

# Country Motor

## *Australia*



**Issue 20**

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

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*Richard Baird's 1935 Hudson  
Terraplane at Lake Perkolilli*

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 20

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## Editor's Entries

*Welcome to the twentieth edition of Country Motor*

### Twentieth Issue

After completing every issue I am facing a blank canvas as to what will fill the following edition. This happens to all of us who prepare and compile magazines or newsletters. We stare blankly at an empty document wondering if we will receive any stories through our Email inbox. Stories do trickle in through the month and in no time another issue can be dispatched. I have little control on what stories come in as they come from a variety of enthusiasts with an equal variety of interests. Many magazines try to have a balance of veteran, vintage and classic articles to interest everyone. I find it more interesting to just enjoy the randomness of the stories with no contrived plan.

This issue includes my report on the Bendigo Swap, always a source of interest of those we meet and cars and parts available.

John Turner has provided an interesting piece on Willys Knight. Sleeve valve engines are not an engine most of us would be attracted to, but John certainly has a fascination for them. Issue 21 has a further story, this

time on his Willys tourer.

There are many more parts to Archie Marshall's life story, each episode reveals more interesting aspects to his entrepreneur activities.

Smaller stories and notes are shown in Bits and Pieces from Trevor Poulsen, Richard Unkles, Rick Cove Milton Job and Steven Barnett.

From WA Graeme Cox introduces us to desert racing. What a unique means of vintage motor sport. Lake Perkolilli Red Dust Revival attracted a lot of attention from enthusiasts who evidently don't mind being exposed to hot dusty conditions for the sake of reliving the days when pioneers of motor sport put fun into the equation.

Finally photos from the past of which I often get a reaction from people who were active in the old car scene in the 1960s.

Thanks to all the contributors this year. If you haven't sent in a story then please put one together for the next issue in 2020.

I wish everyone a happy and safe Christmas and prosperous New Year.

*David*

# Bendigo National Swap Meeting 2019



You can guarantee there would be plenty of rust at the Bendigo Swap. There must be a good market for the above Ford V8 pickup cab as it was priced at \$4,500. Any other brand in that condition you may expect a few hundred dollars. That is the good thing about hot rods you can build them out of whatever is in the recycle bin. The rusty chassis on the right is discussed else where in the story.

Most years I attempt to walk by as many sites as possible, this year I know I couldn't cover the whole lot so I concentrated on the right of the grounds

**MODEL  
CAR  
SHOW  
AND  
SWAP**

where the model car pavilion and VDC members have sites.

I'm a model car collector and I always buy a few models at every swap. One of many improvements of this year's swap was that all the model car dealers and sites were in one pavilion. I spent

some time seeing what was inexpensive and would add interest to my collection. I actually left purchases until later in the afternoon in case something else caught my eye. Below is one of the models bought, an excellent Humber Pullman made by Oxford Models



By the time I had examined the model sites and started my rounds of conversations it was time to meet a dozen members of the Vintage Austin Register at 12pm near the front gate. A few come down from NSW or country

Victoria as well as Melbourne each year.

Like last year a display of 'barn finds' owned by members of the Bendigo club were shown in another shed. I have seen several of these cars on other events. Below are descriptions of a few cars on show.



**1933 SS1 Jaguar 'Sports Tourer'**  
The current owner swapped a Velocette and a large amount of \$ for a shed load of parts. The vehicle's identity has been confirmed by Jaguar England. History shows it lived in Bendigo between 1936 to 1962. The car was put back on the road in 2002 whilst the hunt for some missing parts continues. In particular 6 cylinder 16 or 20hp engine, gearbox (bell housing and gearbox are one cast aluminium piece), grill & radiator, louvax friction shockers, contact Rex Wallace 0447 796 098 if you can assist.



**'1956 Riley Pathfinder** last registered in 1981. 2½ litre (149cu) twin cam and twin SUs capable of 100mph, 4 speed, gear stick on r/h of driver. Current owner found it in a Fogarty's Gap shearing shed near Castlemaine'

**'1950 Daimler Sports Drophead.** Until recently this car sat in a hay shed in

the Hamilton district since 1978. It has a 2½ litre 6 cyl engine with twin Sus, 85 bhp top speed 136kph. Approximately 500 of this Barker bodied coupes were produced between 1948-52.



'The 1933 Austin 10hp was located in long term storage and its condition makes it a true survivor' It is driveable.



Looking at stalls a 1963 Vauxhall Victor was for sale for \$5,000 ono. It runs, no brakes and has rust.

One distressed announcement came over the airways "Joseph Myre please return to where you left your mother" One can imagine the discussion when Joseph returned. This sort of rings a bell when I have had family with me.

Projects need funding and selling off surplus stock can help continue projects in the pipe line. We have all been there.

Damien O'Doherty is restoring a Delage D1 and both he and Ian Wells are working on a rare small vintage Peugeot. As mentioned in the last issue Ian had a Morris Minor roadster, for sale. Damien's sacrificial lamb was a 1923 Delage D1 chassis. It sadly had been subject to coastal weather conditions and rust is prevalent. However an excellent chassis and further good parts were also included in the deal at \$10,000. ph: 0417 565 408



The RACV has a fleet of historical vehicles that were used for various RACV services. This excellent 1965 Ford Anglia 105E Deluxe saloon is similar to ones used for on-site vehicle testing. A familiar face on the RACV stand is Daryl Meek who is very much involved with maintaining and displaying historic RACV vehicles at shows and swap meets.

half of them had moved on. A 1956 Humber Hawk I noted belongs to Michael Paas of Castlemaine whose Crossley was in issue 19. The neat Humber features Laycok overdrive, four cylinder engine and four speed gearbox.



There are always a few motor cycles for sale. This 1923 250cc New Imperial was snapped up, at \$9,500 it was well priced.

The New Imperial was made in the UK from 1887 and due to the Great Depression ended production in 1939 a year after its

1940 Dodge DP15 owned by Brain & Edith Marshall. Below this splendid 1930 Improved Model A Ford Tudor is for sale at \$35,000 0414 368 963

founder, Norman Downes, died in 1938. The New Imperial used Precision and JAP engines of 250cc to 1000cc until they made their own engines in 1925. A win in



Wally Nye is a veteran Austin expert as well as several vintage Austin 20hps. He has an amazing ability to sniff out parts for his projects and constantly has a string of stories about collecting bits from remote places. He is building a veteran 10hp and now amassing parts for a veteran 20hp. Anyone who has any veteran Austin cars or parts Wally would love to hear from you.

At the back of the swap premises a show and shine was in progress, by the time I looked at the cars later in the day



the 250cc class of 1921 TT preceded six Isle of Man Light-weight wins. In 1934 a New Imperial 500cc V-twin for one hour achieved a 102.2mph (164 k/h) average at Brooklands.

One of the first people I met in VDC circles in the early 1960s was Robert and his late father Hilbert Bonner. They were amassing numerous vintage cars on their Glenroy property, Buick, Citroen and Graham Paige, also Indian motorcycles. As the VDC meetings were impossible to get to by public transport, I was not old enough for a licence, either my father took me or I had to bot a lift in their Graham Paige or Buick Master Six sedans. If that failed occasionally I went with Graham Simpson in a post war Rover. Robert has three restored Graham Paiges. He attended the swap in his very nice tourer. (below)



We all know Swallow was the fore-runner of the SS and Jaguar. The Swallow Coach Building Co (1935) was separated from the car building company and bought by an aircraft maintenance company the Helliwell Group in 1946 who continued to make the side-cars until the late 1950s. On Roberts site was a genuine rare 1952/54 Swallow Harvard double adult sidecar. The



panels are all aluminium, the front side windows have sliding glass the rest being Perspex. It had a retractable canvas sun roof and a boot in the rear. The kit included the chassis, wheel and



mudguard. Needless to say it sold very quickly.

Many little items can be missed unless you look hard. On a rustic wooden spoked wheel was a Minerva hub cap (below) I had thought of buying it, the vendor expected the wheel to be taken too, which didn't fit in my backpack!



Easily mistaken as a veteran Renault was this 1910 Arrol Johnson on display in the main hall. It was owned by Mr Thomas Pearce of Hawthorn and registration number 45. In 1912 it was driven from Geelong to the Pearce farm in Sebastian, a trip of three days on very rough dirt roads. The rare and amazingly original car is rallied both here and in New Zealand by the current owner.



1936 Buick Roadmaster Phaeton Series 80-c. 320 ci, 131" wheelbase, oil cushioned valve in head straight eight, production 1229 units, new price in USA \$1565.00 US. It was purchased new by the Australian Government and was used by three Governor Generals, in service until 1945. It had a few owners included Father Frank Monohan a Catholic Priest from Ballarat and remained in the family for over twenty years from whom the current owner purchased the Buick 25 years ago. Below a 1930 Plymouth 30U sedan.



Next  
Bendigo  
Swap  
14th-15th  
November  
2020

Having exhausted myself talking all day I was surprised that the time was late afternoon, no wonder the swap was becoming very quite! After few final conversations I had to face a kilometre walk back to the car. It was an excellent day and everyone I talked to made the trip worthwhile. I came home with a few models cars and some books so I was happy until next year. When

1700 site holders will be back hoping to off load parts, memorabilia and the Lions Clubs of Bendigo will profit from this their largest money raising activity of the year.

David

# Silent Knights

John Turner



*Outside Parliament House, Canberra 1947*

In 1974 my wife Sue and I moved from country Victoria to Melbourne, when I joined the Bureau of Meteorology. It wasn't long before my interest in old cars led us one weekend to follow an annual RACV sponsored event for old vehicles on a trip down to Phillip Island. Wandering around among the gems on display, we saw an immaculate Daimler Knight, owned at that stage by Kevin Brown and then we rounded a corner to discover Neil Ferguson and his 1909 Daimler Knight.

Neil was only too happy to talk about his car and the sleeve valved engine, relating about how he had heard stories of a car that an irate owner had buried many years before after laying into it with an axe. His investigations led him to find the remains of the Daimler partially buried in a paddock. Not a lot of it left.

He had done a superb job in bringing it back to life. On the underside of the front mudguards you could still see the marks of where the axe had chopped into the steel. The top tank of the radiator had been completely wrecked, so Neil boxed it up and poured molten aluminium into it, which he then set about with power tools and files to recreate the well known fluting associated with Daimler cars. He was concerned about how he

it, and really couldn't see that anything had been done but for him telling us.

Neil has a lot to answer for getting me involved with sleeve valves – not that I'm complaining! On the drive home, Sue asked why didn't I get myself an old car instead of just looking and talking about them. No where to keep one was my first response, as we were renting a flat at that stage. Plenty of room at the family farm near Shepparton was the quick response. Mum and dad will be OK about it!

The following Saturday found me studying the several columns of vintage and otherwise old cars in the Age classifieds. The word Knight caught my eye as if it had been underlined and highlighted, so a phone call soon had us looking up the Melways to see where this 1929 Willys Knight Model 56 sedan was currently residing and by mid afternoon we were in its presence.

It was a foregone conclusion I guess and the following weekend saw the car following us closely behind on a tandem trailer on our way up to the farm. Some time after this came ownership of our first home, but the garage, while fairly long, was only one car wide. A bit of measuring followed and before long the Willys was tucked up hard against the back wall of the garage

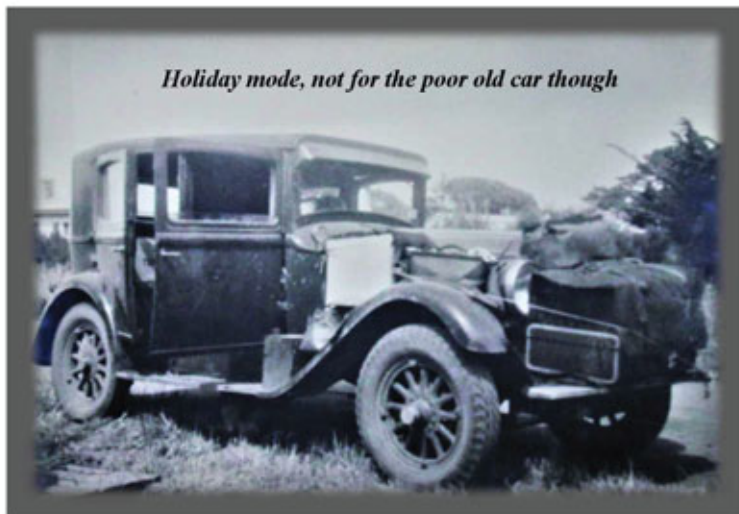
with our VE Valiant parked in front. The garage doors shut. Just. Access from one side to the other of the garage involved climbing through the cars. Something had to be done, and soon the Willys was around behind the garage covered by tarpaulins and the garage became a pile of timber and old roofing iron, soon followed by a steel framed four

car garage with a dirt floor, replaced shortly after with a rather roughly laid concrete one. Interestingly, the man who erected the shed told us that similar sheds erected at Essendon airport were built using timber framing – they were not subject to council regulations, and in their opinion timber gave more time to remove whatever was inside before they collapsed, compared to a steel framed structure in the event of a fire.

The body of the Willys was soon separated from the chassis, and sat in the back corner up on two wooden beams from the old garage atop of some drums. If only there had been devices such as digital cameras and home computers back then. Despite making many notes and labelling parts etc, I really scratched my head later when I came to put things back together. The back axle with wheels attached occupied me for an hour or two, but I couldn't dislodge the wheels from the axle shafts. A call to the previous owner had the answer in the form of a hub puller that he had. Back home late that Saturday night I just had to try it out, and bingo! Off came both wheels. Happy, I retired for the night, a block of wood under the nose of the diff keeping the axle level. Morning revealed a large patch of black oil all over the floor of the shed after things moved during the night.

The engine was extremely worn. We found out how bad a while later. After several fruitless searches for the original owner when new, we tried the electoral roles in the State Library one night after I had worked late. Knowing a surname, and the fact that the husband had been an engineer, we came up with a strong possibility. A half hour drive saw us knocking on the door of an elderly couple in Yarraville who confirmed they bought the car new back in 1929. We visited them again at a more acceptable time and were given a couple of photos and some stories. He said he decided to sell the car sometime in the '60s after starting the engine one day in his backyard, which resulted in the neighbours calling the fire brigade, thinking there was a fire! The buyers sold it later to the man we bought it from, so we were therefore the fourth owners.

I think the crankshaft, a seven main bearing unit, was made of some very high quality steel. I enrolled in a night course at Richmond, and when we measured it, there was an 18 thou bend in it. Nothing would cure it of that bend – it was pressed to more than double that in the opposite direction, heat was applied and left for hours before releasing the load, but every time it came back at 18 thou out of line. Finally, I took it and got it machined instead, a shame in one way,



*Holiday mode, not for the poor old car though*

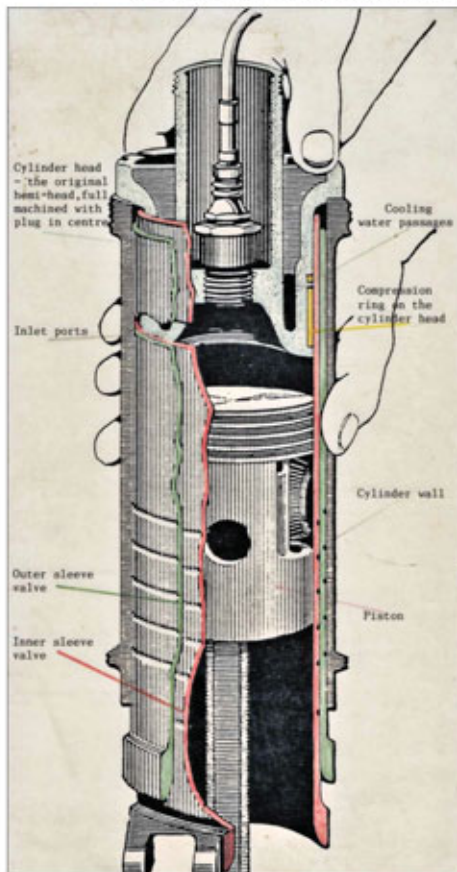
as the journals had all measured up with virtually no sign of wear.

Two pieces of flat steel were bolted to the front dumb irons when we bought it, which was finally explained by one of the photographs we received in which a plank sits across the bottom of the radiator, piled high with luggage on one of their holiday trips. "She used to boil a bit on holidays" he told me seriously, with a puzzled look on his face. He was an engineer? On another occasion, he was out fishing after dark near Werribee and the radiator got a bit dry. He topped it up using water from a ditch on the side of the road where he was, when along came a man on a bicycle to see what he was doing there. "Not a good idea to use that water mate - it's run off from the sewerage farm that you are crossing" he told him. He said it stank to high heaven for years after that, every time the engine got hot.

Knight sleeve valved engines are a different kettle of fish compared to poppet valves when it comes to rejuvenating them. Between the engine block and the piston there are two metal sleeves

cylinder whenever the engine coolant was drained to avoid frost damage. So they are the original cross-flow, hemi heads of their day, predating a widely advertised cross-flow hemi-head of more recent years by several decades. The two sleeves run up and down at half engine speed driven by two small connecting rods connected to lugs on the base of each sleeve, and when the engines were new, or are fully restored to as new condition, they can be extremely quiet running. I remember standing in the RACV workshops in the early '80s when Kevin Brown drove in with his Daimler to get it inspected prior to a state tour. The only noise I could hear was from the clutch plates when his foot was on the clutch pedal. The engine was virtually silent. Unlike a conventional engine, one can't stick a cylinder borer on the block to true up the bore. In fact, the bore of the block if measured will likely show zero wear, even after many tens of thousands of miles. The outer sleeve will be OK too - the clearance between the block and each sleeve is around 2 to 3

thousands of an inch - but the inner sleeve is where problems begin. Back in their day, if that inner sleeve became badly worn, it was pulled out and replaced with a new one off the shelf to bring it back up to scratch - or probably the vehicle was sent to



Inner sleeve from a Model 65

with openings cut in them on opposite sides through which inlet

and exhaust find their way in and out. The openings first align together on one side to get fuel mixture in, then on the other side to get it all out again. Up top, there is a separate cylinder head for each cylinder, while compression pressures are kept in by a wide ring known as a junk ring, which juts down inside the top of the inner sleeve. Water is kept out of the cylinder by a gasket. The inside of this head is fully machined into a dome, with the spark plug top centre and surrounded by cooling water. A small U shaped copper tube siphons the water out from around the spark plug above each

the wreckers and replaced by something else. Today though, replacement sleeves are scarcer than the proverbial hens teeth, so it's a case of making new ones at a cost of several thousands of dollars, or trying to true up the worn ones. Mine were obviously badly worn, but after a bit of thought, I got a length of old steam pipe machined to allow the inner sleeve to slide into it with a sliding fit, mounted between two uprights on a base plate, the sleeve locked in place with a bolt through the driving lugs. Repco in Elizabeth Street ground my four sleeves back to true using the jig, without having to take too



much metal off, for an all up cost of \$200.00 - I imagine that figure wouldn't cover the GST today. Likewise, a full set of new taper roller bearings for the front wheel stub axles cost me about \$12.00. Imagine!

Talking about new sleeves off the shelf, I wandered into Vanguard Spares in Elizabeth Street, Melbourne one lunch

hour and posed the question. Come back on Saturday I was told. "Where's your car?" the old fellow asked on Saturday. At the front door, so off we went somewhere around the Victoria Markets and he opened up a large shed crammed to the rafters with old car bits - and I thought they had a lot of stuff in the shop. Twenty minutes later I walked out with a large box full of unused sleeve valves. Not one of the b . . . . things was suitable for my engine of course. They're still there, sitting on the shelf out in the garage some 40 years or so later.

Things progressed slowly, with chassis sand blasted and painted, various bits and pieces in the braking department remade or repaired, and a caustic soda bath busily de-rusting components with the aid of a battery charger. Sue did a night course at a local college and we bought some material to begin the upholstery, along with new seat springs etc. The course provided us with a very comprehensive list of where to go around Melbourne to buy things direct as required. Wish I still had it. The hunt for a radiator cap in better condition than the one I had was something to frustrate and elude me. The cap was a Knights head with a helmet on, but it had been cut off and bolted to a dog bone many years before. I did find a reproduction one at Bendigo one year - at an astronomical price which I couldn't justify.

A move to Queensland in 1979 left us with a decision to make. Take the car with us, or sell it and hope to find another one day. We went for the latter, as it was the easier option. That's where those digital photos would have been handy to assist in putting things together so that a new owner would know what went where. I got the body back onto the chassis, and it disappeared one weekend to somewhere in Craigieburn.

Some four or five years later, a man was sitting on the back of his hatchback at the Gympie swap meet with a black board advertising a 1925 Willys Knight for sale. Again, we had no where to keep an old car as I was in the middle of a lengthy owner-building job of our home in Buderim, with no garage.

Never the less, a drive to look at it the next weekend couldn't do any harm could it?. We spent an hour or two looking at it under his house in Ipswich. It belonged to his father who was upstairs in very poor health and we found out that he was the original owner since new. Reluctantly, we said we would have to leave it and departed back to the Sunshine Coast. Half way home we looked at each other and

said what are we doing? No mobile phones in those days, so we couldn't get home quick enough to ring up and say "It's ours". This time, we were - and still are - the second owners of the car a 1925 Willys Knight Model 65 tourer. But that's another story.

Footnote: After we bought the 1925 car, we rolled up to the start of a weekend run to be greeted by one of the other club members. "I've got a radiator cap for one of these" he told me. "It's yours if it fits" It didn't. But it was *just* what I had needed for the 1929 car. In absolute perfect condition too. He kept it.

*(below) Turner family delivery day 1984 the 65 from when we picked it up in Ipswich. John*



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Every tenth issue I list the stories of the preceding issues. Back issues are available on request

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1965 Calder Sprints

### ISSUE 20

2019 Bendigo Swap  
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A Post-War Entrepreneur  
Lake Perkolilli Red Dust Revival  
Melbourne to Bendigo 1965



# A Post-War II Entrepreneur

## Life Story of Archie Marshall

To continue the story about my life as a surplus vehicle dealer there comes to mind an occasion where I went to a Govt. sale in Hereford. I drove down to Hereford from Manchester with another dealer named Wilson Bowers. We used my Austin Healey sports car and agreed to share a hotel room to reduce expenses.

On arrival in Hereford we booked in at a beautiful old hotel appropriately named "The Bull" and the following morning we set off to view all the lots on offer.

Perhaps I should explain that for a small dealer like me it was always difficult to go to a sale intending to buy only certain lots, the reason being that often the preferred lot achieved too high a price and bargains presented themselves quite unexpectedly in other areas.

The way to go was to view everything and mark down a real low price in the catalogue, then when the sale was in full swing, miles away from the viewing areas, it was possible to identify the real bargains and make a bid.

The problem with this method is that often my money would run out early in the sale and I could only sit and watch others buying better bargains later on. When I had Jacks money to fall back on it was less of a problem, but he charged me 25% a month, and still wanted to dictate who I should allow to grow roses on my land (see last instalment).

The night prior to the sale, Wilson and I were lying in our beds at the hotel and I was thinking just how I might be able to scrape up some more cash for the following days sale. Wilson soon solved the problem when he said how much he had enjoyed driving down in the Healey. Sell it to you for a good price I said!!! Quick as a flash.

Wilson had a beautiful teenage daughter he was very proud of and I told him how delighted she would be if he bought her my Healey for her birthday. He kept turning over in bed trying to go to sleep, but no way was I going to let him close his eyes for long until he had written me a cheque!

Share a room with you to save money" he grumbled as he wrote the cheque, "it would have cost me less to sleep with Marilyn Munro!"

The next day in the saleroom I bought a number of lots details of which I have long forgotten but one lot I will never forget. There was a lot put up which I had not bothered to view be-

cause it was not of interest "I Lot drums various "

The auctioneer was struggling to get a bid and looked at me with a wink, "can I say twenty pounds " he called , I held up my hand and the hammer fell to my bid. I hadn't even looked at the drums and neither it seemed had anybody else. I reckoned the drums could fill up some of the trucks I had bought and get home for free, so I didn't give it another thought.

The night after the first days sale was really something! "The Bull" Hotel was filled with dealers attending the sale and we all congregated in the Saloon Bar in the evening. There were several men in the room who were in the millionaire category and everyone was having a good time, money was flowing pretty freely. Ted Beer, from Sheffield hopped over the bar and started helping the barmaid.

Ted was taking orders for drinks but was not giving anybody any change. If a beer was two shillings and he was given a pound note, then the pound went into the till and stayed there! Soon the till was bursting with notes and Ted just carried on pouring drinks for everybody.

The manager became concerned at what was going on in the bar, but one look in the till and a word with the barmaid, soon convinced him that the best thing for him to do was go away! At the end of the night, Ted stood the barmaid on the top of the bar and auctioned her off to the highest bidder! That was the sale in Hereford.

Some days later I had a call from one of my truck drivers who was collecting the purchases from the sale, "Boss, what am I supposed to do about all these drums?"

"Put them in the empty trucks and bring them home" I replied.

"Have you seen them?" he asked "No" I replied.

"Well there is a hanger full, ten thousand at least" said the driver.

I sold them to a firm in Stockport who arranged a special train to remove them. My twenty Pounds had been well spent. Wilson's daughter was delighted with the Healey.

Buying vehicles from Government Auction sales in England in the 1950's always presented the problem of collecting the purchases from depots all over the country and getting them home to my yard in Manchester.

The large dealers usually had contractors who did all the collection and transporting for them. but the little guys like myself had to do it ourselves.

Wherever possible we traveled in convoy, usually at night in order to assist any driver with problems and so that we

could eat and make camp together when necessary.

I was running three large trucks for collection, one was an AEC former r refueling tanker, ex RAF 6x6, another was a Foden 6X4 which was an almost new ex Army vehicle powered by a Gardner 6LW diesel engine.

The third was a Leyland 4X2 converted double Decker bus which was much easier to drive than the other two since it was fitted with 1100X20 tyres, as opposed to the 1400X20 tyres on the AEC and Foden. None of the trucks had power steering or cabin heaters and the Leyland had the disadvantage of having only a "half cab" for the driver, which was on the right hand side of the engine. There was no place for a mate to sit and as there was only the half cab, much of the heat generated by the engine was lost. However, the Leyland was fast and had a very low slung chassis on which we had built a long flat timber body.

The Foden was unpopular with drivers as it was governed to 20 mph and had a very hard accelerator pedal which made the drivers leg ache terribly when pushing down to the boards for hours on end. One of my guys told me that he used to put a brick on it to rest his leg! Personally, I always gave it to somebody else to drive after once trying to turn it round in a yard, which involved pulling as hard, as I could on the steering wheel with both hands. On the open road it was not too bad I believe.

I remember one occasion when I bought a large number of Willys Jeeps at a depot in Market Harborough in Leicestershire. The depot was a disused airfield, which had an enormous wide runway, which was covered with hundreds of vehicles of every description.

We loaded up the AEC and the Foden with Jeeps and also put a couple



of Austin 4X2 on "A bars" behind, into which we loaded more Jeeps. As these were the slowest trucks of my three, I let them get off home as soon as they were loaded with the intention of loading the Leyland last so that I could catch them up. Needless to say, I was driving the faster and easier Leyland.

In order to reduce the trips to the

minimum possible, I had all the Jeeps stacked crossways on the flat. By loading in this manner, I could stack them two high with the wheels of the upper ones on the mudguards and wheel arches of the lower ones thus getting eight or ten home in one trip.

After loading and tying down I got something to eat and set off on the road to Manchester once the traffic had died down. This of course, being long before the days of the motorways.

Everything was going OK until late in the night when I was taking a

bend when suddenly all the lot went off over the side, landing in the middle of the road and blocking all the traffic. The rest of my crew was long gone and there was I all-alone with vehicles everywhere, some being upside down or lying on their sides, Fuel and oil was leaking from many of them, it was a terrible mess! Soon the police arrived and a senior officer took one look and set off to the nearest military base returning with a Coles crane complete with crew who soon had all the vehicles back on the truck.

When all was finished, the senior

Police officer walked over to me looked into my face and demanded "Right driver, what's your name?"

"Archie Marshall Sir" said I, expecting the worst.

"Right Mister, if my name was Archie Marshall, I would want to f\_\_\_\_\_ off out of here as quickly as possible!"

"Yes Sir" said I and without any hesitation the old Leyland was soon off down the road.

*Archie*

## Bits & Pieces

### ATTENTION AMERICAN CAR OWNERS (1935-1997)

Looking for LHD preferred American cars, pickups and Harley Davidson motor cycles for film use in the Gold Coast area. If you are interested in hiring your vehicle please contact.

Geoff- 0418485036

Peter- 0412764231



If you own an American car, Movie World is presently looking for eligible cars to be used in an upcoming movie about Elvis Presley.

They are paying \$800 per day for any vehicle that is used.

If you have an interesting RHD American Car, they may be able to cover the steering wheel.

They are also looking for a Harley Davidson Motor cycle.

Filming starts next year in the Gold Coast.

Please note that the cars they are looking for are stock with stock wheels. No Holdens can be used, nor any of the Aussie Utes.

Only the first model XK Falcon is suitable, as all subsequent models have Australian designs added. Most vehicles will be used in street

scenes as background shots.

If a vehicle has to be driven, you can drive your own car.

The only exception to this is if an Actor has to cross the road, only Authorised Drivers can drive the car at that time. Filming starts next year.

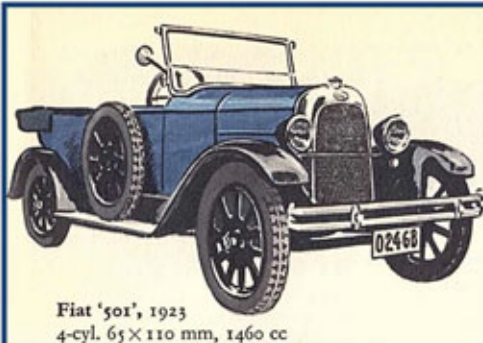
They have a large undercover secure storage for cars that are needed for more than a day.

If you are required to dress up, you get to earn more money.

Movieworld will feed owners on the day that their cars are used.

See attached Flyer for contact details. At this point of time, they have a lot of Chev Owners listed, so if you own a Ford Product, please think about it. Please pass this flyer onto other groups that have American Cars.

Regards *Trevor Poulsen*



Fiat '501', 1923  
4-cyl. 65 x 110 mm, 1460 cc

The Fiat Car Club of Victoria is commissioning a run of crown wheel and pinion sets to suit 501 and 503 diffs. The ratio will be the slightly taller 4.6:1, closer to the 501S ratio rather than the low 5.1:1 of the standard gear set. We need to lock in numbers by December 20. Contact is Richard Unkles as per the following. Cheers Roger Beattie 0400 177278

The FCCV is going to have a new batch of crown wheels and pinions made The FCCV is going to have a new batch of crown wheels and pinions made very early next year. This is the first opportunity to obtain a new gear set since 2000.

These will be made in the revised ration of 4.6:1, as per the 2 previous batches. Standard is 5.1:1 which is more suited to heavier cars like sedans. The experience of our members is the revised ratio is almost the same as the 501S and better suited to modern roads and traffic.

The price for FCCV current members. Orders will only be accepted on the basis of the payment of a deposit of AUD\$320 in the club's bank account. Deposits are required by Friday, 20<sup>th</sup> December, 2019. Delivery is expected by late February. National Australia Bank

Fiat Car Club of Victoria Inc.  
BSB 083277 A/C 525012485

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The price for FCCV current members is expected to be AUD\$630 FOB to Melbourne including GST.

Further details can be obtained by contact with *Richard Unkles*.  
[richard@unkles.com](mailto:richard@unkles.com)  
Mob. 0411 185 779



I recently called into Steve Barnett's workshop at Harcourt to see what projects are underway for his customers. As well as classic cars he is also into motorcycles. He races an historic side car combination and is currently building up this rare 1939 DKW NZ 350cc pre-war civilian motorcycle, bearing in mind

most motorcycles were being made for the German army at that time. It has the original paint, which is to remain and is missing a speedometer and muffler. He would be interested to hear from anyone who has any good parts or share notes on the model. Steve Barnett—Email: [steviemoto@hotmail.com](mailto:steviemoto@hotmail.com),

## Bits & Pieces continued

Good morning David, thanks for the latest 'Country Motor'. Reading the story of the 'Fergies' and seeing a shot of a Triumph TR, reminded me of a story, happened some 65 years ago. I was a farmer in the Central West, NSW. There was a family, no names, living, out that way and there were two

sons, no names, around late teens. They owned a TR2 and on the farm was a petrol Fergy. Now farmers often have quiet times during winter. These two blokes one day thought, our car has the same motor as the tractor, I wonder could we hot up the Fergy. You have guessed it. They swapped the head and carbs and then found to their disappointment, the te20 did not perform

like the TR2. Didn't perform well at all. Oh well, it gave them something to do for a few days. Keep up the good work, your mag. is a great read. I am still trying to find if any one knows of a pre-war BSA Scout still going here. I had one for a couple of years around 1949

*Milton Job*

## World War I Trucks



Here are some photos of my World War One, 1916 Albion truck which was the result of about 5,000 hours restoration. The chassis was laid down on the 6th December 1915 to be finished mid-February 1916. It is Chassis no.361A.

I found her behind A W Smiths Hardware store in Leongatha in 1972.

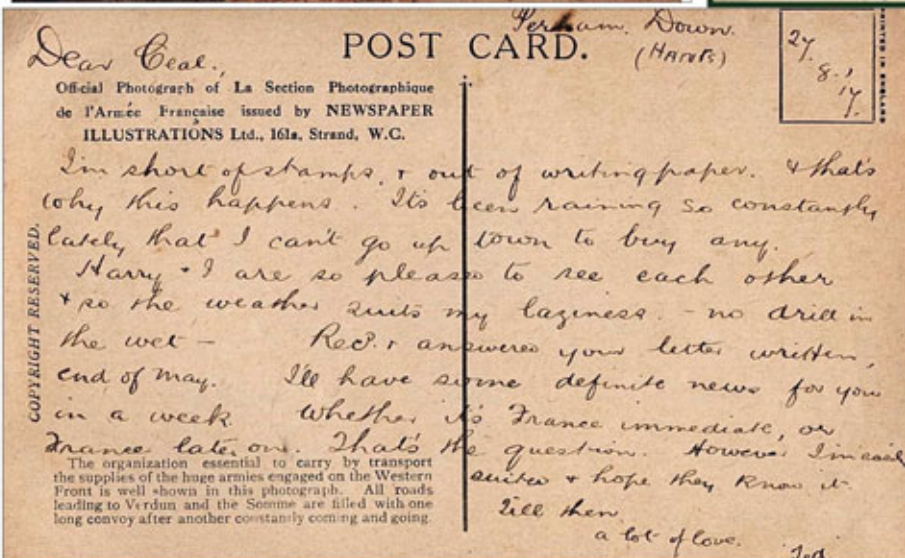
Being chain drive, they had used it as a winch truck in the Mountain Ash timber country around Balook and Mirboo North. The winch was driven off the drive sprockets for winching and then the chains reconnected to the rear wheels to drive to the next location. The truck was found partly buried and burnt but showed

promise to me.

In the as found photo, you will notice the sag in the chassis from the weight of the ships winch and the heat of the fire. Being WW1 it has been used in a few movies and TV shows including the filming of "The Anzacs" TV series back in the 1980's. The most recent was "Anzac Girls" a couple of years ago. I was told that I could drive her in the long distance shots but not in any close-ups as to quote the producer, "Your not a pimply faced youth any more".

I keep her on loan, on show, at the Bandiana Military Museum. I get her out of the museum from time to time to drive to Corowa for the Khaki Vehicle Enthusiasts get-together held in March each year.

Regards *Rick Cove*



I found this \$2 postcard of a Renault truck at Bendigo Swap which I thought was of interest as is the text and letter written on 27/8/1917.

My grandfather served in France in the medical corp. I have a few of his service medals. I have a few books of postcards which he brought back showing street scenes and buildings in Paris. I am sure he would have seen Renault army trucks on his visit. Rick referred me to a site re Renaults. *David*

The first commercial Renault truck, with a loading capacity of some 1,000 kilograms, was made in 1906: that was the two-cylinder 10 CV. It had a loading capacity of 800 kilos. In 1909 came the four-cylinder 20 CV truck, with a loading capacity of 1,200 kilos, soon to be expanded to 1,500 kilos, and paired double wheels at the rear. One very distinctive feature of the Renault in those days was the radiator, it was always placed right behind the engine, instead of in front of it, as is standard today. Plus the very typical slanted

bonnet. In 1913 some 5200 people worked in the big Renault factory in Billancourt, at the outskirts of Paris and the production reached 10,000 cars a year. When the Great War started, Renault joined in. The Renault factories were quickly converted to military production and in 4 years manufacture quantities of all types of war materiel including trucks up to 300 a month.

# The Lake Perkolilli Red Dust Revival 2019



*(right) Chrysler of Billy Attwood and Arthur Colliver after setting the Australian 24 Hour Record in 1927. (Red Dust Racers)*

There is probably only one motor race track in the World that has exactly the same surface as it did 90 years ago. That track is Lake Perkolilli 32k north east of Kalgoorlie and the reason it is still the same is that the smooth and rock-hard surface of the claypan renews every year with winter rains and summer cyclones then dries out again afterwards.

There was not a motorist or a teenage boy in Western Australia who did not know about Lake Perkolilli or "Perko" as it was known in the 1920s and 1930s. Legendary drivers raced there: Ossie Cranston in his Ford T, A and V8; Eric Armstrong in a Buick, Triumph Super Sevens and an Auburn and Arthur Colliver in the big Chrysler called Silverwings.

Their exploits were covered extensively every year they took out their racing cars to see what they could do on the claypan. Motorcycle racers also made their names on the track using it for setting Australian speed records. And yet, by the time war was declared in 1939 the Perko magic had all but disappeared. Around-the-Houses motor racing was drawing spectators to country towns.

After the war, the Goldfields Motorcycle Club still had regular runs on the old track, careful to avoid the concrete footing of the old grandstand which had long been relocated to Boulder.

Two revivals have been held at the claypan in 1997 and 2009 but 2014 marked the Centenary of Lake Perkolilli and a major re-enactment was planned in association with the National Veteran Rally.

The story of the Lake Perkolilli Red Dust Revival 2019 began in 2014. The Centenary of Speed, was a washout and it took three years before it was decided to have one more run to Perkolilli.

A small team was formed including Greg Eastwood, Ross and Lynn Owell, my wife Cathy and I. With the support of the City of Kalgoorlie/Boulder, we went ahead with planning an event bigger and better than the Centenary of Speed. The aim of the Red Dust Revival was to capture the essence of early outback motor racing which was rough and ready, but spectacular

It was clear as the months went by that we had a tiger by the tail. The response from around Australia was greater than any of us had anticipated. People were building cars especially for the event. Motorcycles which had lain dormant at the back of sheds were being rebuilt. The enthusiasm was unbelievable. When entries closed, we had 63 motor car entries with 81 drivers (only two cars failed to arrive). The motorcycles were well represented with about 30 machines.

The first campers arrived at Lake Perkolilli more than a week ahead of the Revival to secure the best camping spots near the pits. The forecast was for a dry and hot week. Just perfect for Perko.

A steady stream of four wheel drives,

trailers and caravans flowed into Perkolilli every day until well over 870 campers were counted by one keen observer. Aircraft flew in from as far as Perth, Bunbury and Esperance. Muz Wood and his mates from the Goldfields Dust Devils took to the air in their ultralights. Jim Williams coordinated a marvellous squadron of aircraft which flew in, including Kevin Bailey's Stinson Reliant. Tony Haalebos arrived from Sydney to reunite himself with his Ford T ute which was brought to Perko from Perth by Paul "Sludge" Andrews from Outback Truckers. Paul Day and his mates skated across the clay on land yachts, including a replica 1913 Bleriot sand yacht.

The York Motor Museum's 1903 Curved Dash Oldsmobile driven by Gary Byfield and John Bullock, and owned by Peter Briggs, pattered through the pits. The Goldfields Cycle Club ran a Kalgoorlie to Perkolilli race up the Kanowna Road, along the dirt track and twice around the claypan and the Mayor's son won the sprint to the finish.

Crowds increased from Thursday, peaking on Saturday when spectators were three deep from the start line more than 400 metres along the track to the aircraft camping area.

Lake Perkolilli had never seen anything like this in modern times. Yes, it was hot and dusty but who cared? The

motor sport was stunning. Cars and motorcycles kicking

*The 1927 Perkolilli championship race with (from left) Chrysler "Silverwings". Cyril Poole (Bugatti) Ossie Cranston (Ford Model T 'Heza Henry') and Jack Smith in his Buick (Red Dust Racers)*





*Richard Baird, 1935 Hudson Terraplane (Picture by Sharon Smith)*

up clouds of dust, cars emerging from a bright red haze, motorcycles on song at speed just like the 1920s when motorcycle speeds in excess of 160kph became commonplace. Mick Rust was kept busy at the Kalgoorlie Motor Works as cars and bikes needed quick repairs to get them on track quickly.

Everyone had a story of trials and frustrations as Perkolilli tested the preparation of the vehicles. And yet, few cars and bikes were unable to complete the four days. Steven "Waldo" Alexander shipped his Lagonda Woodbatt Special car all the way from the United Kingdom for a single fast lap when tragedy struck and it threw a rod. He spent the weekend driving Hugh Fryer's Austin Seven, telling everyone that despite his expensive failure, he had the best time. He proclaimed the Red Dust Revival as the second best event he has attended behind the Goodwood Revival - high praise indeed! There are a thousand stories to be told by everyone who was a part of the Red Dust Revival. I'll never forget the Rich River Hot Rod Club's

total enthusiasm for Perko and Mal Apps' permanent grin. "Never have I enjoyed myself so much," he said. Sandra Stephenson's hot laps in the 1934 Ford beside Matt Steber in his 1934 Ford coupe were old time speedway at its best. It was great to see Richard Baird driving a Terraplane on the claypan and then jumping into the Flying Bathtub just like his father had done 90 years ago. Craig Atkins showed that his Morgan 4/4 was equal to the dust of Perko and then assisted as an official.

The Ford Model T contingent showed that T's aren't the fastest but they are just great fun. It has been many a year since so many T's have been on a race track together in Australia. They all put on a great show. Graeme Lockhart's Gow Job was fast. Bruce Brown's skiff-bodied T was also surprisingly quick. Rod Cocks has just as much fun taking people for joy rides in Rickety Kate as racing around the track. Bill Lee had spent weeks fettling John Maloney's speedster and the worse paid off with near faultless runs. Steve Williams swapped between his

supercharged Austin Seven and his Rajo equipped T all weekend.

Peter Harrold and his team of tinkers kept the Chrysler 60 racing all weekend, trouble shooting one thing after another but never giving up. That Perko dust provides a nasty trail across a distributor cap. Stuart Brown's 1919 Dodge was something to behold with a supercharger hanging off the side of the engine.

Dean Whisson and Mike Holmes kept improving the Cranston V8 Special from a scratchy start to a flat out over the course of four days, and a new old stock distributor cap is on its way to replace the modern cracked plastic one which was repaired with red nail polish, now to be called "Perkolilli Red".

Brett Pollock arrived at Perkolilli in fine form with his Rolls-Royce and proved that they can be driven flat out on clay and never "fail to proceed".

When Doug Todd turned up with his magnificent Ballot re-creation, I am not sure he quite knew what he had got himself into. The pristine Ford based special was soon at home on the track just like Jack Nelson's original car from the 1930s. He was soon into the swing of things, driving fast and free. Rob Read showed to everyone that while he may have one of the rarest cars in the world in the Gwynne 8, there is no point in leaving it in the shed. Along with Nigel Makin and his Triumph, the Gwynne provided a good foil for the Austin Sevens.

It was great to see the number of Chevrolet and Ford Model A specials at the Red Dust Revival. Every single car





had a story to tell. Chris Leers who had to sit on a chair directing operations while his mates helped him finish the car. Alex Kirkwood who painted a red strip down the back of his Model A roadster and called it Redback. He's had the car since his teenage years living in Kalgoorlie and the Red Dust Revival inspired him to

restore the rusted remains.

The Johnson's Overland Model 69 didn't miss a beat and looked mighty impressive all weekend. Paul Dean must have felt like Red Dust Revival royalty all weekend as all the media wanted a word with the owner of the Lagonda, the only car in the field which raced at the original

Perkolilli races.

One of my favourites was Kevin Boardman's yellow 1914 Ford T speedster which went like the wind (with Kevin's beard getting redder by the day) and looked just right.

The stars of the Red Dust Revival were the cars and motorcycles and their drivers and riders who whipped up the dust for four days. Yes, it was just like the old days. It was a privilege to see the cars and bikes lovingly created by them all and driven flat out. Truly unforgettable.

**WORTH MENTIONING:** Perth photographer Sharon Smith spent a week camping at the clay pan to capture the highs and lows of the Red Dust Revival. The photographs used in this story were taken by her and have been used in a photographic book. With other contributing photographers, the Lake Perkolilli Red Dust Revival book is a stunning record of a unique event. **The Lake Perkolilli Red Dust Revival 2019 Book** is limited to just 500 copies. It is a 208 page large format coffee table book with more than 350 photographs. It can be ordered at [www.motoringpast.com.au](http://www.motoringpast.com.au). \$99.00 plus postage. *Graeme*



*2019 Red Dust Revival book cover*



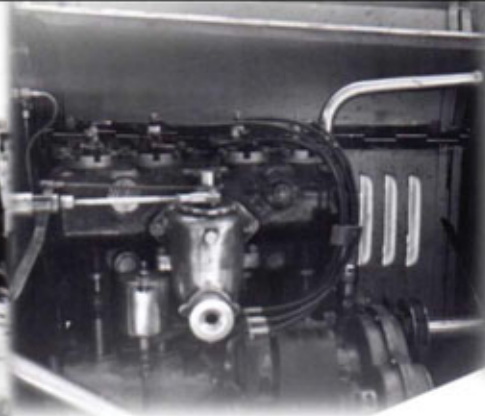
*Kevin Boardman, 1916 Ford Model T Speedster and Daniel Cocks, 1913 Ford Model T "Ashton Racer"  
Picture by Sharon Smith.*

# David's Photo Gallery of cars seen in the 1960s

## Melbourne to Bendigo & Back

### Veteran Car Rally 1965

20-21/11/65



*Stuart Middlehurst's  
1912 Hispano-Suiza  
speedster and its engine  
1912 Prince Henry  
Vauxhall tourer owned  
by Noel Tishler  
Rob Grittith's  
1912 Hurlu  
Russell Stapleton in his  
1912 Napier  
1913 Fafnir owned  
by P McMahon  
1912 Rolls Royce Silver  
Ghost 'Alpine' of F  
Robinson  
Jim Goble attending to  
his 1916 Indian*





*1912 Maxwell tourer owned by F Coward, 1912 Renault owned by T Bailey, 1909 Rolls Royce Silver Ghost owned by Harry Marcoff, A Goble's 1911 Mors, rear of Tom Jeremiah's 1902 De Dion Bouton and J King's 1913 Malborough cycle car*