

Country Motor

Australia



Issue 29

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

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David Wright's 1911 Fiat

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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Editor's Entries

Welcome to the thirtieth edition of Country Motor

Variety is the spice of life, so it is said. Issue 30 has a bit of everything for readers to enjoy.

The magazine starts with a veteran story, a 1911 Fiat spider owned by David Wright. David had been on the old car scene for many years and has an affection for Italian cars of which he has promised to write about in a future issue. That open Fiat reminds me of when I froze to death in George Edward's 1914 Overland race-about. He, of course, knew to put on a coat! *(see below)*



I had often wondered what happened to Stephen Mayer's Fiat 501 until the Fiat CC magazine had a story on its current home in the UK.

A 1967 Ford Fairmont is a bit out

of the magazine's period, however the 'Mustang bred' Falcon was a very nice looking car. My father almost bought one but instead he opted for an Austin 1800 which was a great car if you over looked the niggly troubles it had.

It might have been a touch of the virus but I did a crazy thing and bought a rusty vintage truck chassis hence several pages discussing Vulcan trucks. Being a chassis/trailer it is missing several essential items, so readers please keep an eye out for any parts for this major restoration.

Over the years many road vehicles have been adapted or converted for rail use. A 1908 Riley is one out of the bag followed by AEC Railmotor. On the railway theme, a story of a railway carriage my family restored.

Bits and Pieces includes many interesting small stories including a photo taken in Ceylon and more on Fiats! Just coincidence I received several items Fiat material at the same time.

Finally Archie Marshall's lessons learned operating in Africa. *David*



THE REMARKABLE SURVIVAL OF A 1911 FIAT SPIDER

David Wright

Kath and David braving the elements at Shepparton during the 2013 Veteran National Rally

Veteran Tipo 1 Fiat's are rare and the survival of chassis No 171 OP is an interesting story.

The late automotive historian, Michael Sedgwick, regarded the Tipo 1 as one of the great landmarks in Fiat's history as it incorporated the best skills of the celebrated engineers, Fornaca and Cavalli. This extremely talented pair were responsible for the all-conquering Grand Prix Fiats of the period and the Tipo 1 was Fiat's first venture into smaller high-quality cars designed for enthusiastic owner-drivers.

The Zero, released in 1913, is a much better-known Fiat model and many features attributed to it were derived from the earlier Tipo 1 series.

But back to Tipo 1, 171 OP. This car was imported in chassis form in 1911 by Garratt's in Sydney who, at that time, were the largest Fiat distributors outside Europe. Garratt's had their own coachworks and, as this car was built to Spider specifications, it was fitted with an open 2-seat body. The use of Spider in Italy started in horse-drawn times to describe vehicles with a low body structure, four large wheels and two seats. This translated quite effectively to motor-driven vehicles as Fiat's Tipo 1 Spiders had a low steering column rake allowing a seating position where the main controls

fall readily to hand for keen drivers. And this is most fitting as the Tipo 1 is a delight to drive with road holding and general handling more in keeping with a sporting car from the 1920's.

The first owner of 171 OP, Dr Anderson from Goulburn, took delivery in late 1911. It was used for his medical rounds until the early 1920's when it was sold locally to a person unknown. In 1962 it was discovered under railway bridge in Goulburn where it had been driving a water pump for many years. The body and pedals had been removed but it was otherwise complete and, most fortunately, it had not

been mechanically molested.

The new owner was the curator of the Powerhouse Museum in Sydney and it remained 'as found' in his private collection for 22 years. After a considerable amount of tracing, the first owner, Dr Anderson, was contacted in Orange and, along with its history, the original tool kit which had remained in Dr Anderson's possession was re-united with the car.

In 1984, another Goulburn identity, Ken Ainsworth, happened to hear about the Fiat and purchased it still in its 'as found' condition with a spare Tipo 1 engine. It remained safely stored in this condition for another 22 years, but at least it had returned to Goulburn.

Enter Dr Peter Burgess, a car enthusiast friend of myself and Ken Ainsworth from Bathurst. Peter was involved in a steam engine project with Ken Ainsworth in 2006 and spotted the Fiat in Ken's shed. He could not believe that this car had been rescued from the railway bridge and stored in enthusiast's care for more than 44 years without any sign of restoration. Ken Ainsworth had several years of steam



The Fiat in Rod Cripps and Jeff Alcock's care while they were working on the body.

engine projects ahead of him and Peter Burgess convinced him it was time for the Fiat to move on to someone who would put an end to its interminable hibernation.

When I received a call and saw photos of the car resting in its shed in Goulburn, I was immediately seduced by its well-proportioned chassis frame and the clean design of all the mechanical components. The superb castings and high-quality engineering was clearly evident and I could not believe that the opportunity to be the custodian of this extremely interesting car was offered to me.

In May 2006, only days after knowing of its existence, the Fiat was collected from Goulburn and delivered to Melbourne. The first task was to establish its exact model identity as I had discovered that four different Tipo 1 models were produced by Fiat between 1908 and 1914. A visit to Terry Wilson, a Veteran Fiat enthusiast in New Zealand, resolved this as Terry clearly identified the car as a Tipo 1 bis which was the second series produced in 1910 and 1911.



David standing with the car at their premises in Keysborough

After the chassis was completely stripped and all components cleaned and assessed, serious restoration work commenced in 2009 and the engine was started on a test bed in May 2011 to celebrate 171 OP's 100th birthday. This was a milestone that could not be missed and in July 2012, after 2,500 hours of painstaking work, the restoration was completed. This would not have been possible without the expert skills of Veteran Car Club members Allan Lethborg, Rod Cripps and Jeff Alcock. Allan Lethborg re-claimed an incredible variety of parts on his lathe while Rod Cripps and Jeff Alcock were responsible for the bodywork.

The Tipo 1's first event was the Veteran Car Club of Australia's National Rally in Queensland in August 2012. Since then, it has been rallied in South Australia, New South Wales and used extensively in Victoria.

COVID-19 has obviously interrupted things this year, but I get immense pleasure from dusting it off and starting it up while thinking of the remarkable series of events that led to this car's survival.

Technical Details: 1911 Fiat Tipo 1 bis Spider.

Engine: Four cylinders in line monobloc, L-head, 70 x 120 1,847 cc capacity, magneto ignition, full pressure lubrication, roller cam followers.

Transmission: 4 Speed + reverse, right hand change, multi-disc clutch, enclosed tail shaft.

Suspension: front, semi elliptic springs, rear, 3/4 elliptic
Brakes: hand brake on rear wheels, transmission brake operated by foot pedal.

Wheelbase & Track: W.B. 2,740, T. 1,400.

Weight: complete car, 980kgs.

David



FIAT 501 COLONIAL

Previously owned by
Victorian VSCC member
Stephen Mayer

Jim Dalton and Kevin Lemm



This story has been reproduced from the FIAT Car Club's magazine with permission.

Long-time Fiat Car Club members will remember Club Life Member Stephen Mayer and his well-prepared Fiat 501C. These days the car is owned by Jim Dalton and resides in the pretty village of Barkway situated about 35 miles from London and 15 miles from the centre of Cambridge.

Jim, who is now retired, has had an interesting career, mostly connected with the motor industry. In the early 1970s Jim worked for Pirelli Tyres, and lived in Turin for a few years thus acquiring his appreciation of Italian cars. "While there I gained a great respect for Italian engineering, technology and design skills. On quality control I prefer not to comment".

Before he retired, he owned a company manufacturing technically specific webbing straps of all sorts. Jim also owns a very original Austin 12/4 Saloon and a couple of Fiat 509s.

But how did Jim acquire his 501? Well, there's no prize for guessing Richard Unkles was involved! Jim explains, "In 2014, to celebrate our retirements, Jenny and I embarked on a long holiday in Australia. We drove a campervan from Adelaide to Sydney by a tortuous but beautiful route. By that time, I had been in contact with Richard Unkles and he kindly arranged a couple of FIAT visits in South Australia and invited us to stay for a few days with them in Melbourne.

On one of the days out he took us to see his 501 Taxi at David Stott's house. David had a beautiful 501C that I much admired. Therefore, when Stephen Mayer's 501C came up for sale in 2015 I did the deal and bought it blind. If there

Jim and wife on VSCC Tour near Cambridge

was only one person in this world whose car judgement you were allowed to trust, it could well be Richard!"

"We arranged for the car to travel in splendid isolation in a container to itself, with customs clearance arranged in UK by an agent with whom I was connected whilst still working. I was therefore able to be there when the container doors were opened; exciting. It was well strapped down as were the spare wheels with beaded edge tyres and the unbraked front axle. Richard also included some spares and accessories, one of which he doubted if we would ever use. That was the windscreen sun shield! Cheeky!"

Having safely arrived, the car needed very minor work before being registered. There are rumours that the car was initially sighted being driven by a very happy Mr Dalton at a Club outing sporting number plates normally affixed to a Fiat 503. This sighting has never been confirmed, and the car was registered BF-7765 soon after. Vintage cars imported into the UK get a number from a never-before used series starting with the prefix BF.

Jim is an active member of the VSCC in UK and uses the 501 regularly for club trials and rallies. A 90-mile event is not out of the question for Jim or the car. His local countryside is ideally suited to motoring events, surrounded by pretty villages, thatched cottages, stately homes, and quaint churches.

The 501's roof is permanently down as the Cambridge area offers lots of dry weather to enjoy Light Car Section events. "Being under 1500cc and less than 30 bhp the 501C is eligible as a light car. It is bigger than most of them, but needless to say, it always performs well."

Jim has driven the 501 in the Goodwood Revival Transport Corps, a fleet of perhaps 30 period cars used to ferry guests between the circuit, the Clubhouse and the Hotel. Jim said the FIAT was by far the oldest vehicle in the fleet that year. It is also where the car suffered one of its few failures. "A big guy dressed in immaculate all white military uniform: medals and all,

Jim at the car's arrival in the UK





The 501C at Goodwood Mansion

and who only spoke Spanish, got into the back of the car after a long lunch for a return to the circuit. He stood up prior to getting out, stumbled, then dropped back heavily on the back seat doing permanent damage to seat base. Well that was the end of my taxi duties for the day but at least it meant I could watch more of the racing”.

Keep motoring and flying the FIAT flag Jim! It’s good to know that a vehicle with significant Australian and FCCV history is alive and well in the UK. **Kevin**



On a drive in Wales



John Blythe sent in these old photos. The coloured-in left being on the Jindabyne Road’, New South Wales, c. 1910. Can anyone identify the cars? It appears to be a Mercedes in the lead. Nicholas Ltd.'s Aspro Buildings at 10 City Road, South Melbourne, late 1930s. A Willys, Vauxhall and Austin Seven line the front. Rear views are harder to identify. However the distinctive shape of a Riley Monaco is second on the left and a Hillman Minx on the far right. No doubt a Holden bodied General Motor’s sloper in the middle.

1967 Ford XR Fairmont



Kevin Edwards

PART ONE:- 1967 XR FAIRMONT

At 17 years of age I purchased a 1967 polar white Falcon Fairmont, it would have been manufactured October 1967, (10/1967).

As I was in the transshipping game at Parkeston, I had the pleasure of driving my new car to one side where it was later picked up by Westland Autos. One had to buy the radio as an extra and air conditioning was none item and no rear mud flaps. It had a monstrous 200 CI Super Pursuit motor which got up to 190 mph with a tail wind and downhill, a few times back then.

To get with the boys of the time one had to have the vehicle lowered, 2" on the front and 3" lowering blocks on the rear. Would never do those block things again, never caused me any grief, however I would deem them unsafe. The blocks were removed later and replaced with half helper springs, installed on top of the spring to flatten them, thus lowering the rear of the vehicle again. To lower the front, compressed coils were purchased and a back yard spring compressing device was made and the new lowered springs were installed – trial and error for a mug mechanic.

To add to the look spot lights and 7" rims painted burnt orange with chrome dress rings and chrome nuts. Then extractors coupled up to twin exhaust pipes from the 1968 XT GT arrangement.

To make it sound better like the Ford V8, a 3/4" pipe connected the twin pipes. I was happy with my sound like V8 without the performance. Many a drag was avoided as there was no point on being not a winner.

The car was purchased new, however at 1,940 miles on the way to Perth on holidays, number three big end decided to knock and back to Kalgoorlie for a warranty fix. The rear engine seal leaked from that day of the engine rebuild, leaked less over time as Fords couldn't or wouldn't fix it properly. At an EGVCC meeting, we had a round robin talking about our second cars, I found out vehicles of that era had lots of similar issues.

To Esperance we would go and out to the Duke of Orleans fishing camp, (now a caravan park) and sleeping in the car. One such night, getting comfortable in the wee hours of the night, the foot flicked on the spotties and the whole camp was disturbed, it was funny at the time. They

were not wired through the headlights.

On another trip to the coast whilst driving around Esperance, a rattle from underneath would sound, but on smooth surface would go. On the way back to Kalgoorlie after the weekend, one transmission bolt fell out causing the gear linkages and accelerator to become confused along with the fellow travellers.

The Falcon kangaroo jack and the little metal esky allowed the transmission to be lifted back up, a bolt which was in the boot and a shifter as the washer, the rough repairs succeeded and we got back to Kalgoorlie. Obviously the split pin was not replaced or came out when the motor was put back in. Not that I needed too, I checked my current Fairmont and the split pins are there after we put it back together. Also many a trip to Perth for the weekend and sleeping at Scarborough Beach and just driving around the city. One trip to Perth the left front head light surround and a sheep came in contact, a cracked chrome piece became a warranty fix.

I was working in 1968 at the car transshipping at Parkeston from Commonwealth to State trains. I believe I drove the first XT GT Falcon transported interstate thru Parkeston. Most models of cars were 'trained' from the east and I drove the smallest – Mini to the American cars like the Pontiac Parisienne which were quite large and all the other types in between.

During those working years - 1967 and 1968 Holden bodies were shipped to Perth for completion and where I worked at Parkeston these Holden bodies were mobile crane transferred from Commonwealth to State carriages. Driving the cars from carriage to carriage was better fun. The loading ramp had a smooth steel plate at the base, VIP Valiants with foot on the brake, one could make the rear wheels turn and squeal on the plate a little – I was 17 damn it!

One day the shunting train hit the car carriers and unfortunately a man was killed. It was either him or me that day, so I'll never forget. Being young, I just left the site and went home giving another worker a lift to his home and told him what had just occurred. At the stop lights

in Hannan Street the shock took over and there was no strength to hold the car at the red lights so I had to place the car in park.

Not long after the incident I left and was employed at Kambalda in the survey department. Night school to become a Surveyor. I did say my car was not that quick and got left behind on the way back to Kalgoorlie by a Datsun 1600. One weekend, travelling home after work, a motor bike past us, got up a speed wobble where the bike and rider became two objects. In the backseat and to hospital he went, I did my bit and never followed up to how the rider got on. Nor was I ever contacted by the authorities.

Lots of parties, both town and bush, many a lap of Hannan Street where we were called Hannan Street Cowboys, then along came Gwenda, trips away with the Rotoract Club and Esperance fishing with her parents, however I succumbed to the girl in my life and married. Of course, the Fairmont was the bridal car.

Twelve months later we sold the Fairmont and that was the end of my pride and joy. Number one Fairmont gone at about 90k miles along with the number plate KMC 380. Two cars later I got the plates back from the Kalgoorlie Council which I still have and back on a Ford. Obviously we did a lot of things with our cars back then as we had no TV, but a couple of drive-ins in Kalgoorlie, youth clubs where I met my future.

The current Fairmont is now in one piece again and Brookton OTMS and the Esperance Outta the Shed were to be two "run in" trips for the reconditioned motor. The car is poised in the shed, pointing to the back gate in anticipation of the next trip when the country is opened up again.

Kevin

The Vulcan Truck Story

1914 to 1953



This fabulous period photo shows four Vulcans delivered to Australia. The centre trucks appear to have balloon tyres. I would like to get a lighting set with cradle brackets for my truck, they are probably CAV. Note the characteristic drop in the front axle.

In 1891 Thomas and brother Joseph Hampson established a garage in Yellow House Lane, Southport, Lancashire to make motor cars. In 1893 they moved to Hawesside Street in Southport where they continued making cars and completing them at the rate of one or two cars a week. The street was later renamed Vulcan Street and in 1907 the company was renamed Vulcan Motor Engineering Co. At a new premises in Crossens, near Southport they employed 700 workers. For WWI they changed their product line to make ambulances and trucks for the War Department. Around 100 vehicles per week were produced. Vulcan also made DH9 aeroplanes and mines. The first truck, 1½ ton, had 3.3 litre 4cyl T head petrol engine, cone clutch, 4 speed transmission and worm drive. After the war the firm's founders retired.

Post war production continued, now with a 4 cylinder L head engine. In 1919 the company joined A Harper, Sons & Bean Ltd becoming this company's truck division.

In the early 1920s a variety of models ranging from 1½ ton to 4 tons payload was available all with 4 cylinder engines, magneto ignition and worm drive. A light weight articulated model appeared in 1922.

Various military vehicles were built including a 1½ ton 6x4, a 2 ton Vulcan-Kegresse half-track and the 4 wheel drive Holverta-Vulcan.



1919 Vulcan VSC Type 1½ ton truck



1927 Vulcan VSD 2-tonner powered by Vulcan's own design 4 cylinder petrol engine

In 1931 the company experienced collapse due to financial difficulties. In receivership it continued producing the range as well as a 5/6 ton forward control model in 1934. The option of Dorman or Gardner diesel was offered. The company



1948 Forward control Vulcan 6PF dropside truck with Perkins P6 engine.

in 1938 was taken over by Tilling Stevens Ltd and was relocated to Maidstone in Kent and renamed Vulcan Motors Ltd.

A new forward-control range was developed until the war. Vulcan was allowed to produce limited numbers of 6-tonners for essential civilian use.

Full production was resumed after the war with the 6VF (petrol) and 6PF (Perkins diesel) 6-tonners in short and long wheel base, plus a tractor unit. Tilling Stevens was taken over by Roots Securities Ltd in 1950. Despite a new 7 tonner & GF be introduced with a Gardner 4LW diesel with a new cab design the Vulcan was phased out in 1952.



Vulcan Chassis

Over the past six years whenever I visited Wedderburn enthusiast Trevor Bailey I gawked at a ancient chassis that he had built a cubby house on for his two girls. It crossed my mind that the girls have now out grown playing in cubby houses. I called on Trevor a few weeks ago and after pleasant chat about his latest projects I offered to buy the chassis off him. I was surprised he was happy to part with it. I do remember him saying years ago he would pass it onto any interested in it and that day he further confirmed this intention.

A little back ground on the chassis. Apparently another Wedderburn enthusiast Peter Norman informed me that many, and he says many years ago, he dragged the chassis into Wedderburn from a farm on the Boroung-Charlton Road. The name of the farmer was Tom Chalmers. Peter lost interest in the chassis and dragged it up to the Wedderburn tip at the time. Arthur Martin dragged it home and sold it to Trevor. Arthur died sometime ago and only recently his son Colin (70), who restored a Canadian built Kenworth truck, passed away too.

The following weekend I received a call from him to say he was bringing the chassis down to my place which is about five streets away. I met him on a back road and sure enough he was towing the chassis behind his old Mazda ute. En route we stopped to see two stumpy tailed lizards having a territorial altercation.

Chunks of the solid rubber tyres had come off. When the wheels revolved the wheels jumped up then down shaking the chassis and making a hell of a noise in the process. Here we are trying not to attract attention to the illegal towage! After the slow march Trevor drove into our backyard and the chassis was delivered.

Needless to say Lyne didn't discourage the purchase but you could see on her face that burning question, why on earth would I want a very rusty old truck chassis?

I fell in love with the wheels and the fact that it is an early vintage truck that desperately needed saving. As you can see I would appreciate anything that would help to restore the truck.

My intentions are to restore the old

relic. So readers please check out any old yards or properties, museums and collections for a **Vulcan** radiator, engine, gearbox etc. The radiator shell is the most essential part, as if a Vulcan engine can't be located possibly a similar period engine could be sourced. Also any suitable cab or body parts. See following pages for more information on these items.

I have plenty to get on with on the chassis and have to research the model more to know exactly what I am looking for.



What is my vision? I would like to re-build the truck. I would like it to have a decent body. Not the usual easy way out of a flat tray that most truck restorers make but either a drop side or van body.

It will painted in dark blue rather circus colours. I want it to look a bit more sophisticated and after all the work involved make it much more appealing.

David

Observations of the Vulcan Chassis



Complex wheel design compared to the front wheels. Large brake drums are no doubt adequate considering the slow speeds the truck would travel



1922 Vulcan truck restored and on display at the Maffra shed. Barry Cairncross, a volunteer at the museum, has sent me photos and exerts from the handbook. A story of the Maffra truck will be in the next issue.

The chassis is obviously early vintage with solid rubber tyres, with no spare. The wheels are different on the rear, more complex and no doubt designed to carry extra weight. I believe the truck is a 1½ ton model due to its relatively small size. In the period Vulcan had models ranging from 1½ - 4 ton models.

The chassis is typically vintage, a ladder type with semi-elliptical springs both front and back. Rear brakes were evidently considered adequate. Like the early Austin 12 chassis there is a brake tube across the chassis that operates rods to the rear brake drums. Strangely there is



A braced strengthening piece has been installed on the chassis at sometime



The trailer draw bar is connected in the centre of the axle as well as the steering ball joints to steer the trailer, which is fortunate as on some trailers the axle are welded fixed and a central pivot is used like a billy cart.

a long rod that reached to the front axle. The rod would have I expected to only go to the brake pedal. Maybe the farmer had a mechanism to operate the brakes from the tractor?

The front axle has no doubt been removed at one stage. The front springs I

don't think are original as they are too flat and require a chunk of wood between the axle and spring to make the chassis level. The trailer draw bar is connected to the centre of the axle and to the ball joints of the steering arms. Oddly the steering rod is at the front of the axle. I thought the axle must have been turned around however looking at period photos some are at the front of the axle some are behind the axle.

Along the chassis rail towards the



Worm drive and differential is missing

back is a strengthening piece of chassis and a stress frame below. It looks properly attached and checking the Maffra Shed's Vulcan it also has a similar modification. Was there a weakness in the chassis that could not withstand the rough Australia driving conditions? like the vintage Morris Commercials which needed repairs too?

The differential is missing its innards and half axles, likewise the prop shaft, that drives the diff from the top.

From the 1956 Victoria Police 'Complete List of Motor Vehicles' re Vulcan identification numbers

Make.	Year of Manufacture.	Model.	No. of Cyls.	Bore and Stroke.	Horse-power.	Carrying Capacity.		Sample Engine Number.	Position of Engine Number.	Sample Chassis Number.	Position of Chassis Number.
						Two Axles.	Semi-Trailer.				
						ewt.	ewt.				
Volkswagen (F)	1951 ..	Station wagon ..	4	75 mm. ..	13.9	5 net ..		20/0307963 ..	.. .. .	20/13276	
"	1954 ..	Pick Up (canvas Top); Kombi (Station Wagon); and Van "Kombi" (Station Wagon)	4	77 x 64 mm. . .	14.7	35 gross ..		20/0744559 ; 20/0865409	Between fan belt and generator support	20/077600 ; 20/097864	Lower right side of engine cover plate ; also, on detail plate just above chassis number
"	1955 ..	"	4	77 mm. ..	14	35 gross ..		20/1009027 ..	.. .. .	20/120279	
"	1956 ..	"	4	"	14	35 gross ..		1390519 ..	.. .. .	174570	
Vulcan (B)	1918-26	Standard ..	4	90 x 130 mm.	20.1	30-40 net ..		VSC5071 ..	On timing case flange at front of right side		
"	1922-26	T1 ..	4	80 x 130 mm.	15.9	20-25 net					
"	1922-29	"	4	95 x 130 mm.	22.4	40-50 net ..		2T4237, VSD ..	On timing case flange at front of right side		
"	1925-31	"	4	100 x 130 mm.	24.8	50-60 net ..		VWD2/56 ..	On timing case flange at front of right side		
"	1927-33	3X, 3XB ..	4	85 x 130 mm.	17.9	30-40 net ..		3X952, 3XR ..	On timing case flange at front of right side		
"	1927-33	VWD, VSM, VWDA	4	110 x 140 mm.	30	60 net					
"	1935 ..	4DS Dorman-Ricardo Diesel Forward drive ..	4	90 x 120 mm.	20.1	70 net ..		28490 ..	On plate on right side		
"	1937 ..	"	4	90 x 130 mm.	20.1	50 net ..		VF412 ..	On top centre of timing case		
"	1947 ..	Diesel ..	6	"	29	97 net ..		3019931			
"	1948-49	6PF (Diesel) ..	6	3½" x 5"	29.4	120 net ..	200 net ..	3024711 (Perkins Diesel)	Right side of block, above generator	3070. .	Left side, rear of front spring
"	1949 ..	6VF/3 (Petrol) ..	4	102 x 140 mm. (4.01" x 5.51")	35.8	120 net ..		F3357 (Petrol) ..	Top left side front engine end plate	2467. .	Left side chassis rail 2 feet from rear front spring hanger
	1951 ..	7GF (Diesel) ..	4	4½" x 6"	28.9	26,850 lb. gross	40,000 lb. gross	81417 (Gardner Diesel)	Front left side of engine block	6998. .	Rear of left side front spring hanger
	1953 ..	6PF ..	6	"	29	120 net ..	200 net ..	3082552 (Perkins Diesel)	.. .. .	5252	
	1954 ..	7GF (Diesel) ..	4	"	28	239 gross. .	357 gross. .	88780 (Gardner Diesel)	.. .. .	7622	
	1954 ..	6RF—Diesel (New Series)	6	4" x 4½"	38.4	184 gross. .	357 gross. .	5004479 (Perkins Diesel)	Right side top front of engine block	6PF/5253 ..	Left side chassis frame, behind rear of front axle



Kew Junction circa 1926-27 A Vulcan truck features prominently in this photograph evidently owned by the Kew City Council. It appears the council workers are repairing the road. No lights suggests it was only used during day light hours. In the back ground a Dodge Four tourer is trying to avoid the oddly parked Yellow cab. Taxi drivers have always been a law unto their own! Signage is interesting 'Happy Thoughts Tobacco'. Happy until you have lung cancer that is!



1908 Riley Railcar in Tasmania

David Ranger

Don River Railway In about 1854 a mill and wharf were built on the west bank of the River Don about 2km upstream from the Don Heads. To get the timber out of the bush a tramway was built up the valley and from 1862 the line also served a small coal mine, situated about 3km above the mill. This tramway was replaced in 1873 when the Don River Company started to build a new line of 4'6" from the wharf, just inside the Don Heads, along the west bank of the river and up the valley. By May 1879 the tramway was completed to Barrington a distance of 21km from Don Heads.

Copied from the 'Riley Gazette' with permission

The Riley Railcar that has been restored by the Don River Railway, Devonport, Tasmania is the sole remaining example of this type of rail vehicle built for railways in Australia and South Africa. This Riley was assembled in the workshops of the Mt. Lyell Company in North West Tasmania, using Riley engine, gearbox, radiator, chain drive and other mechanical items on a locally built chassis and body (built largely of Huon Pine).

The engine and gearbox is mounted transversely as were contemporary Riley cars (repeated in later years with the BMC Elf and Kestrel Rileys).

The engine is a 9HP water cooled 60° V-Twin with 86mm bore and 89mm stroke and capacity of 1 litre.

This engine is a development of the 1904 Riley cyclecar (3 wheeler) single cylinder 500cc water cooled design. The

transmission uses a three-speed gearbox and chain drive to the rear axle as used in Riley cars at that time.

The engine was developed over 5 years from Riley's first motor (they had bought in motors from other manufacturers before this). This first design incorporated mechanically operated inlet valves. When another company on the Continent tried to patent this idea the precedent of Riley's design prevented this, saving the British motor industry having to pay for the use of a patent design.

A Riley car radiator is fitted in this rather 'snub nosed' front end.

Back-to-back seats and a full length roof provide the necessary passenger comforts to meet all weather conditions prevailing on the West Coast of Tasmania (if you were a

Polar Bear).

The top plate of the gearbox, and left hand view of the rail car, showing the drive chain and a sanding pipe pointing to the rail ahead of the rear wheel to enhance grip in slippery conditions – the white residue on the flange of the rear wheel results from its use.





AEC Railmotor



The AEC railmotor was the first generally successful railmotor built for the Victorian Railways in south-eastern Australia. 19 vehicles were built from 1922 through 1925, along with 24 trailer vehicles built to a similar design AEC railmotors were used on the Reservoir – Whittlesea shuttle service from 1924 until 1931.^[1] On the Outer Circle line a pair of AEC railmotors coupled back to back operated the

Deepdene Dasher service from Riversdale to Deepdene from 15 August 1926 until 10 October 1927 when the service was replaced by buses. On the Upfield line an AEC railmotor operated a shuttle service between Fawkner and Somerton (on the site of today's Roxburgh Park station) from the reopening of the section in 1928, until 1956 when the line north from Fawkner was closed.

RESTORATION OF A YZ RAILWAY CARRIAGE

David Vaughan

After building a 32 sqm double story mud brick house in Romsey and starting to rebuild our Austin 12/4 on a nice straight chassis I was keen to undertake another long term project.

I was the project manager for the restoration of a mortuary carriage at Fawkner Crematorium and Memorial Park, where I once worked as Assistant General Manager/Administration Manager about 20 years ago. We needed an underframe for the mortuary carriage body and the scrap merchant who was dealing with the obsolete railways stock showed us through the Spotswood depot. We selected a workman's van for the underframe and also a guards van (Z van) and a passenger/guards carriage (YZ) to add to the display, which would have constituted half a mortuary train in the early 1900s. The Spotswood yards have since been fenced off and the historic engine shed remains which was derelict the last time I saw it.

At the time when the cemetery collected the carriages the depot was being prepared for sale by the Victorian Government and there was pressure to empty the yards. As other carriages were of higher priority to the Williamstown Railway Museum they were happy to see it go to the cemetery who might be interested in its welfare.

The total rebuild of the mortuary van was considerably more than what the CEO expected (about \$40,000) so management decided the other two carriages had to be disposed of. The story of the mortuary train carriage restoration I'll discuss in a future issue of Country Motor. The mortuary carriage was completed in 1994 and now displayed outside the 1930's kiosk, the restoration of which I was also involved with.



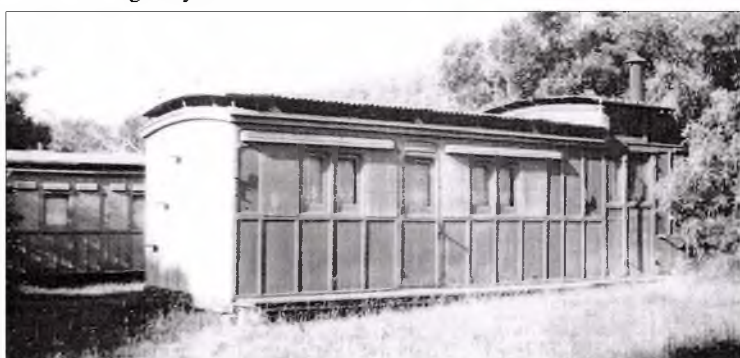
I organised transport and had the YZ carriage delivered to our place in Romsey.

The history of the YZ begins between 1882 and 1886 when 23 were built of the model at the Newport workshops and six were built at the Yarra Bank Works. This carriage has a guard's compartment as well as a section that seated 24 passengers. It has a central door in the passenger section and the seating was around the walls of the compartment. There were four other YZ designs built which had more doors and parallel seating. They were evidently used on both suburban and country lines.

Our YZ 57 was purchased after WWII along with other carriages by a butcher who created a community of railway stock to accommodate people at the lower end of the socio economic scale at Humevale. The interior

was stripped; a hole was cut out to join the two compartments and another opening in the back wall to install a wood stove. (see below picture taken in 1935 at Humevale) The community was disbanded as authorities declared it was unsuitable for human habitation. Railway enthusiasts were given the opportunity to save the deteriorating relics. The Clarke brothers, who are well known in the railway restoration circles, collected the YZ in around 1980 and mated it with an underframe from a similar period guards van.

It was earmarked for the Williamstown Railway Museum. In a dilapidated condition it was left along with dozens





Abandoned workshops at the Spotswood railway yard



Our chain gang (Matthew, Michael, Amy and Zoe the dog) laying track for the carriage



Work on the roof in progress while carriage on the ground



The body was mounted on the painted underframe by a mobile crane. The hole for a wood heater has been filled.

more railway stock at the Spotswood Depot.

In 1994 the YZ was ours after advising the museum, who once again confirmed that as much as they would have liked it they had no where to store it

let alone funds for its restoration.

Living on five acres we had plenty of room to level off an area making an embankment and I took home 23 feet of railway track and track pins. We bought sleepers and gravel to make up a

tiny railway siding to roll the under-frame on. The carriage was transported in two pieces by Hunters Haulage. It was sometime later when we arranged for a mobile crane to re-mount the body onto the underframe.

When the workman's van frame was sand blasted we also had the YZ done too. The guys working on the project also removed the rusted corrugated iron sheet, broken windows and other unsightly junk. It was also undercoated then covered with tin sheets until a decision was made about its future. It was a pity to paint it as the teak wood looked splendid.

For the first few years of having the carriage little was achieved. While the body was sitting on the ground we had easy access to the roof.

I removed the external clerestory panels to dispose of the wire mesh and replaced it with Perspex windows to close off the draft. The sliding wooden vents inside were in total disrepair and were also removed. Only two complete sliding vent sets had survived. However enough single panels could be salvaged to make up one each for the rest of the clearstory sections. While cleaning out the clerestory

openings in the darkness I encountered two eyes. The next moment a frightened little bat flew out, did a few circuits of the carriage until it found a way to freedom!

On the roof a holed section was filled with cleaned up old timber and the roof was covered with malthoid and coated with creosote. The moulding around the top edge was taken down and reattached over the malthoid.

In the middle of 1997 we decided the carriage would make an ideal home office for my publications hobbies. Our handy eldest son Colin, who had done the majority of work on the mortuary van at the cemetery, repaired the holes in the



The interior had numerous coats of paint to remove which took months with heat guns and paint remover to reveal some very nice wood surfaces that we clear varnished

walls with cement sheeting and rebuilt and rehung the doors. Several useful spare doors came with carriage.

I rubbed down the window openings. Unfortunately many of the opening window frames were missing. I repaired and painted the ones left so that every second window could be opened.

An Austin friend Wally Nye over on the other side of Melbourne had saved a pile of thick window panes from a demolished school and offered them to me for the carriage. Needless to say I promptly collected them. A local glazier in Romsey, also a car enthusiast, cut up the glass and fitted the fixed windows, leaving cut glass for the opening window frames I fitted later. He did an excellent job. Some of the 35 windows were curved in the guard's van section.

The most time consuming job was removing over 100 years of paint and making the interior surfaces suitable for varnishing. Without any exaggeration it took months and months of application of paint remover, heat guns, scrapers, sanders and blades. All the family assisted in the tedious process.

The ceiling was painted cream and the beautiful darker wood was clear coated. Like wise the lighter tongue and



After many months of removing paint the interior was clear varnished with a cream ceiling. Note the windows have also been installed.



The interior furnished with shelves for model cars and books, seating and desk. The models never needed dusting as the interior was dust free as all the windows were closed.

grove wooden walls were clear coated. The walls in the guard's section was badly knocked around so the results were a little disappointing. As that section was used for my archives the shelves covered

ing was about 30 brass finger castings to open and close the windows frames, which I had been

most of the wall surfaces. The dado board above the windows was missing on one side of the carriage. Which was unfortunate as the set I had made up at some expense did not match the originals. It was

better than replacing them with plain boards. A further item miss-

unable to locate.

The interior involved much wood work. I was pleased that suitable brass screws were on special at Mitre 10 in Romsey where most of the materials were purchased.

The exterior was painted dark green similar to British Rail, as it blended in better in the garden. Chassis black was used on the old underframe.

Instead of covering the roof with corrugated iron I used clear Laserlight to ensure the roof was water tight. The bearer brackets to hold down the sheets were removed and restored and painted gold to look like brass. Door handles and steps were scrounged from various sources.

To finish off the interior hard wearing green carpet was laid. The décor reflected my interest in old cars. This included a record player to play sounds of steam trains while imagining the carriage was on the move!

When we moved to a smaller block in 2001 a couple, Michelle and Mark Taylor of Mt Evelyn bought the carriage to make into a bed and breakfast. They were encouraged to buy it by friends who worked on Puffing Billy. **David**



The finished product



Bits & Pieces

Ceylonese Buses

The accompanying photo was taken in Ceylon (now Sri Lanka) circa 1929-30.

Depicted are three 'toast-rack' buses belonging to an unidentified privately-owned bus company in the rural town of Kurunegala, now a major city 105km north-east of the capital Colombo. As a 'period piece', this photo has lots of 'atmosphere'.

The vintage buses aside, noteworthy features are: the hybrid Western/native Ceylonese mode of dress adopted by well-to-do men of the majority Sinhalese race; and the individual 'gabled', thatched-roof shelters or garages for the vehicles – probably more as protection against coconuts dropping from the surrounding trees than the elements! In keeping with the vehicle registration system then prevalent in British colonial Ceylon, the prefix letter 'Q' on each of the buses' numberplates denotes that they were registered in the Kurunegala District – as one would expect, given their home base.

The bus on the left has been identified as a Stewart, an American make from Buffalo, New York. It may be possible, with a bit of eye-squinting, to discern a large letter 'S' as the initial letter of the logo at the top of the radiator grille.

The Automobile Association of Ceylon Handbook for 1930 reveals that as at December 31 that year, a total of 522 Stewart vehicles were registered in Ceylon, of which 264 were classified as 'Omnibuses' (obviously the depicted bus being one of them), with the remaining 258 lumped under the heading 'Lorries, Vans, &c.' This is a reliable indication that despite being a relatively obscure make,



Stewart vehicles were reasonably popular in Ceylon back then, in both passenger and goods transport roles.

While identifying the Stewart 'toast-rack' was relatively easy, the same cannot be said for the other two buses in the photo, which appear to be of one and the same make.

I would be pleased to hear from any eagle-eyed, clued-up readers, replying via CMA Editor David Vaughan, as to what make and model those vehicles are.

Roger Thiedeman



A 1929 Stewart truck also photographed in Ceylon

Hello there , A friend of mine forwards your great magazine on to me. I was very interested in the Jowett article having had one as my fist car (Javelin) with a few more to follow on , err 7 in all. I note in Tony Georges reply about the R4 Jupiter. Back in the very early 70s a work friend lent me his brothers collection of

the magazine " Australian Motor Sport " In one issue there was a photo of an R4 Jupiter Captioned as being photographed in the drive way of a house in Hobart. The back ground told me that it certainly wasn't the UK. One to chase up! Regards

John Keane.

A heads up for an event I am trying to revive. We haven't had a National Fiat Histories event since 1991 and even then I am not sure how national it was.

My current plan is to run bi-annual events for at least the first 3. 2022 in Central Victoria is the start point as per the attached EOI. The follow up event is likely to be in the Hunter Valley in 2024

to celebrate the 125th Anniversary of Fiat and then I am hoping to go to Perth for 2026, tie in with a Two Oceans Tour and the Centenary of the 1926 Fiat Club WA run adventure across Australia with a recreation for all those who plan to drive the Nullabor at least once in their lives.

As you can see, I am calling for expressions of interest to try to sure up a

bit of the planning. As always allowing some lead time and getting some assistance make the event organisation tasks more manageable.

Please feel free to contact me with hints, questions, ideas or abuse.

Roger Beattie President, Fiat Car Club of Victoria 0400 177278

From Peter Anderson lives in mid-northern Tasmania in happy retirement, with his wonderful fleet of old cars which comprises 1935 Austin 10, 1948 Citroen Light 15, 1951 Silver Dawn and 1964 Jaguar S



Bits & Pieces

Hi David, CM29 received OK and given the quick once over like. Bernie Jacobs Renault looks great! also your story about your cars looks most interesting.

I have just been up to Gympie and had a nice three days being chauffeured about in a lovely little 1927 Austin 7 Doctors coupe belonging to my long time friend Peter Goldsworthy.

One day we did a run in the rain to Boreen Point at Lake Cootharaba

on the Cooloola Coast and accompanying us was this nice Renault Floride, which as you will know, is based on the Renault Dauphine. It belongs to Karl Hawkless, who restored over several years. Peter's Austin was built from a rolling wreck and has proved a very sturdy and willing little car.

Tim Braby



Kevin Edwards has a 1918 Studebaker purchased from Damien O'Doherty collected from Ballarat Anzac Day 2015.

He has not written anything on the Studebaker. It has been in the 'Early Auto' WA on events in town and some rallies.

A photo shown is to wet our appetite. It is a "he" because he is a Ford man so he is called (ford backwards and he is a stud - hence) Drof the Stud (sorry but but) As you can see he handled the four travellers with ease and took them to Ronald McDonald ball.



The Plus Four Morgan



WEISSER 44

UNITED STATES & CANADA AGENTS

If you are ever in Bendigo be sure to visit Bendigo Pottery and the adjacent complex of workshops and galleries. Also included is the Antiques & Collectables Centre that has over 40 vendor sites. We spent a few hours examining the wares and believe its one of the most interesting collection of stalls we have ever been too. There are quite a few stalls that have car related items. These include books, models and parts. Old car enthusiast Alister Wilkie has been in game for many years dealing with antiques at Castlemaine had a large Klaxon styled horn for sale at \$125. I found this postcard on another

stall showing an America Texaco garage in the early 1940s by which time the Model A Ford ute with its side mount spare wheel missing would have been regarded as a bit of junker. From the signage on the ute's door it appears to belong to garage so not only is the owner clinging to the past with his company vehicles but a few of the petrol pumps also date back to the vintage years. I also bought a copy of the 'Profile Publications' series on the Plus Four Morgan. The series was published in the late 1960's, I acquired several editions covering many makes and models when they were available at bookshops.

Bits & Pieces



A busy intersection in 1940 at Kings Cross, Sydney. The image shows a variety of vehicles. Two recent R1 class corridor trams and an electric trolley-bus heads out to Potts Point. A few cars can be identified merging into the crowded street. Hudson Terraplane heads the group, followed by a 1934 Chevrolet sedan with twin side mounts, a Riley 9 tourer has nice clean hood. The car in front could be a Wolseley 10hp saloon. The rest of the cars are too hard to identify except the distinctive shape of an Austin 7 saloon above the tram.



**Fiat Down Under Rally
Central Victoria, Spring
2022 All historic Fiats
welcome to join in. Day
runs, Display and
Driving events.**

**Invitation for
Expressions of Interest**

Fiat owners from all over are invited to take part in a friendly and social event that revives the car club event feel of the past. Not a concourse, not a race!

A tour will be organised in conjunction with the event either before or after depending on the date.

Club and individual entries welcome.

Historic focus but all participants welcomed.

Get it Out, Dust it off and bring it along!

Contact: **Roger Beattie**

0400 177278

fiatcentral.victoria@gmail.com



Fiat Charabanc previously owned by Giltrap's Motor Museum



These black and white photos were taken by me in the 1960s when I accompanied my parents in their 1956 Vanguard on a trip to Queensland My mother studying the Giltrap's catalogue of vehicles on display and father behind her.

A few trucks in the collection included a Fiat truck. Below 1914 Fiat truck now owned and rallied by Ian Fordyce of Brisbane. Photos sent in by *John Day*



More on Fiats from Richard Uncles



Photo is of the 1925 Fiat 505 charabanc we owned for a few years. Photo shows my wife driving on arrival in Cooma on the 1988 Bicentennial. Was great when the kids were younger but they grew out of it.

I sold it to a ballooning business and he fitted a Corolla engine and auto cog box. He sold it to someone in the Gulf country. Then Queensland brought in regs that limited the age of buses for public use. It was offered back to me but did not interest me with the mods. Supposedly the parts were there to put it back to original. Nothing heard since. Hope it has survived in a shed somewhere. It was a lot of fun for us and for the general public as

well. It was a copy of one in a photo in SA but not on a Fiat chassis. Ralph Richardson built it on the chassis which was a genuine truck one. Based on the remaining paint it may have been a MacRobertson's Chocolate van when new. After Ralph finished it the hood turned up and fitted perfectly. So it was taken that the hood came from the charabanc in the photo Ralph copied. I am (very slowly, in bursts) restoring Melbourne's first animal ambulance. An Austin 7 van, saved by Russell Stapleton. When new in 1930 was used by the Animal Welfare League for dogs and cats. Then it had 6 or 8 cat baskets on one side of the central divide and room for a dog on the other side. Organization was renamed the Lort Smith

Animal Hospital in 1936. Last on the road circa 1954. Then there is the "taxi" which never was one. It is a Fiat 501 sedan that was in Los Angeles in 1942, acquired by Pacific Auto Rentals and made to look like a taxi as a film prop. Was sold by them at auction in 1994 to an elderly couple in Oregon. Mrs Frances Pyle wanted to use it in parades. Husband's job was to fix it. Had some wood rot in the roof and the original canvas was no longer waterproof. He was a diesel mechanic and not a wood worker and not much happened. He died about 2002. It was advertised at a small local swap meet in Oregon with a photo and a small sign. Thanks to a very long odds chance I heard of it and ended up buying it in 2011. Now on the road in oily rag condition. *Richard*

A Post-War II Entrepreneur

Life Story of Archie Marshall

For the next few months I shall be writing about my travels in the Northern parts of Nigeria in the early 1960's and readers will be able to get a better understanding of the articles if they have an atlas to refer to.

Africa is an immense continent the magnitude of which is not generally appreciated by people who have not traveled there.

When driving from Perth to Sydney Australia seems huge. The whole of Australia will fit into the desert areas of Northern Africa with some to spare!

While I was operating from Ibadan in Western Nigeria I had an inquiry from Bisichi Mining in Jos for a Leyland truck and a few other items. I decided to drive up to Jos in the Fiat 1800 and explore the market.

Jos is on a plateau of 4000 feet the distance from Ibadan being about 400 miles as the crow flies. Probably double that by road.

I left Festus to look after the yard in Ibadan and I took my personal servant Moses with me to Jos. Moses was from Eastern Nigeria, about 40 years old and tough as old boots. He would look after the cooking and washing clothes and any other of my personal needs; he was also a good man when there was any form of trouble to be handled!

An Australian Noel Hammond who was from Brisbane managed Bisichi Mining Co. I believe that he died a few years ago. One of the mining engineers at Bisichi was Mike Bryan who's wife Thelma will no doubt be remembered by those who attended the Grape Escape Rally in 2002. Despite her 73 years of age and crippling arthritis she is still the life and soul of any party. Whilst she was here for the Grape Escape she entered the Swimming events at the Fremantle Masters Games and took home four gold medals. Imagine what she was like when she was in her 20,s in Nigeria!

Mike and Thelma live in Cairns they are happily retired and both enjoy an active life, although Thelma is currently awaiting her 5th hip replacement.

When I arrived in Jos I quickly tied up the order for the Leyland Hippo and also sold a Coventry Climax fork lift truck to a new tin smelter Makerri Tin, which was managed by an Englishman, Syd Davis, another wonderful character of which I will have more to relate in the future.

After securing the orders, I sent a message to Festus asking him to load the

forklift onto the truck and drive it up to Jos for delivery. I made the most of the waiting time by staying with a Scottish man named MacDonald who was a left over from the Second World War.

Mac had settled with an Arab woman and they had two most beautiful daughters. Mac made his living by taking convoys of new vehicles from the railway in Jos up to Fort Lamy in Chad Republic. Chad is a former French colony.

Most of the vehicles were Land Rovers. I think the general system was to load other goods into the vehicles for delivery in Chad. The drivers were all native with Mac taking up the rear. I am sure he had a wonderful life and I would have loved to go with him on a convoy but never did so.

One of the problems of living in Africa as an opportunist independent trader, is the fact that there is always the temptation to go a bit farther afield than the original plan. This trip was going to prove to be just such a temptation, as readers will see!

Jos is a small town about the same size as Pinjarra. The area is almost entirely Muslim with a few Pagans who live in primitive fashion usually going naked and living in small humpies.

Most of the small shopkeepers and tradespeople are from Southern or Eastern tribes most of who are not Muslim. There are also nomadic Fulani, who walk their cattle hundreds of miles all over Northern Africa.

The industry of Jos is tin mining with a few large foreign companies who had huge walking draglines and powerful water pumps called Monitors which directed jets of water at the ground being worked thus washing the tin ore into hollows.

There were also a number of British independent miners who had small shows where they paid native labourers to mine on a tribute basis. It seemed to me that these guys had it made! They lived in comfortable houses, which they had built themselves. Gardens were bountiful with mango trees, which used to break all the branches from weight of fruit. Pork was delivered at two shillings a pound.

The climate of Jos was superb to a European with warm days and cold nights. Mosquitoes were not a problem, nets at night being unnecessary.

After contacting Festus and telling him to bring the Leyland up to Jos. I waited a week or so and began to get worried at his failure to arrive. I decided to drive back towards Ibadan to see if he had met with a mishap on the road.

Travelers at that time were usually accommodated in Government Rest Houses, which permitted non-govt. people to stay if space was available. One night I booked in at the rest house and was told by the receptionist that I would have to share with "one man Johnson" I agreed to do that and set off looking for news of Festus, returning to the rest

house late at night.

The accommodation consisted of a chalet in the bush with two beds, separate from the reception area. Imagine my surprise when I went in about 1am Stripped off my gear and went to get into bed! An almighty shriek pierced the night when "one man Johnson" turned out to be a girl of about twenty-five whom had occupied the other bed! The mix up had occurred because the native language did not have gender so that "one man Johnson" could just as easily be a woman!

Once we both got over our surprise we both saw the humour of the situation and both being unable to sleep, made some coffee and spent most of the night chatting. I found that she had hitch hiked over the Sahara on a petrol tanker and had many tales to tell. She was a secretary from England, another gutsy girl and typical of the sort of people who turn up in Africa.

Festus turned up next morning the Leyland loaded with firewood! He explained to me that he would not waste the journey by driving an empty truck so he had been stopping at various places to pick up a load to somewhere further on the journey, at a fee of course!

He was very proud of the fact that he had made some money and saved the cost of the fuel for me! After unloading I delivered the Leyland to Bishichi Tin and the forklift to Makerri Smelter, both customers being delighted and paying promptly.

An American Missionary Society "Sudan Interior Mission" had its Nigerian headquarters at Jos. The setup consisted of a school, a hospital, a bookshop and numerous residences for missionaries. There was also a church building and an aviation section which was a base for the operation of half a dozen light aircraft. I happened to make a visit to the maintenance hanger and noticed a small aircraft which I was advised was surplus to their requirements.

The aircraft was a Cessna 170, which was a four-seat high wing monoplane with a tail wheel landing gear. It was explained to me that the Missionaries had previously used these Cessna's for their operations all over West Africa but they had been replaced with Piper Commanches which were considered more comfortable and faster. The Cessna's were better for rough strips. In addition to the aircraft there was also a considerable stock of spares and several spare engines. The price asked for the lot was 1200 Pounds.

I had never even sat in a light aircraft in my life but after a ride with one of the American pilots I could see that my travels would be much easier in such a machine. Needless to say I soon wrote a cheque for the amount and became an aircraft owner!

Having bought the aircraft I was then faced with the fact that I had no idea how to fly it and before I could think of getting it home to Ibadan.

There was no flying instructor in Northern Nigeria at the time and none of

the Mission pilots were qualified to issue me with a license examination. In any event they had liability concerns and wanted nothing to do with it!

I handed the Fiat over to Festus and told him to take Moses with him and return to Ibadan with the message for my wife that I had to go to England to learn how to fly! I went up to Kano with the next available missionary flight, then boarded the Britannia to London.

On arrival at Heathrow I booked a taxi and asked him to take me to the nearest flying school, which turned out to be Fairoaks in Surrey.

The receptionist at the club informed me that I could expect to take about a year to get a license if I trained

every weekend and studied during the evenings of the week. He was astonished when I explained the situation to him but agreed to let me camp in the clubhouse and train for all available hours during each day.

My log book entry dated 9/5/62 shows familiarization lesson Number 1. Of half an hour. That was my first experience of flying. The following day I did three lessons totaling 3hrs 10 mins and my first stall was in the third lesson.

Next day I did another 3 hrs 15 minutes of stall lessons after which I did another twelve lessons totaling a further nine hours spread over seven days. On 18/5/62 I did my spin testing in a Tiger Moth. These were not incipient spins as

required in Australia, they were full spins and very hair raising.

On the same day the instructor sent me solo for ten minutes in a Piper Colt after which I flew every day by myself.

On 30/5/62 I was tested for a license and passed, total time over the period of 21 days being 36 hours. Then it was back to Jos in the Britannia to collect my Cessna 170.

I was soon to find out that flying a Cessna tail wheel in Nigeria was a very different thing from cruising around Surrey on fine summer evenings in a Piper Colt.

Archie

CLASSIC AND VINTAGE CARS MEAN JOBS IN THIS COVID CRISIS WE NEED ALL THE JOBS WE CAN GET

Research by the Australian Historic Vehicles Interest Group (AHVIG) shows that old car owners spend on average \$5,000 a year on maintenance, restoration, storage, transportation etc. The restoration of some cars can cost many hundreds of thousands of dollars – all going to small businesses, many in regional Australia.

THE LUXURY CAR TAX BLOCKS IMPORTATION OF MANY HISTORIC CARS AND COSTS AUSTRALIAN JOBS.

AHVIG research also found that imports of cars over 30 years old contributed only \$1.1 m annually to government import taxes over the last decade. Instead of protecting jobs for local car manufacturers, THIS TAX IS NOW COSTING AUSTRALIAN JOBS.

TO CORRECT THIS ANOMOLY, THE HISTORIC VEHICLE MOVEMENT ASKS FOR THE REMOVAL OF LUXURY CAR TAX FROM THE IMPORTATION OF CARS OVER 30 YEARS OLD. THIS WILL HELP CREATE JOBS THAT THE PRIME MINISTER IS LOOKING FOR. The Federal Treasurer's Office has been supplied with all the data to justify this exemption. The UK has a similar number of Historic Vehicles on the road and their "cottage industry" contributes over 4bn pounds per year to the UK economy. The Australian Historic Vehicle movement represents more than 150,000 enthusiasts committed to preserving this important part of our heritage. The specialist resources of a network of suppliers and workshops are utilised throughout metropolitan and regional Australia to support this commendable objective. THE CALL TO REMOVE THIS OUTDATED AND MIS-APPLIED TAX IS STRONGLY SUPPORTED BY:

- VICTORIA** Derby Works, Mount Waverley, <http://www.thederbyworks.com.au/> Simon Elliot
 Historic & Vintage Restorations, Blackburn, <http://www.historicvintagerestorations.com.au> Paul Chaley
 Up the Creek, Castlemaine, <https://www.upcreek.com.au/> Grant Cowie
 Crank Start Engineering, Wangaratta, www.crankstartengineering.com John Kent
- NSW** Repair & Restoration Services, Wetherill Park, repairrestoration@vahoo.com.au Garth Selig
 TK Motors, Moss Vale, www.tkmotors.com.au Garreth Will
 Woods & Woods Motor Car Co, Woy Woy, www.woodsandwoods.com.au Dave Woods
- QLD** Sleeping Beauties, Brisbane, <http://sleepingbeauties.com.au/> Wolf Grodd
- SA** Finch Restorations, Mt Barker, <http://finchrestorations.com.au/> Peter Roberts
 Marque Restoration, Kilkenny, <http://marquerestoration.com.au/> Gerard Miller
- WA** Roger Fry and Son, Perth, <https://www.coachbuild.com/forum/viewtopic.php?f=1044&t=15255>
- TAS** Classic Auto Metal, Glengarry, <http://www.classicautometal.com.au/> Dean Causley

NOW IS THE TIME TO ACT.FOR FURTHER INFORMATION, PLEASE CONTACT DOUG YOUNG, 0418 719 430

E-mail: doug_young@iinct.net.au

David Trunfull remembers a Talbot

Hi David, my cousin found the photo of Tom McManamny's 1910 Talbot that I knew existed. Yours truly is on the far left of the photo, and I am holding a flag that was handed out by the RACV for kids to wave at the cars.

The photo was taken in Rye in about 1959/60. I was already very interested in vintage cars at this age, as I had been given three Match-box Models of Yesteryear a couple of years earlier, by my very indulgent grandmother. I still have them today. They are a Morris Cowley, Bentley 4 ½ Litre and Mercedes-Benz SSK.

David



LIST OF STORIES IN THE LAST 10 ISSUES

Every tenth issue I list the stories of the preceding issues. Back issues are available on request or can be found on the Association of Motoring Clubs (Victoria) and Vintage Drivers Club web sites.

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Jaguar Mk10 For Sale



I have my magnificent MK10 Jaguar for sale. The car is a 1962 Mk 10 Jaguar 3.8 litre. I have owned it for the past 30 years. The car has recently been repainted in midnight blue and the brakes have recently been replaced. She is in lovely condition. I am asking \$23,500 ONO. I can be contacted on 69731288. **Rod**