



Country Motor *Australia*



free
Magazine produced
for Pre-1960
motor enthusiasts

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1904 Minerva owned by Andrew Winter

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

Issue 19

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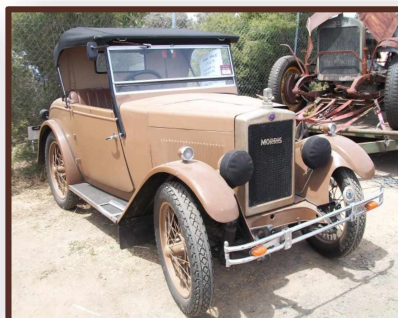
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Editor's Entries

Welcome to the nineteenth edition of Country Motor

Nineteenth Issue

Well that wraps up another issue, but wait there is more. I attended the Bendigo Swap. A report on what I saw and people I met will be included issue 20. However a plead from Ian Wells of Snake Valley. He requested that I advertise his 1929 Morris Minor \$9,500 (shown below) Ph: 0418 585725 It appears to be an older restoration that needs a sympathetic home to bring it back to a shining example of the brand. Some enthusiasts make M type MG replicas from Morris Minors due to their



overhead cam engines.

Several people I talked to said they enjoyed reading Country Motor, however there are many people who are not into computers and don't receive it. Two said they tossed their computers into a council bin (for electronic devices) and happily live without one. I'm sure at some stage we would like to do that ourselves, but as source of information exchange computers are essential.

I am very pleased that many readers took the initiative to send in their stories for this issue and a few for the next issue are in the pipeline. As a reader myself I get a lot enjoyment reading about cars and restorations. Although my preference is for stories on pre-1960 vehicles I am nevertheless happy to include a few stories on newer vehicles in the magazine.

Happy motoring,

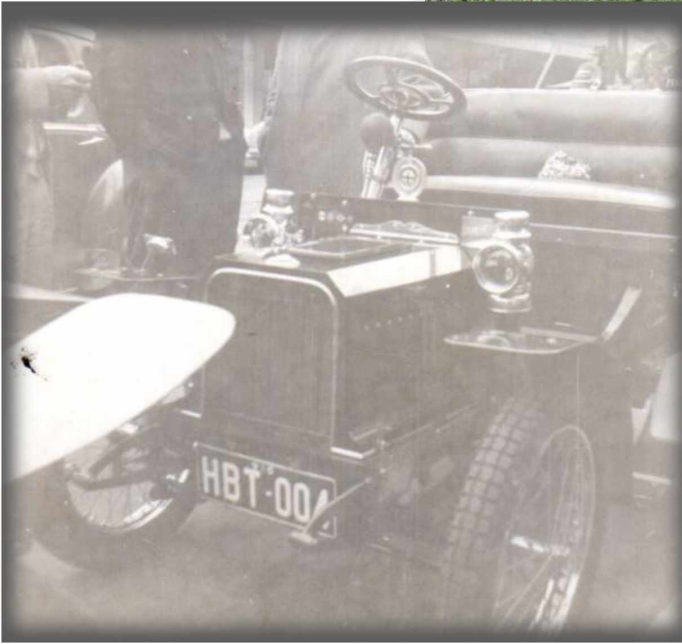
David

1904 Minerva

Andrew Winter

I noticed in CM No. 8 is a photo of John Alderson's 1904 Minerva on the Commonwealth Bank Veteran Car Rally on 28/6/1961.

We now own the 1904 Minerva and I also attach a photo of the car today – it is pretty much exactly as it was in 1961. Even the tyres are the same, which is probably something I should update on her!



Shown attached are photos and following a very informative article on the Minervette Car adapted from one written by Bill Sides when he acquired his Minervette.

Details of our particular Minervette can be found in "Veteran & Vintage Cars" by Pedr Davis (Lansdowne Press, 1981) page 24 & 25. I have written an excerpt here:

"This extremely rare car was probably one of the special models built before Minerva had found its feet as a car maker.

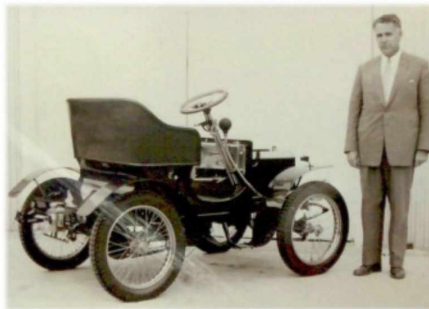
Unfortunately, the car's origins and history are lost in obscurity. All that is conclusively known is that the car was put in a packing case and stored under a house in Melbourne during World War One (note the Hack family have told me that the car was hidden in the ceiling of the house and was stumbled on by a plumber doing some work in the roof during the 1930's or 40's). In 1960, the car somehow turned up in Maryborough, Victoria and was acquired and restored by John Alderson of Victoria. In 1962, it won an Award of Merit from the Veteran Car Club of Australia (Victoria). It was acquired by Frank Hack of

Rochedale, Brisbane, Qld"

The Minervette remained in the Hack family for many years. I purchased the car in August 2019 where it joins our family's somewhat larger 1912 Minerva 26 h.p. saloon.

I was recently told an amusing story about Frank: he was driving the diminutive Minervette in a local parade in Brisbane with other members of the Queensland Veteran Car Club. The parade passed a pub and a drunken

spectator lobbed a can of beer from the pub veranda, hitting Frank. Frank (below), quite a big man, calmly stopped the Minervette, dismounted, walked up on to the veranda of the pub and flattened the can thrower



before serenely climbing back on board his little veteran and puttering away!

In terms of other surviving Minervettes I know of:

Bill Sides has the other Minervette in Australia. This car is ex-Parker Collection and was restored by Bill who used it on the 1986 London to Brighton run

One in Ireland owned by Mr Denis Cronin.

One in Belgium owned by Mr Ronald Cryns who is running it in this

years London to Brighton Veteran Car run as it has for the past few years.

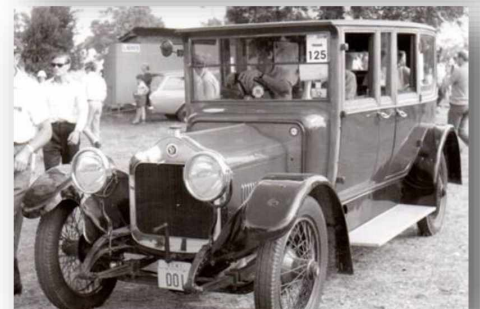
One in the Malaga Motor Museum, Spain (purported to have been the personal car of the King of Portugal)

One in Kuwait on display as part of the Sultan of Kuwait's personal car collection.

I would be interested in corresponding with anyone who knows or knew the restorer of the vehicle, John Alderson or who has any knowledge or photos of the car itself.

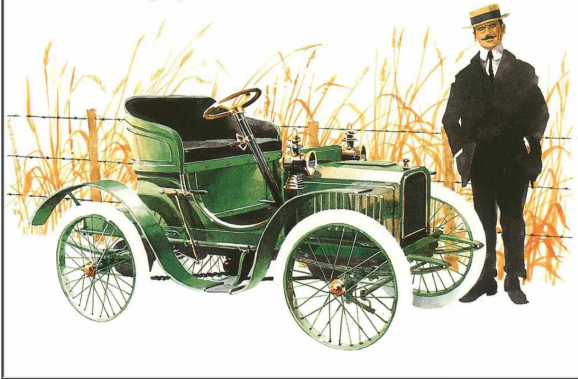
Below is a photo of our 1912 26hp Minerva saloon.

Andrew



Ed: from my files. The Minerva on the 1970 International Rally Sydney to Melbourne entered by J Winter

Painting by Patrick van der Stricht



The Remarkable Minervette

(adapted from an article by Bill Sides)

In 1897 Sylvain de Jong commenced making bicycles but wisely also started developing a clip-on engine to power them. He called his company Minerva Motors. These engines were undoubtedly the first practical engines on the market and used the then rare mechanically operated valves (atmospheric inlet valves being the common system in use). A very large number of firms came into being and began using these engines; Matchless, Royal Enfield, Triumph, Ariel, Quadrant and Phoenix among them. It was Phoenix, it seems, led by J. Van Hooydonk, who were selling Minerva built motorcycles and tri-cars, that provided the impetus for de Jong to develop the minute "Minervette" to

limited, probably because Phoenix soon copied Minerva and, in 1905, released their Quadcar of similar specifications and still using a Minerva engine mounted horizontally.

Minimal production of the Minervette is suggested by the low serial numbers of 3 survivors – No. 167, No. 177 is a regular London to Brighton entrant and no. 185 (Bill Sides, Melbourne). According to contemporary literature, these cars seem to perform quite well as they were still being raced in Voiturette races four years later. No doubt this was due mainly to excellent engine efficiency with its mechanical valves and the low tare weight of 5 cwt (255 kg)

Why is the Minervette so remarkable? Perhaps it is because it is the original "Mini". It has an 'East-west' vertically mounted water cooled 636 cc (90 x 100mm) engine. Contained in the motor's sump is a constant mesh, two speed and reverse gearbox – cable operated from column mounted levers. Power is transferred by secondary shaft by a 3/4" Simplex chain. This shaft carries the leather lined cone clutch and a small sprocket then drives, via another 3/4" chain, the differential. Overall ratio is 4.7: 1. The differential is offset to the drivers side, open and relatively massive construction.

The secondary shaft and rear axles are carries on unusual adjustable ball bearing plumber blocks. Both foot and hand brake bands are leather lined and run on the outside of the differential drum. The chassis is tubular and very light, all joints being bronzed. Springs have 4 leaves and the rear axle is located by two adjustable track rods. Steering is direct with no steering box, about 1/3 of a turn, lock to lock. Wheels are 700 x 80 non-detachable wire spoked.

The front wheels are carried on loose balls and screw-in cones like a modern bicycle. No bushes are used in the suspension nor any provision for lubrication. A relatively huge



radiator and header tank are mounted conventionally and rely on thermosiphon action for cooling. Fuel and oil drip feed is from a dash mounted tank.

The carburettor was originally a Minerva-Longuemare accessed under the floor boards. Ignition is by battery and trembler coil. Twin mounted oil lamps are used at the rear. Wheelbase is 4'10", track 3'8" and overall length is 7'7".



bridge the gap between tri-cars and the more usual larger car.

The production of Minervettes started, it seems, around 1902 - although they were not publicly shown and advertised until 1904.

The car was given the Model "A" designation indicating that it was the first production model. By late 1904 Minerva had developed 10, 15 and 20 hp cars of 2, 3 or 4 cylinder, 90 x 115 mm dimensions.

C.S. Rolls (of Rolls Royce fame) sold these but not the Minervettes which seem to have been sold mainly by Phoenix and then by franchised dealers. Total production was quite

JANUARY 24TH, 1905 ADVERTISEMENTS The Motor



5 HP MINERVETTE.

"A cheap light car that does not look cheap."
"The Motor," Nov. 5, 1904.

THE **MINERVETTE**

REALLY GOOD. **£108** REALLY SMART.

Full Specification on request.

MINERVA MOTORS, LTD., 40, Holborn Viaduct, London, E.C.
Spare Parts and Repairs: 149, Farringdon Road, E.C.

1905 **MINERVA** Complete Motor Cycles.

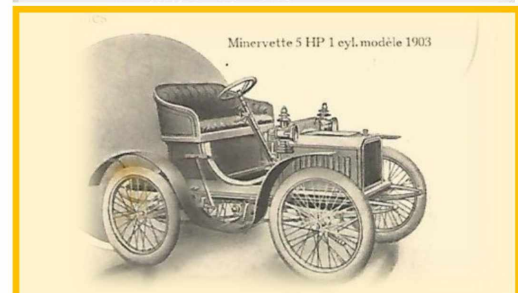
2 h.p., £27
2½ h.p., £29
3½ h.p., £32
ALL M.O.V.



CHASSIS 5 HP MINERVETTE.

Full Dimensions will be found in the Specification.

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.



ALL HOLDEN DAY – QUEANBEYAN

Andrew McIntock



Spring has arrived and the old cars have started to come out. Queanbeyan, just over the boarder from Canberra hosted the local All Holden Day. Held at the end of September, there was the full range of cars, from the first FX's, right through to the last of the locally manufactured Commodores. The event has grown over the years and there was good attendance again this year.

There was a light green FX, named Ben (after Ben Chiefly) by its owners. Built in September 1949 in Sydney, it is the oldest registered Holden in the ACT.



There were also a few first generation Monaro's (HK-HG) which was great to see. At some of the bigger events there won't even be one. The standout was an Indy Orange HG which is one of the best I've seen in a long time. Incredibly well restored and extremely original.

I read recently that Holden has experienced its lowest monthly sales figures since the first Holden in 1948. What was once an iconic brand that people had a genuine affection for, has essentially turned its back on this country.

Probably the biggest highlight of the day was that my 9 year old daughter Ella was keen to come along and have a look at



the old cars. Not only that, there was a genuine interest in the cars and the stories behind them.

Andrew



I also spotted a two tone, blue on blue FE that has been in the one family since new. Named Old Bluey, alias Bert after it's original owner back in 1957.



Ella



Thanks David, love your mag but haven't got much to offer otherwise. If you need a filler for a quiet slot you could mention that the Museums Discovery Centre, at Castle Hill, 2154, has just recently announced that they are providing FREE entry on weekends. You can see more here: <https://maas.museum/museums-discovery-centre/>

In the store known as "E" visitors can see many items including a Lightburn Zeta, a Ford Special, a mini and a Model T Ford. There are about 100 vintage/veteran vehicles in another store ("H") where groups of 8 or more can book a behind the scenes tour Tuesday-Friday, fee payable.

Ernie Mollenhauer

Museums Discovery Centre – Museum of Applied Arts and Sciences The Museums Discovery Centre (MDC) is a collaboration between the Museum of Applied Arts and Sciences (MAAS), Australian Museum (AM) and Sydney Living Museums. Inside the Museums Discovery Centre you will find millions of treasures, with hundreds on display for you to explore, and thousands more waiting to be discovered through booked Behind the Scenes tours.

Out to Lunch in a Triumph TR3



I recently learned of a group of guys who meet at Harcourt for lunch on a monthly bases. Having re-acquainted with an old VDC friend Ian Cartwright, who now lives in Marong, we have been catching up. Ian attends the lunch and invited me to accompany him in his Triumph TR3 for the

and a very filling lunch. A few classics were present as well as the TR2 and an MGB there was a TVR Griffith and a beautifully styled Maserati coupe.

David



Around the country many car enthusiasts, particularly retired gentlemen get together periodically for lunch at McDonalds or a convenient restaurant. In Sunbury a group who call themselves the old farts group get together at McDonalds.

half hours drive to Harcourt. The day was blisteringly cold, windy and occasional rain. However that was no deterrent to enjoy some open air motoring. Twenty plus older enthusiasts made me very welcome and we enjoyed an amicable chat

Crossley 20hp Tourer

Michael Paas



For many years my interest has been the British Classic Cars of the '50s and DS/ID Citroens of the 60's and 70's. Having discovered Pre-War Cars on the internet, I was drawn to a Vintage Crossley advertised in Sydney. With "Up The Creek Restorations" close to me here in Castlemaine, I quizzed the owner, Grant Cowie on the merits of owning a vintage Crossley.

Fortunately Grant knew this particular car as it has been up to Winton Raceway a number of times. "Leave it with me Michael". Returning a few days later, he told me that he had spoken to the owner and was confident that the car was sound and a car that I would be happy with.

Hitching the tandem trailer to the Landrover my brother John and I left for Sydney to bring the Crossley home. On arriving, the owner and restorer Todd Barker took us to see the car. I just could not believe that it was possible to own a car as wonderful as this. Todd explained the work he'd put into the engine and gearbox, showing me photos of gears and bearings that needed attention and upgrading the oil lubrication system.

Having been involved in the building industry Todd took the challenge of rebuilding the wooden framed body to how it was in 1927. The rear tub had been moved to behind the front seats when it was converted into a ute to be used on a farm. Being used as a truck on the farm probably saved the Crossley from being scrapped.

After 'life on the land' Todd moved the original tub to the rear and this helped him to work out the original shape of the body.

With the signing of the receipt we said our goodbyes and with the Crossley on board we made our way through the Sydney traffic South to Castlemaine.

Not having had any knowledge of the Crossley make, I hadn't realized that I'd purchased one of the "top end models". 1927 Crossley 20.9 with the 3200cc 6 cylinder engine and a 4 speed crash gearbox.

Todd had certainly done the "hard yards" and it was my job to iron out the problems and make it into a pleasant efficient vehicle to drive and enjoy as I didn't just buy it as a show-piece!

Having owned old Landrovers, I was used to heavy steering, so the Crossley with it's 50ft turning circle and similar heavy steering was something that I was used to. The 4 speed crash box was something else. The old 2A Landie was luxury compared to



this! The torque is huge, turning corners in 4th with the timing retarded all new to me!

The Brakes with it's huge drums front and rear work well. Hit the pedal with all your might and when the front ones begin to roar pull on the handbrake which bring on an additional set of pads in the rear and it brings the beast to a stop.

I wasn't so keen on some

modifications done under the bonnet but soon realized that to keep the Crossley cool in city driving, it needed all the help it could get. It's interesting that the Penrite Classic Coolant brought the temperature down by 5deg c.

It certainly has been a challenge learning about the magneto. After getting it checked I was carrying it out of the workshop and asked the repairer ... "where do I connect it to the live". I have learnt a lot since then.

My gear changes are quieter and I am a lot warmer with the winter driving because I get rugged with the winter woollies.

My Crossley was in a fleet of cars that left England to take part in the 1927 Duke and Duchess of York Tour that covered parts of Australia.

Another of those cars survive, owned by Tim Barber of Mansfield. I believe that my Crossley has always been a Tourer (except the time it spent as a ute) but Tim's Crossley was built as a saloon. It's body is only a few numbers from mine. When it was

purchased from a farmer in the 60's the purchaser told the farmer he'd come to pick-up the car a few days later and when he did

return, he was horrified to see the saloon body crushed. "Makes it easier for the scrappy".

Tim has built a Tourer body out of aluminium and although "a bit feral" ... it looks great!

I have just fitted a towbar to tow my 50's Teardrop camper. I shall now be able to travel in comfort to further enjoy the car activities with my dog Mia, sitting up beside me. **Michael**

Living With an Old Porsche 911T

The name Porsche tends to be polarizing, with often the north and south never meeting in the middle, especially those who lived through the 1980s. But what is it like to live with? What is it like for the normal motoring purposes like commuting, grocery shopping, trips, in the rain, when it's hot without air conditioning?

No, this is not a road test, far from it. It's a realistic assessment of using an old car in present motoring conditions, well, as much as an owner is able to be realistic.

The car is a 1971 911T, known as the "long wheelbase small bumper model" before the company needed to comply with USA safety regulations post 1973. It is a standard car with a 2.2 litre capacity, a manual five speed gearbox, Weber carburetors and a nicely audible Becker radio. It has a standard tune engine, has not been lowered to increase its cornering ability and has been maintained to an all-round original condition. The car has been owned for almost 11 years.

A modern Porsche is synonymous with performance; this car when new would have been eclipsed by many other motoring products of the time, for example Ferrari and Jaguar, or the 6.3 litre Mercedes Benz sedan. Its performance could be thus described as "brisk", certainly not "fast". Top speed is in the range of 125+mph, with a 0-60mph in approximately 8.8 seconds. In other words a small modern Toyota

drivers do not know this car is almost half a century in age, and treat it like a modern car, therefore it is unlikely to be "given-way to" where it's a courtesy, or let out of a side street into a stream of slowly moving traffic (when was the last time you waved a Porsche out into the traffic steam?).

Continuing with traffic, the current trend of many modern cars and light truck drivers is to stop approximately "10cms" from the rear of your car. Indeed the bigger the vehicle, for example buses, the greater appears the need to stop virtually at your rear bumper. With the engine in the rear of the 911, this can be disconcerting, and even moving forward slightly does not help, as it is the usual practice of the following vehicle to move up also and even closer.

Moving with traffic, the gearbox takes some work, with often only second and third being necessary, top is for easy freeway work. But the ratios are well chosen and usually there is a suitable one for the occasion. Freeway travel is comfortable with only 3000rpm in top being necessary for "keeping up". Fifth gear has still enough torque, without changing down, to enable easy acceleration to pass a slower moving truck.

Inside the cabin, the mechanical noise level is greater than a modern car, and its ventilation system is also not as good. However, the heater is more than adequate in winter providing a strong heat when moving. Demisting is also good in winter, but keeping cool in the Australian summer is difficult... it is a 'lowered window' scenario as there is no air conditioning.

We all need to go shopping sometime. Our time is 7.00am Saturday, to the greengrocery market, then to the butcher and supermarket. So, is a small two door car adequate for this task? Yes, as the front 'boot' opens easily and swallows no end of carrots, apples, oranges, meats and supermarket



items. Back into a parking spot, or parallel, carefully staying within the lines and the front boot is very easy. Summary, it's usefully adequate carrying space.

How does it perform on road trips? It is a regular interstate traveller, for example Melbourne to Canberra and towns in between. As it is a small, light, very aerodynamic car, if the performance is not fully used, it is able to achieve up to 30mpg, at light throttle continuous cruising. Use the performance, and this falls to 20mpg or below, small light car or not!

Let's look at an old car and weather. With an old car it is unlikely that its ventilation system is like a modern car with its extensive air flow-through, climate control and nicely cold air conditioning. Yes, air conditioning could be installed, the USA had an aftermarket system in the 1970s for their Porsches, but no, we will live with the sometimes hot cabin and the sometimes lack of ventilation.

In winter the car is cosy and if required, very warm with its European heater, but it does not mix fresh and warm air well, the next 911 model did this much better. Once again we make the best of what is provided. Other comforts such as a heated rear window and a fan to demist the front windscreen work very well. Rain is however a different matter. With its rear wheel drive and weight bias traffic islands



or Kia offers better performance, handling and possibly braking, some 50 years later.

Well... what is it like to live with...? Let's start with ordinary commuting. It is lively enough to keep up with modern traffic and also short enough in length to take advantage of the small gaps in traffic that larger cars cannot access. All round vision from the cabin is very good, despite the low height and the cabin has an "airy feel". Disadvantages, however, do attach to the Porsche name. A lot of modern



need to be taken cautiously in the wet, its wiper system is not fitted with an intermittent control, but merely a "flick" switch which activates one sweep, but in a downpour the two speed system clears the large screen completely and quickly. In essence, only in extremes does it show its almost half century age.

Maintenance of an old car must be a necessary question. In short, we have been lucky with "big-ticket" items such as engine and gearbox rebuilds, though if kept long enough and driven long enough, these will occur. The question at the time will be, is the car value overcapitalized by the cost of repairs? Regular maintenance consists of oil and filter changes every 2000 miles, gearbox oil



changed every 6000 miles. Adjust tappets every 12,000 miles, replace points and spark plugs (6000-12,000 miles). Oil other moving parts for example door latches/hinges and other operating cables.

We describe the car as "low or no-tech" as there is only one complex electronic part, the spark system. There are no grease nipples, so no greasing to

be done. The car is disk brakes all round therefore, as it is a light car, not hard driven, wear is moderate.

Summary of life with an early 911 is interesting as many people seeing it parked remark upon the long lived shape and that the old ones are more attractive. On the road is a different story, yes it sometimes gets deference, but mostly gets in way of faster big 4wd traffic. Do we regret the 11 year ownership? If staying away from early morning cut-throat commuter traffic, we would say no. But if the car was only used for commuting there would be a serious re-think. However, on a cool early weekend morning, being 20 kms outside Melbourne on a curved country road. **Peter**

Hello David

Just back from our drive to Morocco, in all 6563 km. A great trip and one that we will look back on in years to come as something very special.

You mentioned transferring slides to your computer. Earlier this year I purchased at Office Works a Qpix Digital Film Scanner approx \$70.00. It works very well and I have been busy sorting my parents slides and saving the few relevant ones to my computer. Next will be culling my own slide collection.

A few photos of Morocco., Cheers **Tony Johns**



A Post-War II Entrepreneur

Life Story of Archie Marshall

To continue the story of the Mercedes 24/100/140 which I purchased from the Ruddington Govt. surplus auction sale, I made an effort to trace the history of the car. Where did it come from?, and how did it find its way into the Ruddington auction?

My enquires eventually led me to the Dept. of Scientific and Industrial Research, Road Research Laboratory, at Harmondsworth, Middlesex where I learned that the car had been used by them to study various road surfaces under different conditions and that they had used the car mainly on the runway of Northolt Airport.

I was unable to gain much more information but the person I spoke to had quietly tucked away the drivers handbook and workshop manual, which he was kind enough to let me have with his good wishes!

The second Mercedes 36/220 sports which I had, was simply put on the back burner and left until I had more time to look at it, I do not remember even trying to start the engine. That might seem strange to readers now but at the time I had a number of other cars and there were more pressing things to deal with. Grange Farm was a good place for my family and I to live and would have been an ideal place for me to run my truck dealing business except for one thing, Town & Country Planning!

My neighbour was a prominent eye surgeon and we enjoyed a good relationship, sometimes fishing together in his lake during the summer evenings, but he would have been most upset if I had wanted to turn the place into a truck yard. The result was that I used the buildings to store spare parts etc and had to rent premises in the Manchester Dock area to park vehicles and to carry out the various work entailed in converting and selling. That meant that I had the expense of the yard and the travel to and from Manchester each day plus the telephones and staff wages and everything else involved in running the business.

To try to offset these expenses, I stocked the farm with pigs and chickens and a few young cattle in the paddocks. There were also a couple of horses for the kids to ride and numerous dogs and cats. I employed a full time man and a girl to look after the farm while I managed the business in Manchester.

At that time I had a number of cars

which I used regularly, these consisted of a 1950's Mercedes 220a, a brand new Land Rover diesel, a brand new Ford Zodiac, an Austin Healey 1000, and of course, the two vintage Mercs. I also had a wife and three children, over a hundred pigs, a few cattle and horses and several hundred chickens.

It wasn't long before I realised that the cost of feed for the stock and the wages to people to look after them was not being covered by the income that the farm produced. If we had lots of eggs the price went down, when we sent pigs to slaughter they had too much back fat so the price was low.

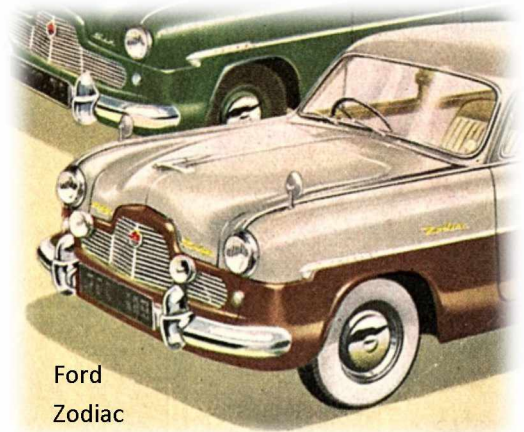
There was another complication. In the 1950s in England there were quite a number of ex-prisoners of war who, for one reason or another were unable to return to their countries of origin. Some were Germans who simply preferred to stay and settle in England. Five of these came to see me one day and asked me if I would allow them to establish a rose growing venture on a small part of my land.

I felt pretty sorry for these guys and admired their efforts to build a new life for themselves in England so I agreed to let them have five acres in front of the house to plant their roses. They worked endlessly planting the briars and budding the roses. One day my Jewish lawyer friend came to visit and could not help but notice the Germans working in the field. He was very angry with me, "why let Germans use your land? and why have two old German cars to take time and money which could be used to better purpose?"

"The war is over" I told Jack, "and these guys deserve a break" In that case he said, "you had better look for another source of finance, because mine is no longer available" My reply can be imagined. The Germans stayed, and so did the two German cars!

It was time for me to re-organise my affairs and to do that I had to reign in the expenses and find ways to make more money.

The Ruddington salerooms were largely controlled by a few dealers who seemed to have endless resources at their disposal. These few formed rings and had a number of 'heavies' who used to approach anyone bidding against their controllers and persuade them to drop out of the bidding. Sometimes threats were used and the ring would centre on some small dealer and make it impossible for him to get any bargains. If the small man were to cooperate then they would promise him a share of 'the knock' which was a system of re-selling the lots between themselves in a hotel after the sale ended. In 'the knock' a dealer participating would elect to have a share of the goods or simply take money.



Ford
Zodiac

There developed a group of people who were not even genuine buyers of goods, they were only there to get money for nothing out of 'the knock' share out. Very often, the little man simply was told to "piss off" when he held out his hand for his share.

A number of these big fish were farmers who had family farms going back generations and who were used to having an endless supply of workers who slaved for a pittance in their fields. They also had great influence in their communities and seemed to be able to use part of their farms for surplus vehicle business operations without any difficulty with town planning and other government officials. It was very difficult for a newcomer to compete against these people, particularly a newcomer who was used to standing up for himself!

It is also true to say that there were other wealthy farmers who were a pleasure to work with. Two who come to mind are Syd Belton of Boston, Lincs and Leslie Vass of Ampthill, Bedfordshire. I will write more about Mr. Vass later in this series.

One notable character who fit the bully category very well was a huge man of well over six feet who had his group of heavies and was a dreadful man to have to deal with. He later went on to own Blackbushe Airport and Fairoaks Airport in Surrey. He also had a collection of military aircraft which I believe are still flying. He also had British Motor Auctions.

Another man was Lew Jackson of Owston Ferry, Lincs. He was one of the biggest dealers. His family owned a large farm growing potatoes for generations. Lew bought an ammunition dump near Gainsborough in Lincs. which he used entirely for vehicle storage and later he bought an entire rocket launch site at Misson, near Doncaster which was also used as a storage depot. I believe that Jacksons still operate at Misson and would probably have the biggest stocks of vehicle parts in England, particularly Land Rovers. More to tell you, but it will have to wait until next time.

Archie



An unexceptional aspect of our hobby I want to discuss is an event held in the UK. The Hagerty Festival of the Unexceptional that takes place in Buckinghamshire.

The general concept of the event is to display cars that are, as the title suggests, unexceptional. A Bentley Continental or Ferrari would be totally out of place on this rally field.

I am sure some club or group will eventually have a similar event in Australia. We always copy event concepts from overseas.

The burning question is what cars would constitute eligibility for a place on the field? There could be categories for the different periods of cars, e.g.: vintage, pre-war, post war, etc. The winning car at the UK event was a Morris Marina 1.3 Deluxe Estate. Evidently there are still a few Marinas around in the UK that Jeremy Clarkson hasn't dropped a grand piano on or destroyed by any other devious means.

I hesitate to include a vintage category as we regard all vintage cars as exceptional. I suppose a few makes and models were quite ordinary but I will decline mentioning them as people who own them may be offended.

As regards to pre-war cars there are many unexceptional models but as with vintage they have become, due to their age, respected and collectable.

I think my very unexceptional choices would be of the 1970s to the year 2000 cars. With the 25 years historic registration time period (Vic) there are numerous cars that are certainly notable for their lack of interest and are eligible for club registration.

That is not to say there are many enthusiasts who through family association or often lack of funds cheer-

fully acquire and enjoy cars that were once common on the roads, often providing cheap reliable transport on classic car runs.

The closing comment made in the 'Practical Classic' article on the UK rally was 'Great cars and great memories, a meeting of like minded people who appreciate that unexceptional is a term of endearment and not derogatory'

Having made such a positive statement then do you have a car that you regard as loved but unexceptional?

I have a 1981 Valiant sedan with the small six cylinder engine that I would certainly consider as a participant for such an event. If it were a Charger, even in the base model trim, as it has higher appeal it is not eligible.

The objective is to display cars



that have the least appeal and unlike a concourse d' elegance with magnificent cars it would probably drastically reduce the attendance of spectators who are looking for exceptional cars.

Now it may become a surprise but the UK event had hundreds of cars on display and even more people who came to view the rally. So it appears the unexceptional holds just as much interest as amazing cars. The obvious reason is that most motorists have experienced more common cars. Its not unusual for people at a display stop to

admire a Rolls-Royce but the EH Holden next to it creates a lot more conversation as the person or family most likely owned one.

I had several XF Fairmonts as company cars when new. Despite being common and ordinary I appreciate the XF model as it was the best Falcon made for many years. It was quiet, powerful, pleasant to drive and I would be quite happy to own one now for classic car runs. The following EA Falcon created far more road noise, especially around the A pillar and just didn't seem to perform as well, a very disappointing car. No doubt the perfect car for the unexceptional rally!

It would be strange to police the cars entering a display area saying your Mustang or Camaro is not acceptable park in the spectator's car park! About 20 years ago a now ex-son-in-law had his pride and joy HK Holden resprayed and we all went to a rally at Puffing Billy. We were almost turned away as the car was deemed too modern. As it was impossible to turn around we got in and the car got a lot of attention from people who had or used to own one.

An unexceptional car rally would be well supported by cars derived from Japan. There are numerous 30+ years old Japanese cars still being used such as Toyota Coronas and Datsun Stanzas etc. Collectors are happy to wear out the Japanese cars rather than more collectable cars in their fleet.

It may take some mind adjustment to consider common unexciting cars as the bases of a car display, however it will happen. It would be an idea to buy the unexceptional now before the values increase!

David

Bits & Pieces



Wrecks of the Month

It is not often to find the remains of a car at our Transfer Station. Recently this Torana had been dumped possibly by a local guy who has a complete one to restore. Having a yard full of wrecks (or

projects, depends on who is telling the story) he may be thinning down his collection.

This is the earliest version of the 1967 Holden Torana HB series based on the British four cylinder Vauxhall Viva HB of 1966-70, the company's belated answer to the Mini-Minor. I bet English restorers of the model would love to have this

virtually rust free body. The name Torana comes from an Aboriginal meaning 'to fly'.

Local enthusiast Trevor Mills took me for a ride into the back roads of the area to check out a car he saw years ago, however it had gone so he showed me a few sad wrecks dumped in a creek. You may recognise them, a EH Holden ute and a Ford Prefect saloon well a truly buried into the silt. Like chameleon lizards they have blended into the bush environment.



ONE MILLION POST-WAR FORDS EXPORTED

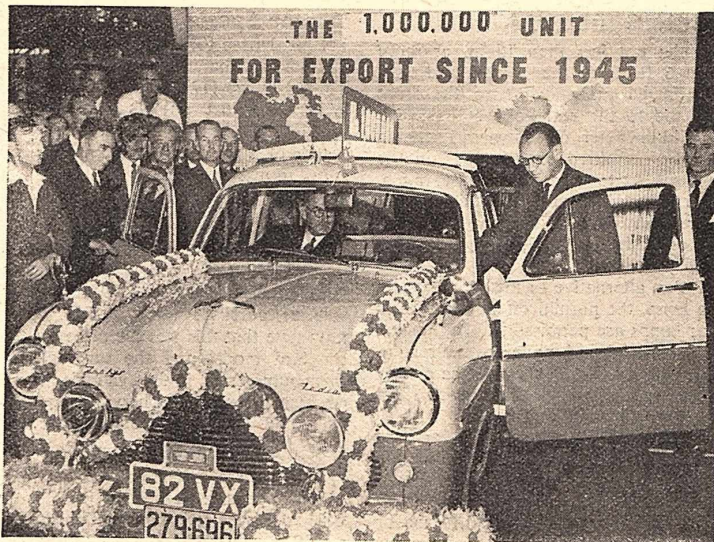
SINCE the war, Ford Motor Co., Ltd., of Dagenham, has exported one million vehicles. The car which completed this total, a Zephyr Zodiac, left the production lines on September 5, and was handed over by the Rt. Hon. A. R. W. Low, C.B.E., D.S.O., M.P., Minister of State, Board of Trade, to a Canadian buyer, who had flown over specially for the ceremony.

The Chancellor of the Exchequer sent a message saying that the post-war history of Britain's motor industry was one of swift, uninterrupted expansion, and that this occasion was a reminder of how much was owed to those in the motor trade.

Speaking at the ceremony, Mr. Low said that Ford exports amounted to

nearly one-quarter of the total exports of the British motor industry, and that despite the strikes which must have lost the country some important foreign orders, the British motor industry's export earnings during 1955 would probably be higher than the record level reached last year. Turning to the future, he pointed out that half of all those employed at Dagenham depended for their jobs directly on export sales, and that every increase in cost of production put both exports and jobs in mortal peril.

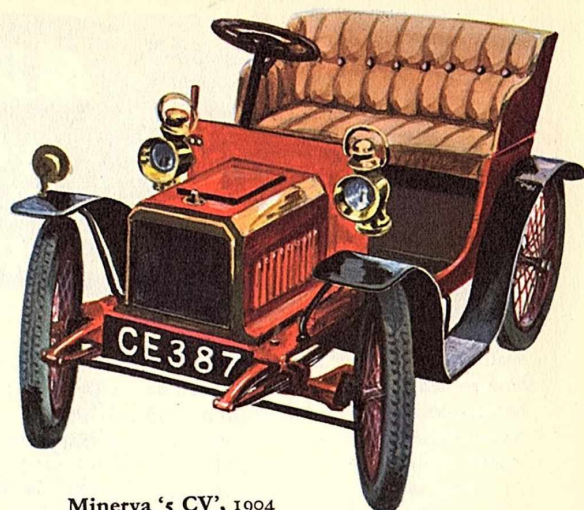
During the same post-war period as the million export vehicles were made, total Ford production in England was 1,800,000. Last year's total was 300,000 units.



The Motor Sept 14 1955

Mr. Low, Minister of State, Board of Trade, enters the Zephyr Zodiac to drive it away from the production line. In the passenger seat is Sir Rowland Smith, chairman of Ford Motor Company, Dagenham.

Belgium



Minerva '5 CV', 1904

This single-cylinder model preceded the first 'Minervette' series, and was soon joined by bigger cars which competed in important races. The 'Kaiserpreis' model of 1907 won the Circuit d'Ardennes, but did less well in the earlier race for the German Emperor's trophy.

Trevor Poulsen's friend **James Wagner** from the USA made the following comments on issue 18

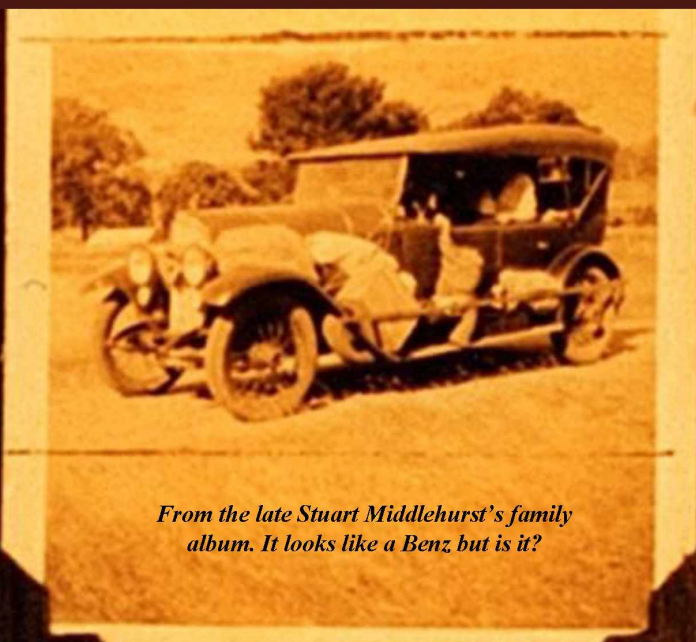
"Thank you for sending along the latest issue of your magazine. I made several connections with the vehicle discussed and pictured. My parents had a 1933 Ford Tudor when they were first married but had gotten a 1936 Tudor Trunk Sedan by the time I came along. First car that I remember. As for 1938 that was my year of birth and my dad had one of those in the mid-1950s that he drove to work and that I also drove frequently. I broke the front transverse-leaf spring driving on a badly rutted country road. Good car except for the mechanical brakes.

Non-Ford comment. Noticed a pictured Flexible Clipper coach (bus) similar to one I rode on in a school field trip during the mid-1950s. Always liked the Flexis of that era since they used Buick straight eight engines instead of Detroit Diesels like the more common GM-built Greyhounds. One disappointment with the Flexible coaches that I learned only recently: they used the 248-cubic-inch small Buick Fireball Eight instead of the 320-cid Roadmaster engine. Nevertheless they sounded a lot more distinctive than the far more common diesels"


Pitstop Bookshop www.pitstop.net.au

I have just received Pitstop's latest catalogue of books that are available from their bookshop. You should check their web page, ideal Xmas presents!

Titles include: 'Holden Treasures' 1946-66 by Don Loffler \$59.95, 'MG Midget' by Paul Batho \$29.99, 'Route 66 Barn Find Road Trip' by Tom Cotter \$29.99, 'The Essential Buyer's Guide' Series includes Porsche 911, Mercedes W123, Triumph Bonneville, 'Volkswagon Bus' and 'Range Rover Second Generation' all around \$24.50. 'Alvis The Complete Story' by Matthew Vale \$55.00, 'Riley Cars 1896-1969' by Rob Malpas \$29.99 and very topical as the movie has just been released 'Ford Versus Ferrari' by John Starkey \$37.50



From the late Stuart Middlehurst's family album. It looks like a Benz but is it?



*Parked on the roadside on
the way to Inglewood*

TRACTOR TREK RHEOLA TO INGLEWOOD ALIVE EVENT – Neil Athorn

Leaving Maiden Gully with Peter and Ken and this time Peter is leading the way to show me how to get to Rheola quicker. We went to Marong, Newbridge, Llanely and then into Rheola. I must say a much easier drive and seemed to take no time at all. Via Kingower can be a bit rough with the trailer on.

Not as many tractors on this one as I thought but we ended up with 10. Lots doing hay and Lake Goldsmith was on as well over the weekend.

After unloading and devouring an excellent morning tea it was time to get going. Local, John was our leader and thank goodness he knew which tracks to take. There are a lot to choose from but all may not lead to our destination in Inglewood.

We came back to the Inglewood to St Arnaud road and after a short run on that entered the Kooyoora National park. Not a bad tack and a few spots that were a little rough. Good to see it damp after 17 mls of rain the day before. Not many puddles though and shows how thirsty the ground is. A few spots of rain as we went along but the bonnet of the tractor was hardly damp and it soon dried off. We ran across the back of Kingower and continued on a

good unsealed road then for a while. That then changed and a couple of really rough bits with wash away's to crawl through and some rocks the road had been built over many years ago. I don't think this one is used much.

Into Inglewood and we found our way to the entry to town on the Bendigo side. With the main street closed off for Inglewood Alive it makes a difference as to which way you approach it. Our parking spot was on the old Service Station site and next to St Johns Ambulance and some children's entertainment and a silent disco which was something new to me. Thank goodness it was silent.

What a great crowd though. Wood chop was underway in the middle of the street. Then a little further a few market stalls. Down the centre of the road there would have been over 50 cars on show. One of the side streets was a food court. Heaps of people all wandering along and enjoying the displays. A couple of hot dogs from the local school eatery fitted the bill for my lunch.

Back to the tractors and the crowd was passing by for a good look and there were a few questions as to what we get up to and what club it is.

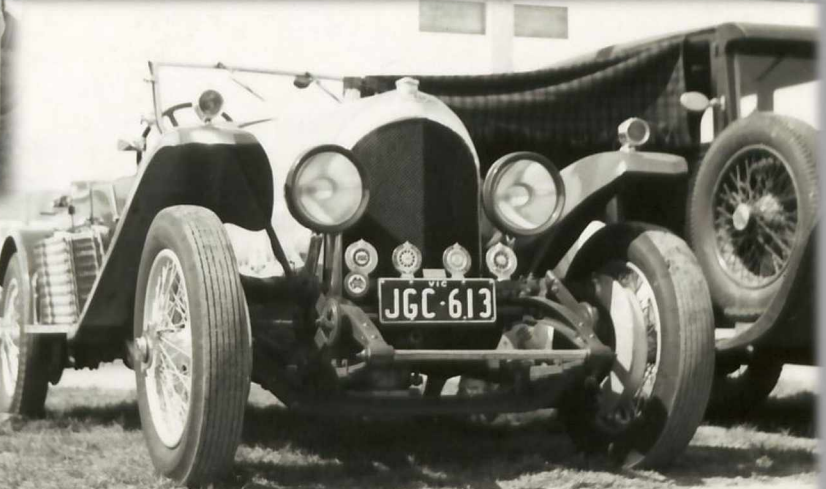
After a couple of hours we were ready to go again. Getting our coats on and things and starting the tractor drew an even larger crowd. We set off and it was a clear path back onto the road that we wanted.

That took us straight out of town towards Dunolly and we did over 10k's along that road. A few cars that passed stopped a little ahead of us to take photos of us traveling along. Then off that sealed road and back onto the bush tracks again and evidence that the storm the day before was a little harder there as one side of the track is open farm land and the wind must have swept over that and into the trees. Quiet a number of branches down, but the dry does not help that either.

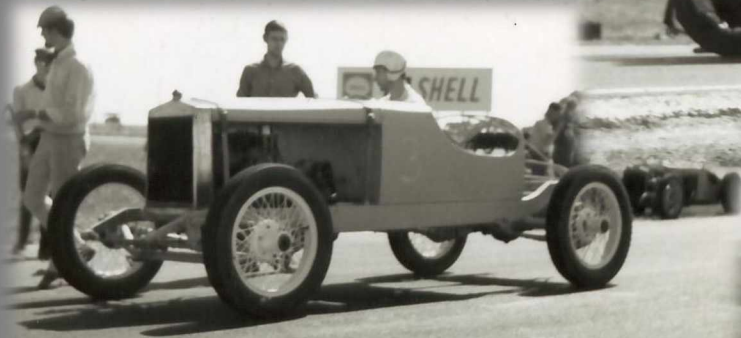
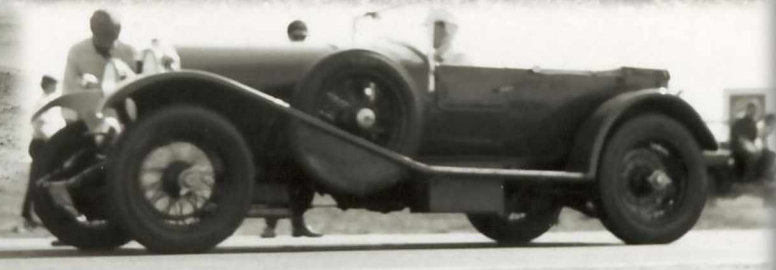
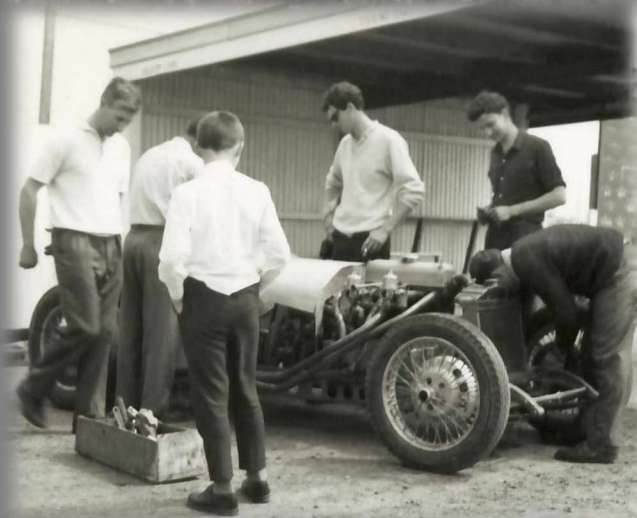
Another 10k's or so on those roads and in front of us we could see a semi sheep truck pull out of a farm and as soon as he started to build a little speed the dust was stirring again. Shows again how all the rain went straight into the ground.

Back to Rheola and loaded up and afternoon tea and a general chat about where to next year. Home again by 5:30 after a great day. 56k's travelled and no one bogged and no break downs. *Neil*

1965 VDC Calder Sprints



Bernard Caton's 1928 Chevrolet roadster and my Austin 12/4. Austin Chummy of Roy Wilson. 1928 Sunbeam coupe of Lindsay Cobb 1929 Lancia Dilambda coupe owned by Clive Beattie 1924 Fiat 501 tourer 1925 3 litre Bentley owned by Noel Robson



Dick Beechy attending to his Buick sedan and Noel Cuthbert's MG 14/40. Gavan Sala's Darracq special being scrutinised in the pits. Roy Wilson set to go in his Chummy. Essex special of Brian Florimore about to try his luck. 1925 Bentley 3litre of John Cresswell on the mark. Jim Cooper's beast, 1927 Mercedes Benz 33/180's supercharger lets out a loud whine when actuated