars available, there are lots of common cars too.

Bits & Pieces



From David Trunfull

My cousin recently gave me this photo of me looking at two Veterans returning to Melbourne after what I think would have been the 1959 or 1960 Veteran car Rally to Sorrento.

The highlight was when Tom McManamy's Talbot stopped outside our place and he let me sit behind the steering wheel. (I was hoping my cousin had the photo of me in the Talbot, but she couldn't find it.) As I am in my "Sunday best" it must have been after Sunday School.

The cars were J Tishler's Fiat and G Harder's Opel. A wet run to Sorrento was in 1960, the first veteran rally I saw in Australia. Tom was the VCCA President for a while. The Talbot is owned by the Provan family now.
David



Peter Caunt Remembers - I had a friend in UK, passed away with cancer in 2015, and he was a Jowett enthusiast. He had a Bradford van like the one in the recent CMA. I have sent a copy to his widow and asked her to send it to the Jowett Club for them to view it.

Attached are two pics of Ron's Reliant van and also a Javelin tourer, a car that was not put into production. I saw it at Rochdale, a town 12 miles north of Manchester where I lived and we kept 432, our North Western bus in Buckley Mill near Rochdale.

The car belonged to a friend who never got around to restoring it and I asked Ron about it. He said that it was now owned by a member of the Jowett Club who is restoring it. Thought you might like to see the pic that Ron sent me but do not know who took the pic. Credit it to the Jowett Club, UK, if you wish.



(above a Reliant 3 wheeler van and Bradford van can be seen on the far left)



In issue 29 Phil Stafford discusses the racing special he is building. He has campaigned a MG special for many years and is now applying his skills on building another faster special for hill climbs and historic club events.



Two new additions to the collection of trucks and cars on the Charlton road

I have some more details of these charabancs after I contacted a friend in Sydney. David Neeley. He advised me that the caption for the second photo, in the John Dunn book, Comeng. Vol 1. states: "This brand new Smith and Waddington 15-passenger White charabanc was photographed outside the Sydney Conservatorium. It was owned by

Mr N.L. Day of Coogee."

So it is not a 1922 model, but on the road by February, 1924 so probably a 1923 model. The same building, the NSW Conservatorium of Music, is seen in both these photos. David also says that S & W built another bus on a White model NC chassis, a bus on a White Chassis for New England Motors that

operated out of Murwillumbah to Tamworth. Yet another White bus on a Model 50A chassis. Images are taken from the 'Comeng' book. (Comeng is the abbreviation of Commonwealth Engineering.) Mr Day arranged the photos below. The driver perhaps is Mr Day in the dust coat? **Ian**



Mr Day often used his 1924 Smith & Waddington White charabanc to operate excursions on behalf of the NSW Tourist Bureau. It is seen here on the causeway at Audley.

Mr Day's 1924 S&W charabanc on an outing with a group of tourists.



Laudau Bars (Geoff Trengove saw an advert on Ebay for Laudau bars and I passed the information onto Peter Ransom)

Hi David and Geoff, Thanks for passing this on, and thanks Geoff for thinking of me. Close, as they say, but no cigar. The pic attached shows the real thing (on a '29

Hudson in Canberra). The mounting holes are at 30"centres. If I do come across one or a pair I will then have to remove the fabric roof and strip out most of the rear interior trim. It's the only way to access the mountings. Talk about a poisoned chalice! Thanks again

Peter Ransom



HD coil Wanted

Here's a couple of photos of my coil from earlier model. I'm after a coil for my HD '28J. the one with the HT Outlets in the end plate, not on the side like this one. Would prefer in unmoledsted/original condition if possible please. I am willing to swap or trade with this one

mailto:ibhese@bigpond.com



Chrysler Error

I am always pleased to receive Emails from readers, even corrections of information shown in the magazine. Two readers observed that the Chrysler shown in the last issue was incorrectly labelled.

From Keith Donetta (Perth) A Chrysler Tourer featured and described as a series 50. I understood that the series 50 was fitted with bucket shaped headlights. The Series 60 had the tear shaped headlights. (I own a series 60) The two cars were extremely similar to look at.

The big difference was with the engines. The series 50 had a four cylinder unit and the series 60 a six cylinder. The two engines were of similar capacity. Keep up the great work.

From Alex Gow Thanks for the interesting Bradford articles. Thoroughly

enjoyable.

One minor correction. The Chrysler 50 in Bits and Pieces on page 21 is actually a 60. The tube between the dumb irons, crown mudguards, Bullet headlights and Hays wheels identify it as a 60

Two piece windscreen, no cowl vent and courtesy lights on the pillar between the doors denote it as having a TJR body.

In January 1927 the series 60 was updated a bit with a new dashboard and 18" wheels (initially Hayes but later Kelsey).

In 1928 it was given a minor facelift and renamed Series 62.

Jan King has located a Daimler axel and the Daimler is back on the road.

Hillman Imp Wanted

I am wondering if you can help me - I am looking for a Hillman Imp to buy. I have rebuilt one about 30 years

ago which my wife drove to and from work for several years. Now I am thinking I would like to do another one up or buy one in going condition. Do you know of anyone who may have one they want to sell. I have looked on the internet but there isn't any around. I hope to hear from you.

Bill Rowland 0448 669 622
Email: tobynevan@gmail.com

Tony Johns sent in this article about his father's business as a dealer in toys from 'The Retailer' August 1962. Tony has a few models of charabancs. He imported a brand Tony is sure they were called Suit-case models as the box looked like a suitcase. As soon as he can find them he will send in a scan. Has anyone heard of this brand of toys?

FRED JOHNS . . .

In 1936 Fred Johns was in Europe seeing the Berlin Olympic Games and, when he returned, Lionel Aarons (with whom he had been associated with in the radio business) and Fred decided to enter into the toy game.

They registered Janda Trading Co to look after any importing to be done and soon after that, early in 1937, opened and named Bernard's Recreation Shop in Elizabeth Street. Toy manufacturing was almost non-existent in Australia so they decided to carry on manufacturing as well as importing under the name of JANDA. The name Janda, by the way, is made up of J(ohns) and A(arons).

They firstly made "Young Engineers" Construction Sets and in those days the late Geo. Irving, manufacturing "Ezy-Bilt" sets was a competitor. Janda also started manufacturing repeater pistols and caps. The former were made of cast iron and very efficient in use. JANDA AMORCES CO. was formed, in conjunction with the late Ken Bone to make caps. They also imported a large range of toys, principally from New York, where an agent made purchases on their behalf.

Then the war broke out and the

partners carried on in a restricted manner for a couple of years before they sold Bernard's Recreation Shop to Alf Gertler, the present owner, and concentrated on the manufacturing side. They added a range of small torches to their manufacturing and sold many of these to the Can-teens Board.

Soon after the entry of Japan into the war, although doing well, they closed their doors and enlisted and when they were both discharged from the Army they took temporary premises over a garage in Clifton Hill and carried on as best they could in view of the drastic shortages of raw material. At that time, in 1946, they bought their present building in Atkins Street, N. Melb., and have carried on there since. As a matter of historical interest, their building is right next to the building where the foundation of Moulded Products was laid in 1927.

About 1948 Janda saw the under-

water potential and were the first people in Australia to make swim flippers, goggles and masks. They were also probably first in the country to make die cast pistols (engraved at that!) and a repeater rifle and their "Ranger" toy firearms supplied a starved market for some years.

In 1954 reckoning the lot of a wholesaler to be much more desirable than that of a manufacturer, competing against flooding imports from cheap labor countries, Majestic Distributing was formed and this enterprising pair dropped out of manufacturing after having left quite an impression on the history of it.

Looking back over 25 years the partners feel that the toy trade has made amazing progress, but feel the average toy dealer does not realise the potential and that he should be much bolder in his outlook and realise the public will buy better toys if they are presented correctly: if they are displayed well and if they carry the stock.

Judge: "Why is life unbearable with your wife?"

Man: "Your Honor, she insists on keeping a goat in our bedroom, and I can't stand the odor."

Judge: "Can't you open a window?"

Man: "What! And let out all my pigeons."



John Blythe had been exercising his Austin 12/4 before the second wave. He is always looking for Austin articles for the 'Vintage Austin Magazine' he produces.

Being in stage 3 almost stage 4 lock down there has been no old car activity, no restaurants, no guys dropping in for coffees

not even a quick Austin drive around the block.

He is half way through a full engine rebuild on the A90 Atlantic, it had been getting a little smoky and when the clutch plate decided to rip out the centre drive and the car came home on a truck he decided to do the full rebuild along with a bit of paint in the engine bay while the motor is out. The engine block as it turns out has never been touched, piston, bearing etc. are all original - just tired.



Bits & Pieces cont:



When is a passenger vehicle not a bus or a coach? When it's a charabanc or one of these two vehicles?

The Austin 20hp here is referred to as an Austin Toastrack, although I suspect the passenger wouldn't be as warm as toast!

The English vehicle was commis-

sioned by Sidmouth Motor Co who were faced with the choice of chassis and engine which would stand the strain of carrying holiday makers up Salcome Hill and Peak Hill. Three Austin 20hp chassis were selected for the task this one had a 13 seat toastrack body.

The Buick above was seen at the 1994 Vintage Sports Car Club (UK) anniversary and owned by the club. I can't imagine it going up Shelsley Walsh hill climb, so it is no doubt used for other purposes.

David

Tony Johns sent in these period photos of Bill Conoulty ex-motorcycle racer who built his first Austin 7 special in 1932, seen here tuning the engine. Tom Sulman behind the wheel of his 1927 Wasp bodied Austin 7.



1927 Oldsmobile Still Exists

Many years ago when our family lived in Melton I meet Richard Wellard who is a vintage Oldsmobile enthusiast. He writes:

I have received copies of your magazine (#23/24) from Dennis Healy, and as a result have been meaning to make contact for a few reasons.

Firstly, well done on a great mag, really interesting reading.

Obviously issue #24 was quite nostalgic for me (*photos I had taken in the 1960s of a vintage Oldsmobile in Glenroy of his grandfather's car Ed*) You had all the details correct, except the car is actually a very early 1927 model.

I still have it along with the

others and possibly a couple more. It has been in storage for quite some time now. It is still in the same basically original condition as when you would have last seen it, the dents in the guards have been repaired, but still original body, paint, upholstery and top. Sadly the top is so fragile that I stopped using it, probably 20 years ago or more to preserve it. It's still only done about 54,000 miles. I get to look and sometimes sit in it in my shed.

I have moved from the address you knew, but only 2km, so still in Melton, just a little bit closer to Toolern Vale. Slightly smaller house/much bigger shed, but still not big enough- no such thing me thinks.

Richard

Bits & Pieces cont:



Captain Lloyd H. Bidwell regularly flies the New York-Chicago route.

Captain Roscoe "Rocky" Kent between flights on the New York-Chicago run.



Captain Desmond Shipley is assigned to the Boston-New York route.

When eagles come to earth !

The men who fly the flagships choose FordMotor Company cars



Captain Durward H. Ledbetter spends his working hours between Nashville and New York.

A RECENT survey among 21 American Airlines captains and first officers showed that **11**, or nearly half, owned Ford, Mercury 8 or Lincoln-Zephyr cars. These men daily depend on the perfect performance of powerful engines. When they come to earth they find the same sort of performance

in the smooth, precise V-type engines that power their cars. Other mechanically minded executives of the company who own Ford-or Lincoln-hullt cars are the president, vice-president in charge of operations, operations manager and chief pilot.

This is Impressive testimony to the excellence of Ford engineering. These three modern cars bring to their owners some of the buoy-ant pleasure of piloting a swift ship through the sky.



The yellow sedan at the top is a 1940 Mercury Town Sedan.
The green one and the maroon one are both 1940 Ford Deluxe Fordor Sedans.
The Pilot talking to the lady appears to be a Three Window Coupe, so is probably a 1940 Lincoln Zephyr Coupe?
The plane looks to be a DC3 Dakota that was introduced in 1935
Trevor Poulsen

Bits & Pieces cont:



COUPE

1940 Lincoln Zephyr Prestige Coupe



Dinky Toys produced a model of the Lincoln Zephyr coupe in 1939 of the 1938/9 series, the illustration is of a 1940/41 which has several changes. The Dinky was re-introduced post-war until 1952. It came in yellow, green, grey or cream bodies.

Wrecks of the Month



Travelling to Rochester you can see many old trucks on properties. To my surprise in one yard at the little town of Goonong is this MG Magnette saloon evidently needing some TLC. As we were in a hurry to get home before the kangaroos appeared I didn't make any enquiries about its future.



A local farmer has a 1925 Buick tourer to restore, having been in the family since new. He responded to an advert for Buick parts and was told he had to take the lot or nothing. Two semi-trailer loads later he has piles of rusty 1924/5 Buick parts to chose from.

Journey to the Echuca Steam Rally 1968

I haven't been upset with the lockdown until now. I saw Neil Athorn (FFVCC) announce on the regional TV news that the Bendigo Swap is cancelled. I look forward to the swap every year and by the time its November I have sleepless nights as I am so excited to attend. The Bendigo Swap is the annual opportunity to reconnect with many fellows in the hobby from Melbourne, country Victoria and interstate. Also to see what is around and buy a few inexpensive items. I have reported on my experiences of the swap in the last few years of Vintage Driver. This year, sadly, there will be no event to report on.

Having no activities to report on Iain Ross (VDC) wanted me to look back on the 1960's events. As I have mentioned before I have a USB available with over 1100 images of events in chronological order I photographed and many I wrote rally reports on in the 1960s. I have sent it out to several people who were interested to recall those early days. The USB and postage package is \$25. Email address is davelyne@bigpond.net.au

Those VDC members who were active in the 1960s numbers are slowly declining and many names we were so familiar with have sadly passed away. Likewise many of the cars seen in those days have disappeared interstate, overseas or idle in a shed as the new custodians are not interested in vintage motoring or the car needs repairs. **David**

The following was written in 1968 after attending the Echuca Steam Rally in my early 20's

I left home in Glenroy at 9.30am. The two six volt batteries that reside under the rear floor boards were flat in the Austin 12/4. It was necessary to get my sister Sandra and her friend Silvana up from their slumbers to push Matilda. A half-hour of cranking and cursing would not arouse the lifeless donk.

Two veterans chugged by as I approached the start of the journey to Echuca at the car park opposite the Melbourne Zoo gates. When I arrived a familiar face, that of my passenger Bruce Herbert asked "David Vaughan I presume? In reply I said "Doctor Livingstone I assume?"

I observed a recent arrival in the VDC car ranks, John Parbery's 1929 Hudson sedan looking very original and large; typical American smugness about its appearance.

We motored off from the Zoo gates without any tick-a-tape, streamers or broken hearts. Before we left the outer suburbs as a speck in the rear vision mirror Bruce dropped a hint that he had an empty camera, so benevolently I pulled up outside a chemist. I waited and waited while most of the convoy had honked by.

At last, (come along Bruce) he appeared dragging in his wake a chemist attendant huffing and breathing salesman fire. Bruce edged to the car. I was on edge and began to move from the gutter. Bruce dived in and I exited the parking bay making our

escape before the attendant had a chance to mount the running board. "Of all the b_____ people I had to meet in a so-and-so chemist!" He didn't elaborate any further on his encounter.

At 10.45 we turned into the Lancefield Recreation Park.

Everyone commented that it was beautiful winters day. I shared my soup with my travelling companion Bruce who I was beginning to realise was quite a character.

The list of cars that rested for morning tea on the green spongy grass included a Rolls Royce 20hp sedan of Derek Gibson & family, Hudson of Geoff Reid & father, a veteran



Line up at Lancefield



Norman George's Veteran 1912 Straker Squire Runabout

Straker Squire driven by Norman George and an Overland A Reid & crew, five Model A Fords Keith Marion & family, Russell & Jean Elliott senior and junior Lyle & families, D Minter & family and Keith Jenkinson & family; Oakland of Russell Dennis & family, John Parbery & family in the Hudson, Harold & Silvia Paynting in their Rolls Royce, Howard James in his Dodge 4, Lindsay Cobb & family in a Sunbeam 14hp, David Dewar (the flying Scot) & mates in a Chrysler sedan, D Frazer & passengers in a Sunbeam 16hp saloon and finally Bruce & I in the Austin.

The happy band of motorists continued on their way at 11.15am all in good cheer. We turned out of Lancefield recreation park. Bruce had begun his Instamatic film by getting Russell Dennis to photograph us by Matilda. Bruce, a steam enthusiast commented on the forlorn

wreck of a Fowler traction engine parked amongst the mature trees, rusted in a depressing state, it was a sorry sight.

Heathcote, in 1888, had a library of 2,000 volumes at the Mechanics Institute. Either some one was bull dusting or there was a lot of copies of the same books. How could they write 2,000 volumes on mechanical things in those primitive days?

It was 12.05 when our vehicle came to a standstill outside a milk bar, some came to standstill outside the pub others outside the public conveniences which were well patronised on a cool day.

Clive Carmichael and his family in their Packard from Ballarat were assimilated with the city-slicks, as he called us. Also Ray Standeven, later referred to as standeasy by Geoff Reid, caught up with us with his future wife, poodle and boxer. Jim Kerr's Vauxhall 23/60 hearse appeared at this junction.

We left Heathcote at 1.30pm with Bruce at the helm. His countenance was not particularly regular as his nose was somewhat askew to his face, but his jocular exaggerations were priceless. He is a train and wireless fanatic. He contributed to our conversation a great deal, a mild way of saying a ear basher. On the way he noticed buried train tracks and wireless antennas which for all my powers of observation never existed. He was quiet when driving, concentrating on the view ahead, making sure the car remained on the tarmac.

At lunch I had a chat with various people. Roland Whiting arrived in his redecorated Chevrolet tourer of 1925 vintage. We were told the finishing touches of green were applied in the 'panic' hours of the previous evening. The shine of the aforesaid new enamel was as brilliant as the new chromium plated radiator shell and fittings.

John Parbery's Hudson was also another source of conversation. He recently shed \$120 for this monster and after the bill had reached almost \$200 for new kingpins, a big and little end and other necessary bits the vehicle was put on limited registration, which cost a further \$12. He also has a recap from the only mould left in Victoria for his tyre size.

The joke of the day was on Harold Paynting, although he was not aware of it. Derek Gibson works for Golden Fleece and one day he went to a garage in Pascoe Vale where Harold lives. Whilst conversing with the proprietor he jokingly said a certain polish was recommended by Rolls Royce. Harold evidently went to the same garage a little later in the Rolls Royce and asked for some polish. The inevitable happened. So today when someone commented on how

shiny his RR looked he replied he used a particular product as it was recommended by Rolls Royce.

A few miscellaneous comments—Derek Gibson is after a roadster body for his son's Buick chassis. Lindsay Cobb is present with a fabric bodied car loaded with family and luggage. Alan Davies had a small bit of trouble on the Indian Chief motorcycle, however now he looks very pleased with himself now its fixed. Robert Bonner's Indian Scout looks good. The Straker Squire is magnificent. Lionel Elliot

and young Minter had a good time looking for a Model A ute in Ballan, which should have been Wallan. They found several cars including two Whippets, three Model As, an International and Chevrolet trucks, also a Silver Anniversary Buick with 30,000 miles on the clock in excellent condition. It had been chauffeur driven until the last war and now its in mothballs.

We stopped at Elmore to photograph a few veteran Hotchkiss ex fire trucks in a paddock. I managed to do this when a second after a thundering voice with threatening overtures ordered us off the property. I fearlessly confronted the old fellow after we pulled up by his garage. His temper simmered after a brief discussion on cars. He was in fact quite a pleasant kind of bloke and showed me his 1916 SCAT tourer which was having an engine overhaul. Around the rear of garage was a 1917 Delage staff car and inside were several veteran motorcycles, one being a Minerva.

We arrived at Rochester at 2.55pm



where several country members greeted us. These included elderly Mr Wheeler & wife and sister in his 1923 Rolls Royce Silver Ghost. An elderly Pontiac without front wheel brakes, a Model A and a T Ford with tiny windows in its hood, a Rugby, veteran Mercedes, Alvis and Crossley.

Outside Echuca we reassembled, much to our surprise the yellow De Soto was being towed by a yellow RACV van. Our friend had tickled the accelerator to hard and blew a piston. ECHUCA—Before our invasion we lined up outside the town to form one long continuous convoy of vintage cars surrounding the main block. The town's inhabitants must have thought there were hundreds of us as the silly leader followed the tail ender and consequently we circumnavigated the block several times!

I recognised several Myrtleford entrants from an earlier rally. Included a Citroen roadster, blue Buick (with a new



Regrouping prior to Echuca. Bruce in my Austin. Clive Carmichael's 1927 Packard



1927 Pontiac tourer and Lindsay Cobb's Sunbeam



Mr Wheeler's 1923 Rolls Royce Silver Ghost.



Indian Chief ridden by Alan Davies and 1927 Indian Scout, both owned by Robert Bonner.



hood), a maroon Overland and a yellow bullnose Morris.

The grand parade dispersed as some were getting rather giddy! We checked in at our accommodations and took the cars to Burbury Hornes BP garage where they slept the night in security. We had a lift back to the Caledonian Motel/Hotel to freshen up. It is an oldish place with motel buildings attached to its rear. I was given the wrong key to room 28 instead of 25. I entered the unit and found talcum powder, soap and Vicks Vaporub on the table. I thought to myself they really look after you here. Then I noticed a case on the bed, was I having company tonight? In my correct room I thought here I was at Echuca with many vintage motorist I was getting to know very well as we rumbled around Victoria to see, enjoy and involve ourselves motoring in vehicles of the distant past.

A middle aged woman at the reception desk told us that a menu for dinner was being arranged. I recalled dinners on other rallies. At Albury an old fat haggy be-speckled hostess insisted our necks should be adorned with ties and our cloths scrutinised before entry into the dining room. At a previous Echuca rally the dinner was nice enough, however we agreed with Roger Bond it was only an appetiser. At the Station Hotel in Myrtleford was a cracker. We asked for a mixed grill at \$1.50 and on the plate was a bare chop, sausage and a piece of bacon! No vegies. I am pleased to report the meal was perfect and I shared the table with Clive Carmichael and family.

The evening was completed by a

film show in a church hall. It featured the "Iron Maiden" a drama/comedy story about a showman's traction engine.

The trip so far was excellent compared to last years appalling weather, I could hardly see the radiator cap due to the dense mist and drizzle. On Sunday we arranged our cars at the rear of the sale yards for a static display. Being No 7 was no consolation to my ill luck, as my car's allotted position was in a

tiny corner which would require a crane to lift it into. I had to settle with being out of order at the beginning of a line. I was perturbed when I noticed little hands were mauling the silverware. Alan Davies heard me grumble and set about writing a notice to the effect of keeping them off (if they are able to read) After his eloquent letter in last months newsletter I was a little astonished when he asked me how to spell 'touch'.

As we left the grounds several thumping traction engines and steam wagons puffed around the premises, also some weird looking tractors with transverse engines mounted amidships and with steering on the rear wheels. There was certainly evidence that there is a growing interest in agricultural devices of every description. A bus transported us to the docks where the paddle steamer "S.S. Canberra" was waiting at the moorings.

We cruised for a few hours up and down the Murray River, actually only travelling about three quarters of a mile either way. The captain gave a comprehensive commentary on the history of Echuca and the Murray River. It was the commercial centre in that part of the Victoria and NSW with 75 hotels and 85 paddle steamers plying up and down the river.

We ate at the Astoria Cafe for lunch. When I ordered apple pie the waitress said there wasn't any. I realised later she was referring to the roast pork came without apple sauce.

In the afternoon we inspected the steam exhibits The traction engines were impressive, totally alien in this age but in

context many years ago. Demonstrations of their usefulness were in the form of driving chaff cutters, winching and dragging fifty reluctant men to work. Before we rehoused the cars I collected my \$2 worth of free petrol. The pump attendant got very frustrated when he couldn't find the petrol tank filler, which on my model Austin was under the driver's seat. For the evening meal barbequed chops and liquid refreshments were provided by the rally sponsors in the cool misty flood lit sale yards. We had more films and Ron Murphy and I showed slides of past events.

At 9.40 Monday morning I walked to the BP garage with Harold Paynting who also enjoyed the fresh morning. Our accommodation cost \$13.50, \$6.00 per night and \$1.50 for the meal. I collected a 550x20 tyre for \$4.00 prior to saying goodbye to Echuca.

During the trip home I helped carry Robert Bonner's luggage which included a spare mudguard for his motor cycle obtained in Echuca. Later it was joined by a second mudguard that had shaken off his Indian Chief sidecar.

By Lancefield many of the cars in the group disappeared leaving the slower cars behind. My entertaining passenger joined Geoff Reid in the Hudson at Heathcote. A word of praise to John Parbery who made the journey possible and the Rotary Club organising the main event. The 1968 Queens Birthday weekend was a splendid rally.

David