

Country Motor

Australia



Issue 24

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

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Peter Caunt's Crossley

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 twenty fourth edition of Country Motor

Twenty Fourth Issue

Issue 24 is not quite a picture book as previous issues as I have not received any reports of car rallies for an obvious reason that has stopped the old motoring world turning. Instead we have a number of interesting stories from various sources.

To start off is the splendid restoration of Peter Caunt's rare 1935 Crossley. Followed by Bob Steven's Austin A90. We love stories on restorations. Please keep sending them in.

Norm Darwin had prepared a series of talks for the cancelled national rally in Albury. Instead he has generously provided 'Country Motor' his very informative three-part article on early Australia inventive engineers.

Motoring can be an exhausting adventure especially if it involves trans continental journeys. Brian Head

experienced the Peking to Paris Rally in a vintage Buick.

Museums all have their different themes and displays. We have a brief look at a museum based in Los Angeles, USA that features many celebrities cars.

Brendon O'Donoghue reflects on cars of the 1950s, next issue he talks of his family and his own cars.

The intriguing story by Archie Marshall continues with more of his West African experiences.

A whole range of small stories start with Michael Worthington-Williams discussion on a Willys Knight and one of few motor museums in the 1960s owned by the Gilltrap family. Bits and Pieces has a mixed bag of items while the Austin Eight Register completes the issue before more photos taken in the 1960s.

Like you I am trying to keep away from that dreaded virus. David



by Peter Caunt



Crossley Motors Ltd, Gorton, MANCHESTER, UK built cars from 1904 to 1937, Commercials to 1958.

Regis 10/4 Sedan, Chassis 100389, Engine MC 1742. Built 1935. Known history: regis details.doc 21012018.

The Regis car was the last model built by Crossley Motors Ltd before car building stopped in 1937, when production of military vehicles and commercial vehicles filled the production lines. See also the web site at www.crossley-regis.org.

This car was bodied by Ruskin Motor Bodies, Ltd, Melbourne, Victoria, Australia and first registered in Victoria on 2nd June 1936 as 78149. From its chassis number, it was built by Crossley Motors in mid 1935 before the chassis was exported to Australia. It would then have been handled by Crossley Motors Pty Ltd, of 75 William Street, Sydney before being despatched to an agent or direct to the coachbuilder. Newspaper reports of the period state that panels had been imported from Crossley Motors Ltd, Gorton, Manchester, UK for Ruskins to build a Regis chassis with a body to the English

style and dimensions. This car is one using English panels.

Ruskins did, of course, have a design for the chassis of their own and several were built.

The car was re-registered in Victoria on 14th July 1941 as DC 380 and nothing is known of its history until it appeared in New South Wales and was purchased in about 1965 from an owner in Fairfield, a Sydney suburb by Rod Richards, a Riley enthusiast.

He decided to stick to Rileys after dismantling the rotten body and sold the car to Jim Scott of Penrith, NSW about three years later. Jim stored it for about sixteen years and sold the car, in a dismantled state to Gary Reberger of Penrith who stored it in his father's garage at Umina Beach, NSW, about 1983 - about 75 miles from Penrith. The car was advertised in a Gosford Car Club newsletter in December 1997

and I went to see it. The advert said that the car was a 1932 Crossley Ten, 95% complete, bonnet missing. It did not mention that the car was in bits and that no lights had survived with the car since, being normal Lucas items, they would

have been useful on other restorations. I bought the car and had the bits trailered to my home about half a mile from Mr Reberger's house! I felt that the car deserved restoration to its sedan outline since any other restorer would probably have taken the easy way out and made it into a tourer. Having owned five Regises in England from 1962 when I bought one as my first car, I felt I knew enough about the marque to rebuild it properly.

Registration details came from The Association of Motoring Clubs (AOMC) in Victoria who has the Victorian Registration records for research. There is a fee charged for searches and I appreciate their help.



It will be seen that, from the photos of the car under rebuild between January 1998 and January 2009, that the car body had been totally dismantled. The chassis had been painted but all other items needed full overhaul or rebuilding. Some 20

items of woodwork were available as patterns but most had to be determined from the shape or the body style and doors which had survived intact. There are over 80 separate items of wood in the completed body frame of the car.



The timber frame finished in 2006.



October, 2007 at Woods and Woods, restorers at Woy Woy, NSW having the bonnet and running boards made professionally. Once home, I drilled and fitted the running board rubbers that fitted in channels screwed to the board and then removed them so that, after painting, they could be re-fitted without having to drill new holes for the screws. Fortunately, it worked out OK after the car had been painted a year later in October 2008.

Its history since returning to the road in 2009: Since then it has done over 15,000 miles. A frequent journey has been to The Broom Factory at Wallalong, NSW, on Saturdays, a journey of 85 miles round trip. The car is on Club Registration with The Bowthorne Motor Club at Wallalong.

Regis cars had the chassis number stamped on the rim of the engine flywheel and mine showed 100392 so I assumed this to be correct. During the first year of running, an automobilia firm at Brisbane offered a Crossley Chassis plate for sale and it turned out to be mine since it showed the engine number as MC1742 with the correct chassis number, 100389 - close to the assumed 100392. The car had been registered with 37701 - H as a Club registration so I asked the Roads and Traffic Authority for advice to change the chassis number and they advised me to surrender the plates and re-register the car correctly, it ended up with 39325 - H which it still carries.

Later, a Ruskin Body Number plate was advertised by the same firm in Brisbane and I bought this since it adds to the Ruskin identity of the car although

I have no idea whether or not the number applies to my car. A Ruskin Body badge became available from the same firm and is now fitted to the near-side panel forward of the front door - the fixing holes for the original badge that would have been there, were in the right place so fitting was easy. More recently, the gearbox was rebuilt by me in December, 2018 since first gear was slipping. New bands and bearings have brought it up to a good standard. The dynamo was rebuilt in 2016 and when re-fitted as part of the timing chain system, I mistimed it and was a tooth "out". I made several attempts to retime but then found from a friend in the

Crossley Register - John Taylor in Adelaide - that the camshaft chain wheel can be slacked off so that the timing can be turned without disturbing the cam - or the dynamo - and this has enabled me to retime the engine. However, lack of hill climbing meant that the timing was "not quite right" and eventually led me to check the compression - exhaust valves 2 and 3 were down to 30 psi - a very poor reading according to the gauge papers. Off with the head and I found the two burnt out valves causing the trouble. These have now been replaced and the engine was taken out so that the side valves could be seen to reset them at 8 thou of an inch cold - they are normally done to 6 thou when hot. This latter means that one's fingers get burnt and you cannot see what you are doing anyway which is why the valves were incorrectly set by me during the car's restored life!

The Regis was the last car built by



First run to get petrol at Tea Gardens. January

Crossley Motors of Manchester, UK since they finished car production in about 1937 - there may have been the odd one built later for managers and the like but I doubt many would have been built. The Company was then doing a lot of military vehicles for the Royal Air Force due to the apparent coming of the war in 1939.

Crossleys built buses and trucks until 1958 when they had been taken over by AEC Ltd who closed the factory at the end of 1958. Unfortunately, the Regis is a relatively unknown car so few people know about it. There appear to have been about 850 built, split almost evenly between 4 and 6 cylinder models, of which 37 appear to be survivors. Mine is a 4 cyl with a Coventry Climax engine similar to those used in Morgans and Triumph cars of the 1930's.

If you need more info, my web site is www.crossley-regis.org and has pages of the car, the history of the Regis and galleries 1 to 6 about Regis photos and photos - in Gallery 2 of my car during its rebuild.

Chassis list gives cars known to exist. Rather amusingly, most hits on my web are from people finding the details of the ENV Type 75 preselector gearbox of interest! A book detailing the overhaul of these gearboxes has now been published by Peter Meyer in Germany (in English) and I am sure many people will buy the book.

Peter



During its running-in period at Mungo Brush Road, near Hawks Nest. This gave me a steady, traffic free run of about 30 miles.

An Affection for an Austin A90

Bob Stevens

Following the requests from Tracev Donaldson (webmaster), Chris Drew (Editor) Newcastle District Vintage & Classic Car Club & Ian Baistow (Editor) of the Austin Motor Vehicle Club NSW I am putting finger to keyboard.

During the years 1962-1966 I was the proud owner of a 1957 Morris Marshall, which at the time was a upmarket vehicle when new In comparison to the very popular Holden. (This was also the hoon period of my life!)

The other advantage for this car plus the Austin A90/A95/A105 range of vehicles they were very fast in comparison to Holden and Falcon. The only faster cars were the upmarket American and English sports cars. I will advise that my Morris could keep up with the Valiant but not pass it.

Due to a vehicle supplied with my employment at the time I sold the Morris Marshall to Andre Hummell.

In the late 1990,s I thought to myself what would I do to amuse myself when I retire, I decided I should get another Morris or Austin. I then started to look at adds in Sydney newspapers, the first car I saw was a Austin A95 in a dismantled condition, the engine was reconditioned some 15 years earlier and never refitted. I purchased this car and on further inspection it had a rust in several places which was beyond my capabilities to repair.

At the same time an Austin A90 was advertised, which was listed as rust free and needed full restoration. I rang the phone number supplied and identified myself as Bob Stevens and the person confirmed his advertisement. I noticed the phone number supplied appeared to be Canberra, South Coast area and I suggested I visit on a trip to visit my daughters in Canberra at the same time. He then advised there was another problem as the car was not in Burmagui but in Dubbo. Not a problem says I, I will go to Dubbo and see my mother at the same time. He then asked my name again, he then identified himself as Gus Hummell the brother of Andre Hummell who I sold the Morris Marshall to some 32 years earlier

I arranged to meet him in Dubbo and on inspection I purchased the A90. Due to brake/fuel supply/water pump problems the car was transported to Eleebana on a trailer. The A95 was completely dismantled to keep for spare parts. The bare body went to Sims Metals. I have over the following years fitted the A90 with: A reconditioned engine, with new clutch assembly. Including surface grinding the fly wheel, rebuilt the water pump, rebuilt two distributors (one as a



spare), fitted rear main bearing oil seal conversion. Replaced all bearings, synchro-mesh rings, rebuilt lay gear, lay shaft and fitted Austin Healey side gear shift in place of the original steering column gearshift. This makes a much more pleasant gear shift than the original. I quote from a road test at the time the car was released from "Motor Sport" "Who ever designed the Austin gearbox together with the gear linkage should quickly find other employment?"

Front and rear universal joints have also been replaced. Brake hydraulics have been completely rebuilt including stainless steel brake hoses, brake shoes have been rebonded and brake drums have been machined (including second set for a later time). The car has also been fitted with a PBR VH44 vacuum booster, this of course reduces the amount of effort required to use the brakes. Clutch hydraulics also have been rebuilt.

All front end rubber bushes have been replaced. Rear spring bushes/shock absorber links have been replaced. Initially I fitted neolathane rear spring bushes and front and rear spring seats. The spring seats turned out to be a complete disaster as they disintegrated into small pieces and dust. I have then decided to completely rebuilt the rear springs with original parts. The front spring seats I made up of a worn out go-cart tyre and cut to shape. Front and rear wheel bearing and seals have also been replaced. The front wheel bearing are a special thrust ball type with no Timkin replacement. I would have converted to Timkin if I could have done so!

The front shock absorbers have been reconditioned and I have fitted a front sway bay (which is a straight bolt on) from Austin A99/110. This makes the car more stable and reduces load on the front shocks.

I have fitted a trunion bearing conversion kit which has roller bearing in place of metal washers. This conversion reduces the

amount of effort required to steer the car.

Like all English vehicles the car runs hot according to the temperature gauge, although it has never boiled. I have since fitted a water recovery tank and electric fan for ease of mind.

Some years back I was offered a spare engine and S.U. carbs and other assorted parts. The statement was made if I did not take the parts it would all go to the tip! I now have two spare engines!

As some people know I have a soft spot for S.U. carbs and fuel pumps. I completely rebuilt the carbs and fitted them to replace the Hitachi carbs that were fitted to the car. I have also fitted a double ended pump to the car. Over the years I have rebuilt many S.U. fuel pumps and depending on the cost have sold or donated them to members and public at a cost of parts basis purely for the enjoyment of working on them.

The electrics of the vehicle has been upgraded with the following, Hella quartz halogen headlights, reversing lights and alternator, it is now converted to negative earth.

Since the period 2011 and 2014 (with many breaks in between) the car has made a considerable transformation in appearance.

The sills have been replaced and all rust has been cut out and replaced with new metal. The car has panel beating where necessary. We have fitted extra chrome mold strips from the A95 that was dismantled and this has given a line to repaint in a tri-colours which I believe looks terrific! All rubbers have been replaced.

I would like to thank Ron Partlett for the terrific effort that he did to bring the car up to the standard it is today. I would also thank Warren Frost and Pat Goulding for their help in restoring the Austin.

The interior/upholstery has all been replaced in Port Royal/Silver Haze colours in vinyl and also looks very presentable.. **Bob**

Designers, Inventors & Tinkerers

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Part 1

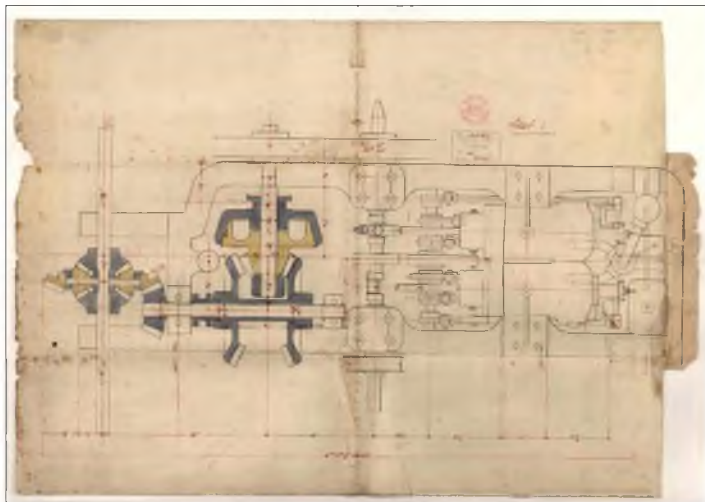
History has shown Australians are an inventive people, no doubt driven by remoteness and the need to have a solution rather than wait six months for a boat to arrive. Yet we as a nation we have undervalued our inventors and tinkerers.

The following 10 Australians have made a worldwide contribution to our standard of living, how many do you know? David Warren, Fiona Wood, Graeme Clark, Arthur James Arnot, John O'Sullivan, Ian Frazer, Jim Frazer, George Lewin, Mark Lidwell & Egar Booth.¹ There are others with inventions less recognised.

The discussion of this paper is however centred on some early Automotive inventors, tinkerers and designers, most I suspect you will not know of.

Marcel Certain (1846-1922), a South Melbourne civil and mining engineer, combined with Ernest Chatelain to formulate a patent (no 14426) on 29 July 1897 for an improved motor for propelling horseless carriages and similar vehicles.² The patent was transferred to The Australian Auto-Car Company Ltd for 15 -£10 shares, the directors being William Burton, Frederic Wilson, John Pender, Certain and Chatelain.

In February 1898 Certain was recorded as being within days of having his horseless carriage, a modified Abbott buggy, running. The motor and transmission were manufactured by a well-known Melbourne Engineering firm for £130. The venture failed in September 1898. Wilson advertised the motor and gears for tender, the company was wound up in September 1898.³



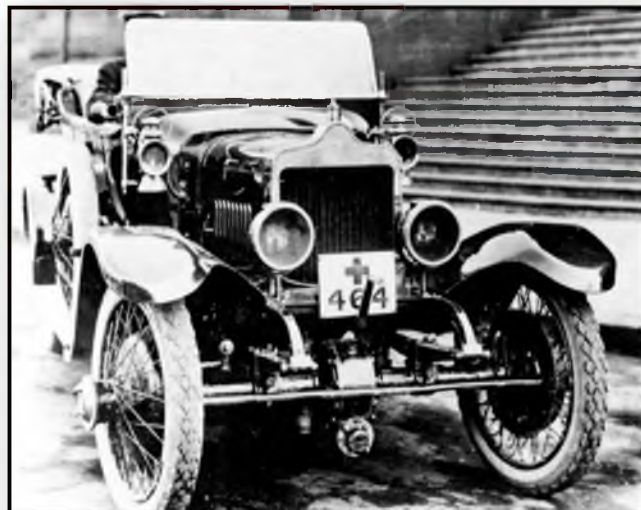
Marcel Certain patent drawing of his engine and transmission. (N.A.A)

Pender was a pioneer motorist having imported a Hertel car and later claiming he had a role in its design. Pender is said to have designed the Hertel's transmission however it likely he worked with Certain, this then raises the question, was Pender the designer of the Australian Auto-Car company's transmission and has this been confused with the Hertel car transmission?⁴



George John Hoskins (Trove)

The Ironmaster, George John Hoskins (1847-1926), one of the country's pioneer iron and steel producers, joined with his brother, Charles Hoskins (1851-1926), to establish an engineering workshop in Hay Street, Ultimo in 1875.⁵ The brothers went on to establish G & C Hoskins Ltd in Lithgow, NSW producing both sheet and bar steel stock from their own furnace. George attended to the practical side of the business and Charles the finance and management. The brothers had been inventing and patenting labour saving machinery since 1903 and in the years 1910-1916 Hoskins submitted 11 patent applications. Born



Standard fitted with Hoskins FWD (Mitchell Library)

London and emigrated to Melbourne as a lad, George took an apprenticeship with mining engineers, Messrs James Martin and Co of Ballarat in 1863. Hoskins then joined the Surface Hill Gold Mining Co in Smythesdale as a mining engineer and in 1872 was with Messrs A Roberts and Sons in Bendigo.⁶

In his retirement Hoskins began to think about the problem of rear drive cars skidding: "Whilst touring England (in 1906) we very often escaped disaster through our car skidding on slippery roads."⁷ The result of investigations led Hoskins to patent a: "...tooth-gear system where the power is, or can be, equally exerted on both sides of the centre of axis, the teeth having contact from end to end."⁸

Hoskins fitted a prototype front wheel drive system to a Standard car in 1915 and suggested it could be adapted to any vehicle.⁹ While the Hoskin's front wheel drive system was innovative in its use of specifically machined gears it would have been expensive to manufacture and the market for such a system was non-existent in Australia. A modified version was taken up and developed successfully in America by Gary Hoskins of Hoskins Products, for large industrial applications.

International racing driver and designer, Rupert Jeffkins (1881-1954) and William Bell Foulis (1877-1944) combined to design and build two prototype Roo cars in 1917. A Sydney estate agent, T C Lawson, bank rolled the pair with the view of production but after three years he pulled out and the firm collapsed. Advertising claimed every



Rupert Jeffkins

thing was locally made.¹⁰

The engine, a 1.6 litre 10-20hp horizontally opposed 2-cylinder, had been designed and built by Foulis. The first prototype was fitted with a roadster body and the second, a 2-seater called the "Raceabout" Roo and was to be priced at £175. The Raceabout was painted bright yellow with black fenders and white wheels and was, "designed along the lines of a speed car", by Jeffkins, who had applied experience, gained on the Indianapolis and other American racetracks, to bear.¹¹ A better equipped model was also planned with a roadster body and £195 price tag. The Roo failed as both partners sought to make all the parts in Australia, a daunting task for a small firm that was wound up on 25 June 1918.¹²

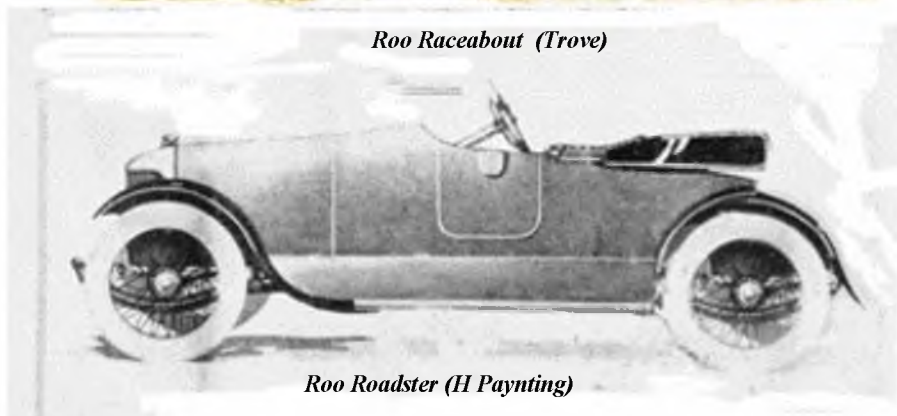
at the Sydney Technical School then joined Samuel James McFee as engineers in Mt Vernon Lane and in 1909 at 50 Cowper Street Glebe but this partnership dissolved in December 1911.¹⁵

Foulis and Jeffkins made another attempt at producing the Roo in 1929 designing a 15hp 4-cylinder that would sell at £250.¹⁶

Foulis, working at Cowper Street, was also involved in the reborn Southern Cross car venture becoming the new firm's engineer.¹⁷ He designed an expanded 4-cylinder 19.9hp horizontally opposed engine, similar to the engine used on the original Roo car. The new company, Marks Motor Construction Co Ltd, announced the majority of the car would be Australian design.¹⁸ Both these attempts to produce a car failed.



Roo Raceabout (Trove)



Roo Roadster (H Paynting)

Born Rupert Lon Jeffkins¹³ he first raced in France against famed European drivers in the Bologine-Surplay road race and then worked for the Daimler company in England before appearing at Ormond Beach Florida in 1905 driving a Daimler. Jeffkins was a mechanic for Ralph DeParma in the inaugural Vanderbilt Cup, he also raced a Panhard for William K Vandebilt.¹⁴

Foulis, the son of a mining engineer, established The National Motor and Engineering Works (1909) and during his working life applied for several patents on engine design. Foulis studied

NOTES

www.australiangeographic.com.au/topics/history-culture/2010/06/australian-inventions-that-changed-the-world/: David Warren – Black box flight recorder, Fiona Wood – spray on skin, Graeme Clark – Cochlear implant, Arthur James Arnot – electric drill, John O'Sullivan – WI-FI, Ian Frazer – Cervarix and Gardasil cancer vaccines, Jim Frazer – deep focus camera lens, George Lewin – Triton work bench, Mark Lidwell & Egar Booth – pacemaker.

² Marcel Certain and Ernst Paul Chatelain, Patent no. 14426 An Improved motor for propelling horseless carriages and similar vehicles, (Canberra, Aust. Australian Patent's Office, National Archives of Australia, 1897).

³ "Public Notices," *The Age (Melb)*, 9 July 1897, 1; "News in Brief," *Argus (Melb)*, 10 February 1898, 6; "Tenders," *Argus (Melb)*, 21 Sept 1898, 7.

⁴ *The Hertle was made by the Oakman Motor Company, see Oakman 1899, 'Advertisement', Oakman Motor Company, Mass. USA; Tony Davis, Aussie Cars, Marque, 1987, 16.*

⁵ Parsons, G 1983, Hoskins, Charles, Henry (1851-1926), *Australian Dictionary of Biography*, viewed 2 May 2016, <http://adb.anu.edu.au/biography/hoskins-charles-henry6738/text11639>.

⁶ *Grace's Guide 2014, 'George John Hoskins', Grace's Guide Ltd, viewed 2 May 2016, http://www.graceguide.co.uk/george-john-hoskins.*

⁷ 'Front Wheel Drive: An Australian Invention', 1919, *The Australian Motorist*, October, 65.

⁸ 'Front Wheel Drive: An Australian Invention', 65.

⁹ Gilltrap, T & M 1981, 65

¹⁰ Harold Paynting Ed., *The Second James Flood Book of Early Motoring*, James Flood Charity Trust, Footscray Vic, 1972; 'All-Australian car Jeffkins states plans', 1930, *Weekly Times (Melbourne)*, 25 January, 64.

¹¹ 'The Raceabout Roo', 1917, *The Mail*, 17 November, 14.

¹² *Government Gazette, NSW 28 June 1918.*

¹³ NSW Births reg. No 19805 show Rupert Lon Jiffkins son of William & Clara born 1881. Jiffkins name changes after 1903 when he is charged with wife desertion in NSW. He had married Violet Walsh in Newtown 1901 see reg. No 4452. **Norm**

Australian Cars

The book "Gilltraps Australian Cars from 1879" is a history of cars built in Australia published in 1981 was written by Terry & Maree Gilltrap.

The book describes over 100 attempts by individuals or companies to

make cars in Australia. Many aspiring to use full Australian content in the process of manufacture. A direct contrast to present day provision of motor vehicles in Australia!

While many names are familiar to most enthusiast such as the Australia Six, Bolwell, Ford, Holden, Goggomobile,

Harnett, Morris Austin & Leyland, Tarrent and Zeta the rest are very obscure and no doubt considerable research would have been required to unearth their stories. Norm's series of notes will reveal several ingenious or innovative Australians who had an interest in motor cars. **David**

2019 Peking to Paris Car Rally

Brian Heads Summary of his participation
in the 7th Peking to Paris Rally 1907-2019



Firstly, it was never on my Do or Die bucket list, but I always had an interest since a boy enjoying movies like the 'Great Race', or books like the 'Mad Motorists', so, some years ago I had put the feelers out with a few people that would have been suitable to do it with, but unfortunately this came to nothing. It is very important to get the person that you intend doing it with correct....36 days, 6 inches apart in a car for 12 hours a day is a very long time together.

Then came a possibility. We were away in England several years ago on an event with the Bean car club and Vicky was talking to (rally partner) Dave's wife Gill about my car spending habits. The subject of Peking to Paris came up. Dave and I had a detailed chat about doing the rally and it grew from there. All things considered, I got the easy end of the stick as Dave had already bought a car to do the rally in, a 1929 Buick Master Six, "Anniversary Edition". I must say, right from the start, I thought this was the most inappropriate car to do the trip in, but as it turned out, it was perfect in more ways than one. My initial thoughts being based on the size of the engine, (5 litres), and fuel consumption, the weight of the car, (2 tons), and the lack of basic spares. My original thoughts were to go in an old Holden, carrying spare tail shaft, axles, front end bits, a couple of spare wheels etc. But the Buick ('the Beast') proved itself beyond any doubt.....and allayed all of my fears,

Dave and I had met up several times in England to try the car out and on the first run, 'the Beast' used 4 litres of oil on the 120 mile long drive! So it was off with the cylinder head to discover pistons slopping around in the bores something terrible, soaked in engine oil! Doh! Dave arranged to do a full engine rebuild and the next year we went to France for another long drive. A few issues to fettle and we were right!

We had booked into the 2019 P2P and were favoured by being in a Vintage car. We ended up being Car 11, which is decided by the age of the car, oldest being number 1, with 120 cars entered.

The 3 years or so we had to get the car prepared was about the right amount of
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time, plenty to do, although much more for Dave than me! Lots of things to be considered - the car needed a range of 500 miles to get between filling stations in the Gobi Desert, so an extra tank was fitted. Tyres needed to be proven and with tubes, sat. phone, sat. location device, trip meter, GPS etc., tents, sleeping bags, first aid kits..... the list went on!

Equal first - don't think about doing a trip like this without deep pockets. We did it on a budget and it still ended up costing about \$150k in total but really there is no other way to do it nowadays. To drive a foreign car in China it must be registered in China, also each driver needs a Chinese license (try getting either without being on a registered rally).

Insurance was a must for the Beast in China and Russia, although we went without personal insurance as the best quote we got was £10,000 GBP, an excess of £1,250, maximum payout of £50k, with similar prices for the beast on the ship, again we



didn't bother.

Even things like Visas ended up costing about \$1,000 in total, plus China requires a return airline ticket to allow you into the country, even though we were driving out! Try putting that on your entry form....

So finally we get to Beijing, (Peking) to find the Rally people were excellent with their arrangements and hotels, no problems for us anywhere on the whole trip. Day one we took a bus out to a shed near the port

where the Beast has been sitting for about a month after his two month long cruise from England to find, amazingly, the engine started within the first few revolutions. Ours was about the only one that did as most of the cars had fuel removed for the ship voyage, so we found a lot of unhappy punters with no help and the nearest petrol station was two kms away! We drove off, filled up and then set out on our first drive in China, a good experience for us. We made it back to the hotel for scrutiny after about an hour, not bad we thought as quite a few others got totally lost!

Then we had our first problem as the Chinese fuel which smells like Xylene (because it is about 60% Xylene!) had dissolved the needle and seat on our carburettor. After fitting a Chinese made carb which Dave had fortuitously purchased earlier (wise man!) we were looking good.

The next thing we noticed was that the original wooden wheels had shrunk in the eastern heat, now in the 30s (and probably warmer in a shipping container).



Not too distraught about it at this point, we tried soaking in water and tightening bolts, no difference. As the next day was Rally Day one and we had no other wheels, at 5am we set off to the start, squeaky wheels the whole way, still with a tight engine!

The start was an event with Chinese dragons on parade and as each car departed at 1 minute intervals, we were totally oblivious to what was in store for the next week or so. Clearly this was not a rally, it was a race and we had been told that there would be 4 or 5 boy racers who will want to be out front- try 50 or 60! We had a great position starting 11th each time, because day after day, after about 20 to 30 minutes, the same 30 or so cars that were vying to win would go screaming past us.

Dave and I had resolved very early that our focus was on reaching Paris, not to win any of the daily challenges, or to win outright. For us this was impossible as we were up against Porsches, Datsun 240z's, V8 Mercs, V8 American cars etc., but over the 36 days we started on time, and finished (up to 3 hours late) every single day, one of only 28 cars to do so. Every



happily go up hills that seemed to go on for miles and miles, over rough stuff, (the rear axle bottomed out hundreds of times in the first week), but nothing broke, we never got bogged, nor a flat tyre. We had even



put some diesel fuel in by mistake out at one of the camps, it never missed a beat!

By day 3 or 4 the wheels had become a show stopping problem in the worst possible place at that. The Gobi desert goes on for miles, the sand and dust had ground away at the ends of the wooden spokes, losing about 2-3mm on each spoke, so the rim was quite dangerously slopping around on the spokes. At first we tried putting shims in, cut from aluminium coke cans, with limited success, (lasted about 1 day). We then hit on the idea of buying epoxy glue and thick cotton thread and inter-winding this at the end of each spoke, total success which has lasted to this day.

The other few issues we had were, on day 7, Chinese petrol got to seals on the original mechanical fuel pump, so an electric petrol pump was fitted, oil leaks from around the aftermarket oil filter, (can't blame mister Buick for that) and the wind-screen fell down, but luckily didn't break, it was glued back in with epoxy! Oil leaks from around the rivets on the back axle, so after we fixed the wheels we became known as the oil and water check car, nothing else to do, unlike lots of others. By day 6 the Gobi desert had claimed no less than 45 cars, all towed out of the desert into Ulaanbaatar! One remains there to this

day we set off at a trundling speed of 40 to 45 mph, up hills and down. The one thing the beast was excellent at was to keep going, he would

day, many more took days to fix and then catch up, so at camp on day 7 there was only 68 cars out of the original 106 starters, with day 8 slightly better at 72 cars.

Without any doubt, Mongolia is where the memories and action is to be had on a trip like this. One Porsche was written off after hitting a deep rut and going end over end, both the other 2 Buicks entered had broken their chassis in between the eyelets of the rear leaf springs. As I mentioned earlier, deep pockets required, \$4,000usd each to get towed back to Ulaanbaatar for welding! Plenty of clutches burnt out going up the mountainous hills plus heaps of shockers and coil springs falling apart.

The beast came into its own going up one hill- 40 minutes in first and (at times) second gear, at 5 or 6 mph we were passing others! In fact, we passed about 20 cars as we were driving over rocks the size of landscape boulders, but we never stopped once! On reaching the top, we stopped in the snow to admire the view and looking back we saw about 20 cars unable to make it up the hill, mainly small 4 cylinder cars.

We lost points every day, to us this didn't matter, we just wanted to make it to Paris. Each day the rally would have a race track to go around, a hill climb, or some



other challenge. The first race track we arrived at was a 6 km long circle in the desert which had already claimed 3 cars. A smashed wheel on one, bent tail-shaft on another, so we asked what happens if we don't do it? You lose 600 points was the answer, so we lost the points. There was no advantage for us on any of these events as we knew what position we

would attain. After about 20 days of non-events for us we were put under pressure to start doing them, mainly because some people wanted us to break down and lose our place. We started to do a few of the racetracks, at about 30 mph, doing the royal wave to the many laughing fans in the stands.

Russia was interesting, not as bad

as what we were told to expect, but generally unfriendly. Petrol required payment before delivery at the bowser; food was quite basic and plain, though it did get better as we travelled further east. Roads were full of trucks with the surface heavily grooved from the weight.



Once we were reached Europe the rally was simply a long drive each day, back to civilisation, although we spent more money on fuel in the last 3,000 kms in Europe than we did in the first 12,000kms! Figure that one out! The cheapest we paid was about 50 cents per litre in Mongolia while the most expensive was about \$2.70 per litre in Finland where 100 litres would get us

about 350 kilometres! Finland was an expensive visit!

All in all it was a fantastic trip and strangely I find it very pleasing to reflect back on it and talk about the adventure. This is in contrast to the first 7 or 8 days of the rally when we were seeing cars fail every day and

drove with the fear of when was it going to be OUR turn to break down.

More on Master Six Buicks

Five-Passenger Four-door Close-coupled Sedan—41.....	\$1450
Four-Passenger Sport Roadster—44.....	1325
Two-Passenger Business Coupe—46.....	1395
Four-Passenger Special Coupe—46-S.....	1450
Five-Passenger Four-door Sedan—47.....	1520

(Subject to change)



BUICK CLOSED-COUPLED SEDAN—41

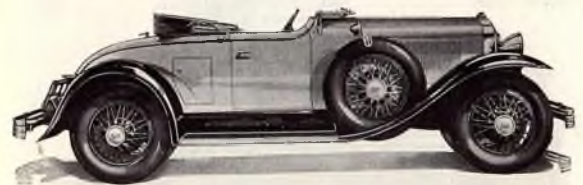
COLOR.....Boise green (lower), Black (upper),	LUBRICATION...Pressure feed
SEATING.....Five	CRANKSHAFT...Four bearing
WHEELBASE.....121 inches	RADIATOR.....Cellular
WHEELS.....Wood	COOLING.....Water pump
TIRES.....6.50—20 (32 x 6.50) inches	IGNITION.....High-tension generator and storage battery
BRAKES.....Foot, contracting on four wheels	STARTER.....Double unit
	FUEL FEED.....Fuel pump
ENGINE.....Six cylinder, vertical, cast in block, 3 5/8 x 5 inches; head removable; valves in head; horsepower 31.54, N.A.C.C. rating	CLUTCH.....Dry plate multiple disc
	SPEEDS.....Three forward, one reverse
	DRIVE.....Torque tube and ball
	REAR SPRINGS...Cantilever
	REAR AXLE...Three-quarter floating
	STEERING.....Worm and split nut

STANDARD EQUIPMENT—Instrument panel with speedometer, ammeter, hydrostatic gasoline gauge, and water temperature gauge; hydraulic shock absorbers, front and rear; centralized chassis lubrication; adjustable steering wheel; vibrator horn; lock mounted on steering post; combination tail lamp, stop lamp, and back-up lamp; controllable beam headlights, with control switch on top of steering wheel; air cleaner; oil filter, gasoline strainer; crankcase ventilator; rear vision mirror; dual lighting of instrument panel and front compartment.

Closed models have adjustable driving seats; side cowl ventilators; and double-blade, electric windshield wiper.

Open models have full ventilating windshield, upper part adjustable, and whole shield folds forward; side, cowl ventilators; special finish leather upholstery; natural wood bows for tops and single-blade wiper not electrically operated.

BUICK MOTOR COMPANY
Flint, Michigan



BUICK SPORT ROADSTER—44

COLOR—Chermonte cream (lower)
Chermonte cream (upper)

SEATING—Four

Other specifications on opposite page



BUICK FOUR-DOOR SEDAN—47

COLOR—Boise green (lower)
Black (upper)

SEATING—Five

Floyd Clymer's "Catalogue of 1929 Cars"

PETERSEN AUTOMOTIVE MUSEUM

HISTORY / INDUSTRY / ARTISTRY

Our son Matthew and wife Greta are currently living in Los Angeles due to their interest and career in the film industry as script writers. When they returned home for Christmas holidays a few presents were exchanged and my present was a delightful book entitled "History/Industry/Artistry The Petersen Automotive Collection"

They visited the impressive Los Angeles museum and sent a few photos shown here. The American hot rod culture has not been ignored in the collection that displays some formidable motor cars of the past.

Some of Steve McQueen's collection of historic cars and motorcycles are included as well as other significant celebrities and movie automobiles.

His collection included rare genuine 1956 XKSS Jaguar, one of 16 made. It is the road going version of the successful D type racing car. Production ceased due to a devastating fire at the Jaguar factory.

The XKSS was originally owned by Riverside Raceway designer James Edward Peterson, who sold it to (American) TV personality Bill Leyden prior to Neile and Steve McQueen buying it for \$5,000. Steve almost twice lost his licence due to speeding in the car. He owned it until his untimely death from cancer in 1980. It was purchased by a local collector at auction.



One outstanding car is a Bugatti Type 57C. Mohammed Reza Pahlavi, the Prince of Persia and future Shah of Iran, received the striking supercharged Bugatti as a gift from the French Government on the occasion of his first wedding.
Country Motor Australia Issue 24



The dramatic body was constructed by Vanvooren of Paris in the style of Figoni et Falaschi, one of the progressive coach builders of the day. Fully enclosed mudguards, concealed top and windscreen that can be lowered were some of its features. In 1959 the Bugatti was sold out of the Shah's Imperial garage for \$275. Owned by a succession of enthusiast it was eventually fully restored in 1983 and won the French Cup at the 2015 Pebble Beach Concours d'Elegance.

The collection also includes a 1939 Bugatti Type 57 Atalante designed by Ettore Bugatti's son Jean. It had a roll back roof and

cam straight eight engine. The Type 57C supercharged version developed 160hp creating a fast comfortable touring car.

The book illustrates many splendid cars here are a few. Steve McQueen's 1952 Hudson Wasp, his 1927 Indian Big Chief

and 1912 Indian Single motorcycles. Fred Astair's 1927 Rolls Royce Phantom 1 town car by Hooper, A Nash Healey designed by Pinin Farina. Rita Haywood's unique 1953 Cadillac Series 62 Coupe by Ghia gifted by her husband Prince Ali Khan. 1989 Batmobile. A 1952 / 1956 Chrysler Imperial Parade Phaeton which is a stretched version of a similar Chrysler convertible that was owned by Ernest Hemmingway and is being restored in Cuba.

Below is a Studebaker Avanti designed by Raymond Loewy's team of



was the only one with chrome trim on the sides. The Type 57 had a 3.3 litre twin overhead

industrial designers. Their association with Studebaker goes back to 1938. The radical fibreglass body was mounted on a modified Studebaker Lark Daytona 109" convertible chassis and powered by a modified 289 ci Hawk engine. A Paxton supercharger was offered as an option. Released in 1962 only 1,200 were made despite plans for 20,000 units. It was discontinued in 1963. However several attempts have been by five different organisations to revive the iconic car.

The museum was set up in 1994 by Robert E Peterson who acquired a disused department store and transformed it into a museum for the 21st century

David

THEY DON'T MAKE 'EM LIKE THEY USED TO!

By Brendan O'Donoghue



Throughout most of my life I have had a keen interest in cars. This passion *sustained me in a vacuum* during my childhood and exposed me to many other experiences. I loved cars as a little boy. I'm told I was very good at naming the various makes from an early age. I preferred drawing cars in my teens, to doing schoolwork. What did I gain from this passion? On reflection, it led me down many and varied paths. These were the building blocks, which lead me down so many paths: ● introduction to other lands, other cultures, ways of thinking, language and expression ● concepts of mechanical sophistication ● style, image ● Differing economic/social & political systems and histories, ways of thinking & expression ● mobility, speed and & freedom ● lots of pleasure.

All this was very attractive to me. I was introduced to a whole different world. I was influenced by the local motoring magazines, "Modern Motor", "Wheels", and "Sports Car World," which were unusually vibrant and seemed more objective than most foreign publications.

In fact, they favoured the more creative, sophisticated Europe approach to car engineering. This was contrary to the fairly fundamental mechanical tradition of America and England, foisted on Australian motorists in those times. In terms of style, to a teenager, American cars seemed to carry the day, despite their rudimentary mechanicals. As late as 1968 the HK Holden was released with a V8 engine, drum brakes, cross-ply tyres, with abysmal steering and handling, as standard equipment!

I believe these local magazines did much to inform consumers and to greatly improve the safety and quality of ordinary cars. There is no comparison between say, local Holdens and Fords of the 1950s - 70s and those of today, in terms of safety, mechanical sophistication and driver satisfaction. These publications did great service to their readers allowing them to be discerning about cars, forcing manufacturers to lift their game.

I learnt a lot about words and expression from the thousands of pages I read over
Country Motor Australia Issue 24

the years. Of course there was the "spin off" of being introduced to different cultures, along with a variety of other issues referred to in the introduction. This was a fantastic *window on the world* and in complete contrast to the stultifying social and cultural environment of Australia of the 1950s. This interest sustained me in a vacuum. I was less than competent or interested in sporting pursuits and not an enthusiastic student, so, yes, it was an alternative, I learnt so much and derived much pleasure with so many positive outcomes.

CARS IN THE 1950s

When I was growing up in the 1950s, cars seemed to have been around for ages, although now I see it as a very short period in time. On 29 January 1886 Karl Benz was granted a German Imperial Patent for a "vehicle powered by a gas engine." The Benz "Patent Motorwagen" hit the road in September that year. In my lifetime, the lifespan of the motor car has almost doubled with significant change, improvements, social and environmental effects. Access to the motor car by the ordinary man was a way off in 1886 and came about when Henry Ford introduced and constantly improved the system of mass production, with its huge economies of scale. The Model T Ford was released in 1908, just 35 years before my birth. The T was to be the catalyst for the phenomenon of motoring for the ordinary man. On release in 1908 the price was \$US850 which plummeted to \$US290 in 1925, for the tourer model.

Approximately 16.4 million Model Ts were produced including those built outside the USA to 1927 when production ceased. 250,000 were sold in Australia. Affordable prices were assisted by time-payment. This created a huge industry of which Ford was but one part and the need for infrastructure such as, repair centres, fuel and parts distribution, roads, accommodation and food for travellers.

In the 1950s, cars mostly had distinct national characteristics, which reflected the economics, geographical and cultural values of the manufacturing

nations.

American cars were large, simple, powerful, flashy, uneconomical on fuel, had rudimentary brakes, steering and handling, reflecting a road system different from any other.

Italian cars had small engines with relatively high performance, were usually stylish, had great brakes, steering and handling which reflected their operating environment and rich history of competition. They could be temperamental, which was called (Latin?) character.

German cars emerging from a destructive war that brought Germany to its knees, were very well engineered, impressive, expensive and relied on the perceived values of quality and prestige. Mercedes-Benz basked in the successes of its sensational post-war Grand Prix and sport cars on the battle-grounds of European motor racing circuits. A similar situation existed for the newly established marque of Porsche. Porsche possessed a profound heritage and connection with the Austrian and German motor industries which stretched back to 1902.

At the lower end of the market, the VW "beetle" provided reliable motoring for the masses. This car contributed immensely to the "economic miracle" of the post-war reconstruction of Germany. It was often referred to as, "Hitler's Revenge."

English cars were generally stodgy and conservative, with few examples of leading edge engineering or style. They tended to have small motors and heavy bodies. (Austins, Morris, Wolseley, Ford Prefect, Standard



Earls Court Motor Show 1948, first in ten years

Vanguard, Triumph, Rover, Hillman, Singer, Vauxhall, etc.) The taxation system favoured small engines. The cars probably reflected the post-war austerity of Britain.

Some exceptions were, the post-war Morris Minor, being well designed, fairly light and spacious for its time, also the Jowett Javelin. In the late 1950s the Mini revolutionised the small car forever, with its front wheel drive, great handling and relative interior space. It became a cult car, its mechanical configuration became the convention for small to medium cars.

Jaguars had lots of style, performance and handling, were relatively inexpensive for a luxury car, but had a poor reputation for reliability. The very pukka makes like Daimler, Aston Martin, Lagonda, Rover, Jaguar, Alvis, Bristol, Bentley, Rolls Royce and Armstrong Siddeley with their bespoke leather, wood, fine carpets and felt interiors and were very much like a club on wheels.

French cars were different, quirky, sometimes stylish and often of ingenious design. They were moderately powered, but excelled in ride quality, handling, comfort and longevity. Who can forget the Citroen 2CV and the ground-breaking Citroen Goddess DS19 released at the Paris Motor Show in November 1955. "Wheels" magazine in December 1955, described it as the "Most revolutionary car of the year". With its futuristic styling, single spoke steering wheel, hydro-pneumatic suspension, crash protection construction, it was an instant success. It also featured power-assisted inboard, front disc brakes, actuated by a floor button and hydraulic steering.

Peugeots were synonymous with superb ride, excellent roadholding, great seats, ruggedness and longevity.

Simca, which was derived from Fiat, was known for roadholding, braking and performance. Simca was later absorbed into Chrysler, along with Rootes Group, later into Peugeot (PSA) and eventually killed off.

Panhard was a very interesting marque with its small engine, aluminium body with quirky styling.

The nascent **Scandinavian** makes of SAAB and Volvo reflected the very tough operating conditions in their homelands, they were durable, handled well and fostered an image of safety.

AUSTRALIA

In Australia in the 1950s, the only truly local manufactured car was the Holden, which was a derivative of a late 1930s prototype of a US GM "Light Car" with a restyled body. It was simple, tough and had relatively lively performance for its time. It dynamics and braking were rudimentary.

Other makes were, either imported, assembled from CKD kits or partly made here with some imported parts. Among the

more common English makes were Austin, Morris, Ford, Hillman, Standard, Vauxhall, Jowett, Humber, Jaguar, Wolseley, Riley and Rover. The Americans were represented by, Dodge, De Soto, Plymouth, Ford Customline, Pontiac, and Chevrolet assembled from imported parts with some local content added. Buick, Studebaker, Hudson, Nash, Packard and Cadillac were less common and fully imported.

European Cars such as Mercedes Benz, Porsche, Ferrari, Borgward, Lancia, DKW, Alfa Romeo, Fiat, BMW, Citroen, Peugeot, Renault, Volkswagen, Simca, Skoda, Goggomobil and Goliath were viewed with much suspicion as either being too exotic or not to be trusted, except by a minority of *aficionados*.

The winning performances of Peugeot 203s and Volkswagens in Round Australia Trials were graphic demonstrations of the competence of these little cars in the tough conditions that were meted out in these marathon events. Volkswagen eventually gained many sales from these successes.

In the early 1960s the Ford Falcon & Chrysler Valiant were introduced from America. In time, they were localised and became unique to Australia, much like what happened to the original Commodore which was derived from the German Opel.

In 1955, the Holden was immensely popular with a 12-13 month waiting time. At one stage Holden held about 45% of the Australian vehicle market. It was a sellers market. The depression and WW2, which affected car production, pent up money from wartime austerity, increasing prosperity and aspirations all played their part in huge consumer demand for cars.

In the early 50s an uncle ordered a Vauxhall car, but had to be contented with a convertible. I believe the roof was never lowered. These Vauxhall Vagabonds convertibles were unique to Australia. In those days

a new model car was news. There would be coverage in the local newspapers and people

THE GOOD OLD DAYS WAITING LISTS

1955	Delivery Time	Cost (Pounds) Inc. Tax
Holden FJ	12-13 months	993, 1021, 1044
Austin A30	1-2 weeks	780 Pounds
Austin A50	2-3 months	1075 local 1104 imp
Austin Healey	3-4 weeks	1390
Ford Consul	3 months	1046
Citroen Light 15	4 weeks	1360
Daimler Conquest	1-3 weeks	2145
Dodge Kingsway	3 months	1787
Ford Prefect	3 months	870
Ford Zephyr	3-6 months	1135
Ford Customline	prompt	1622
Hillman Minx	immediate	994
Hudson	prompt	2185
Humber Snipe	immediate	1834
Jaguar V11	1 month	2168
Lloyd	3 months	685
Mercedes Benz 220	prompt	2450
Morris Minor	2 months	773
Morris Oxford	12 months	1050
Nash	prompt	2450
Peugeot 203	3 months	1097
Porsche	8-12 weeks	2150
Renault 750	immediate	778
Riley 1.5	2 months	1599
Rover 75	2 months	1604
Simca Aronde	2 months	1151
Singer Hunter	immediate	1288
Skoda	prompt	1095
Standard 10	8-10 weeks	894
Vanguard	8 weeks	1164
Studebaker Champ.	1-2 years.	2214
Sunbeam 90	immediate	1598
Swallow Doretti	3 months.	1600 approx.
Triumph TR2	3 months.	1350
Vauxhall Wyvern	2 weeks	1050
VW De Luxe	3 months	893
Willys Aero	9 months	1995
Wolseley 4/44	9 months	1235

would flock to the dealer showrooms for a look at model changes..

EQUIPMENT and EXTRAS

As mentioned elsewhere, cars generally were sparsely equipped with the exception of the luxury models, which could cost 50 - 100% more than a Holden. Special versions usually had more chrome, fancier interior trim, a cigarette lighter, automatic interior courtesy light, but not much more. With the exception of continental European cars, very few cars had heaters as standard equipment. Power steering, automatic transmission and overdrive were just out of this world and were available at a premium on some higher cost models, particularly from the USA.

Semaphore traffic indicators were fitted to some cars, instead of hand signals, some were prone to jam giving up the ghost fairly early in their life. In the 1950s and 60s a driver was required to give a hand signal when turning right. This meant extending the right arm horizontally out the window in all sorts of weather. This became unnecessary with the advent of flashing indicators.

Another quaint requirement in the 1940s and 50s was the regulation that required tail lamps to be turned on manually with a switch at the rear of the vehicle. Automatic chokes came into vogue in the 1960s. Lights were dipped with a dip-switch on the floor, sometimes to the left of the clutch or somewhere between the clutch and brake pedals.

Early model Holdens and VWs had 6 volt electrical systems, which meant very poor lights, especially as the system aged. Early Holdens had vacuum operated windscreen wipers, which virtually died, when the car was accelerated.

Very few cars had synchromesh on first gear, which meant that double-declutching was required to achieve a smooth and noiseless gear change, when changing down. The modern practice of mounting hand controls on the steering column wands, for lights, washers, wipers and horn was a significant advance in safety and responsiveness. The eyes remain on the road and the hands on the steering wheel. Radio controls, mounted on the steering wheel achieves similar safety.

Today with few exceptions, all instruments are mounted directly in front of the driver. In older cars, instruments and controls could be all over the place — like a dog's breakfast. Style was more important than function. The Mini and other cars had the speedometer in the centre of the dash! The science of ergonomics seemed to be unheard of. Standard hieroglyph symbols overcome the need for language and easily communicate the function of the many controls found in a modern vehicle.

On the subject of ergonomics, if you get the opportunity to drive a pre 1950s and later car, take note of the relationships between the steering wheel, seats, foot controls, instruments and switches. In many cases the driver had to adapt to poor design. Entry and exit in some cases would cause inconvenience and a degree of discomfort that would not be acceptable today. Also note the weight of the steering, clutch and brakes. Power steering and power brakes were a rarity.

In the 1950s, air-conditioning or power

-operated seats and electric windows were virtually unknown although these were available in the USA. The lack of standard equipment led to profusion of maker and after-market accessories. Some of these were quaint and as useless as an ashtray on a motor bike.

In 1955 a Smiths car heater cost between 24 Pounds, 4 Shillings & 7 Pence (£24/4/7) and £28/15/4 depending on the model, plus fitting. An AWA radio installed at home, factory or office by H.G. Palmers could be had for 47 Guineas, with installation costing 2 Guineas. Deposit was £6/1/- with 10/6 weekly time payment. This was probably close to 2 and 4 weeks average pay.

Goodyear tubeless tyres were a novel innovation. Advertisements bellowed of tortuous testing of a Plymouth by Frank Kleinig, across sleepers, a crash landing after jumping 70 ft. through the air, from a 3ft. ramp at 50 MPH. This was followed by a high dive into a bed of nails at 60 MPH, but with no loss of air, "demonstrating the amazing puncture & blow-out protection" REDcX upper cylinder lubricant was the go for increased engine life. The Comet windscreen protector was supposed to be great for deflecting bugs. Dad had one on his A40 - very sleek! Wibroc hand-pumped, windscreen washer kits were available for 15 shillings.

These were later followed by dashboard fans, venetian blinds, whitewall tyres, cigarette lighters, extra gauges, hood ornaments, locking petrol caps, chrome exhaust tips, weather shields, sun visors, number plate frames, steering locks, chrome do-dads, soundproofing kits, water injection, stabiliser bars, twin carby kits and clear plastic seat covers for 59/11. *De Luxe* and *Special* chrome fixtures were very *chic*.

Among the dubious products were Nu-metal for tired engines. Metalock was the bees knees for cracked engine blocks & battery conditioners (?) were the rage. Not only does it require something like about half the number of weeks work to buy a Holden Commodore, But today's motorist drive a competent and well equipped vehicle with so much more in primary and secondary safety values.

PRIMARY SAFETY

The contemporary capabilities of tyres, steering, suspension and disc brakes with ABS are of an order never dreamed of in an ordinary car when the first Holden was introduced. This has contributed not only to the ease of driving, but to safety and accident avoidance. Radial tyres brought a high level of safety and adhesion compared to the old cross-ply tyres. Frequent punctures and tyre blow-outs were a common feature of motoring from the first days of motoring continuing into the 1960s.

Model	Cost	Weeks Pay	Av. Weekly Wage
1948 Holden	\$ 1,466	82	\$ 17.20
1998 Holden Commodore	\$29,760	38	\$ 788
<i>The Age 19.11.1998</i>			

SECONDARY SAFETY

Current body and mechanical construction in conformity with ADRs to reduce passenger injuries, air bags, ABS, traction control and seatbelt pre-tensioners add significantly to passenger safety.

EQUIPMENT

Heater, air-conditioning, remote central locking, rev counter, radio/cassette/CD, trip computer, 5 speed manual or 6 speed auto transmissions and bucket seats are part of the standard equipment list.

PERFORMANCE

The Holden Commodore weighs half as much again as the 1948 Holden, accelerates to 100 kph in 9.1 secs. compared to 20 secs. Below are some samples from 1955 and 1958 of top speed and performance. A packed, cut lunch was standard with some of them, when aiming to reach 60 mph. Any car that takes above 12 seconds is considered slow. In the 1950s this type of performance was the preserve of sports cars and high powered luxury cars.

More from Brendon next issue



Wheels 1955	Top Speed MPH	0-60 MPH = 102 kmh
Austin A 90	85.7	18.4 secs.
Austin Healey 100	100	13.8
De Soto Auto.	82.5	17.1
Fiat 1000	71	34
Ford Customline	93.7	14.7
Hillman Minx	69.7	29
Hudson Super Wasp	95	16
Mercedes 180	75	29.9
Riley Pathfinder	95	17
Skoda 1200	64.3	24 (50MPH)

A Post-War II Entrepreneur

Life Story of Archie Marshall

LIFE IN NIGERIA

In the last issue I told you about my visit to Ghana and that I was due to leave for a visit to my Austin truck customer in Nigeria.

After managing to contact him by phone it was arranged that I would fly to Lagos and he would arrange transport from there to his home in Ibadan.

On arriving in Lagos I was met by a tall African man in white uniform and taken to the car park, where I was seated in the back seat of a beautiful Chevrolet Impala, which appeared to be almost new.

The distance from Lagos to Ibadan is about a hundred miles; the road was narrow, mainly single lane bitumen with gravel to the sides. There were numerous bridges, all single lane with wooden rails to each side.

I noticed that there were vehicle wrecks in the rivers on both sides of the bridges and asked the driver about them.

He laughed at my question and explained that the usual practice was for vehicles travelling in opposite directions to race each other for the bridge with the common result of one or both vehicles finishing up in the water.

On the road, we passed several crash sites, with trucks on their sides in the bush and passengers wailing and crying as only Africans can! My driver never stopped for any of them and when I asked him why, he simply replied, "that trouble belongs to them!"

We stopped for fuel and food several times, which was an education by itself!

Ibadan is the capital city of the Western Region of Nigeria. It is the largest city in Black Africa and home of the Yoraba Tribe. My customer Chief T.A. Oni was one of many tribal chiefs.

We duly arrived at the Oni compound and drove into a large yard, which had two double story houses about twenty feet apart. The houses were connected by a walkway at the upper floor level. The yard contained a number of women who were cooking on fires on the ground and others that were washing clothes, chopping wood and doing various other chores. There seemed to be a vast number of children of all ages, all running around and having fun.

As the Impala came to a halt, the driver opened my door and all the women and all the kids were introduced to me by names, which I had not the slightest chance of ever remembering, welcomed

me to the Oni home!

I was shown into a room on the ground floor of the largest of the houses, this was my accommodation for the visit and was quite comfortable, with a huge brass bed, a mosquito net and variable speed ceiling fan. Almost immediately I was brought a Heineken Beer and it seemed that my glass was to be filled up every time I emptied it!

As Chief Oni was not home, I had a shower and a good sleep after which I dressed for dinner with him later in the evening.

The Chief occupied his own quarters and had a huge bed with cushions against the walls. Behind the bed was a line of about twenty doorbells each with a number.

Oni noticed me looking at the bells and explained that all the women I had met were wives of his and each bell connected to their quarters, which were in the adjoining house. In that way, he would ring for whichever wife he required, combinations sometimes!

There were over fifty kids in the household and although each wife had her own car and driver, there was a family bus to take the kids to parties and other events.

As if that wasn't enough, he also had an English wife, Monica, who had a house and staff of her own a few miles away. Monica had formerly been a schoolteacher in London and I vaguely remembered reading about her in the Daily Mirror newspaper years before.

The following day Oni took me to his business premises which consisted of a construction yard on the outskirts of the city. He also took me to see a number of shops, which were owned and managed by each of the wives. Mainly they ran businesses, which somehow complimented the construction industry.

Monica who served as the Chiefs secretary and accountant ran the main office. One way and another, Oni seemed to have things pretty well organized!

The reception office had a number of armchairs and lounges and there were several people asleep in the chairs, they looked as if they had been there for some time and were quite relaxed. On inquiry, Monica explained that they were all waiting to see Chief, who did not seem to be in the slightest hurry to see them! For several days, I was taken to meet various people including politicians and others in industry and I learned that Nigeria was due to become an independent country in a few months time, previously having been under the rule of the British Empire. There was a great deal of excitement at the coming independence and it was explained to me that the Country was rich in minerals, oil, agricultural products, timber and many other areas.

My business was to sell ex-British Military equipment, which was available in abundance and very suitable to meet the needs of these developing people. Apparently, when my shipment of Austin trucks had arrived for Oni, many others had seen them and were very impressed. They visited me at all hours and many wanted to take me to their village and show me their projects.

I had inquiries for sawmills, rock crushers, generators, bulldozers and other road making equipment.

After about a fortnight of this kind of treatment, Oni suggested to me that I should consider moving my operation to Ibadan and he offered to get a yard for me together with a house and whatever else I might need. Chief Owolowo, who was to become the first Premier of Western Nigeria, lived very close to Oni, and confirmed that he thought it would be a great idea.

The question of immigration permission was discussed and a visit to the British official responsible soon confirmed that if Oni were in support of an application I would have no trouble at all.

Time for me to go back to England and to decide my plans for the future. I took the Britannia to London, the long flight giving me plenty of time to think about it, but even before I boarded the flight, I knew that I could never be content selling a few trucks to farmers and other small customers in England.



Austin K2 Army truck

To continue, I left Lagos on board the "Britannia" aircraft to return to Manchester at end of March 1959. The trip was long and boring. The four piston engines monotonous drone seemed endless and made it difficult to either think clearly, or sleep it off.

This had been my first overseas trip and my horizons had expanded to enormous proportions in the last two or three weeks. Now I had to return to normality and make important decisions, which would affect my wife, our three children and myself.

I was 28 years old and had been a family man since I was 20. My wife had

been married previously, a wartime bride to a Canadian soldier. Like so many others, her marriage had ended in disaster leaving her with a little girl to bring up alone.

We met in strange circumstances when she advertised a riding saddle for sale in the local newspaper.

At the time I was earning a living by rabbit catching and cutting and selling fence posts, firewood etc and selling horse manure by the bag. I had an old horse "Oliver" which had been given to me a couple of years earlier. I had a cart for the horse, which I used for deliveries, but had never been able to afford to buy a saddle for riding. I noticed her advert and was attracted by the price of four pounds.

One night I was going spotlight shooting, it was early November, dark and wet, I was dressed in a black coverall which was ideal for night shooting, which was done by walking through the paddocks carrying a large torch for a light source.

I noticed the name of the street where the saddle had been advertised and decided to give the advertiser a call. When I knocked on the door, a young woman opened it about two inches and peered out to see me standing there complete with a double barrel twelve, large torch and bag, looking for all the world like a commando left behind from the war!

After she had recovered from the shock, I managed to explain to her that I was interested in looking at the saddle, which she had advertised. Eventually she opened the door sufficient for me to see the saddle. In my pocket I had enough money to pay for it but the woman had impressed me more than the saddle and I wanted to come back another day

suitable dressed for the occasion, so I gave her a deposit of a Pound with the promise that I would return the following week to settle the balance.

Each week I paid another Pound and she made me a cup of tea and we chatted. I learned all about her marriage to the Canadian and she showed me her little daughter who was just over eighteen months old.

I invited her out for a drive in my cart and scrubbed it out thoroughly, having used it to deliver horse manure the day before! We drove around the countryside several weekends, Beryl, myself and her daughter Helen.

I was 20 years old and Beryl was 26, Helen was under two. At that time marriage was not allowed under 21 without parental consent and as my father would never consent, we decided to elope to Manchester which was 250 miles away from our homes in Brighton.

Since that time eight years had passed and I had managed to provide for Beryl and her daughter together with two sons of our own who had come along. Also I had managed to buy Grange Farm, of thirty acres and also had the two Mercedes Supercharged sports cars, a few other cars and our stock of pigs, poultry and cattle. There were also a few riding horses.

In the yard, in Manchester, there was also a considerable stock of vehicles, tools, spares and so on.

Now, here I was, sitting in an airliner homeward bound with decisions to make which would affect all of us. In those days it was the duty of the man of the house, to put bread on the table and he alone had the responsibility of doing so. He also had the right to make whatever decisions were necessary.

As a family we were all very happy

at Grange Farm, but there was never any way we could make a living from the farm, in fact it was costing money to keep up, all of which I had to earn from dealing.

Our children had their riding ponies, I had the two Mercedes cars, I often went for a walk with the gun in the evenings and my neighbor had a lake, which we used to fish in on occasions.

On the other hand, Nigeria would be independent in a few months and I was in on the ground floor, I had important connections there and they had a great need for trucks and equipment, which I could provide in abundance from the vast stocks available from Government Surplus sources.

What was lacking was trading capital and it soon became clear that the banks and other lenders were not very interested in providing risk capital for a young 28-year-old to invest in West Africa.

If I was to become a real businessman, I had to learn how to make good business decisions devoid of emotion and rid myself of expensive hobbies until such time as I had built up the financial resources to pay for them without putting my business in hobbles.

In my heart I already knew what I had to do, which was to sell the farm and the cars and everything else and ship all the best of the stocks of trucks etc to Nigeria and that was the decision which I had to announce to my family, despite the tears of the kids. It was a terribly hard decision to make, particularly when I looked at my spaniel sitting by my gun cupboard wagging her tail! Even today, forty-five years later, I find it hard to think about it.

More About Austin Trucks

The Austin Motor Co began building trucks in 1913. Their first truck was 2-3 tonne of unusual design, having a 29hp 4 cylinder engine mounted ahead of the radiator, similar to Renaults and Mack trucks. Drive to the rear wheels was via a four speed gearbox and twin prop shafts, one to each rear wheel. The semi-forward driving position and raked steering wheel meant that the steering column was fully exposed ahead of the dash board. *(A rare example of the twin prop Austin truck was in the late-Stuart Dyke's collection in New Zealand)*

Approximately 2,000 of the early Austin trucks were built but the company left the truck market and did not return until 1939 when it launched a completely new range. It was modelled on the Bedford, covering the 1½ to 4/5 ton

payload bracket. They bore such similarities that they were often referred to as the Birmingham Bedford. They were called the 'K' series. Large numbers were built for military use during World War II.

After the K range continued with little change, but a stylish new model the Loadstar was made from 1950. A Perkins diesel engine was offered on the model in 1951. The model is very familiar in Australia as many were used as fire engines.

In 1951 the formation of the

British Motor Corporation by the merger of Austin and Morris. In the mid-1950s the Austin identity for their commercials was lost due to the commonised model range by BMC, which became Leyland when merged with Leyland Motor Corp. in 1968. *(above 1937 3 ton Austin truck)*



Michael Worthington-Williams talks of a Willys-Knight

I owned a Willys-Knight at one time and there's a story to that one too.

A local heritage bakery included an adjacent flour mill driven by an overshot water wheel. We use to buy bread from the bakery and one day I noticed a very battered Willys-Knight radiator lying in the yard outside the bakery.

Me being me, I had to know about it and enquired within. I was told that I could have the Willys-Knight nickel name plate attached to the grille and that the radiator had come from the rest of the car which lay in the grounds of Cilgwyn Mansion in Newcastle Emlyn, the local West Wales town.

The Mansion was at the time unoccupied so an expedition was organised. The agents handling the sale of the property gave us permission to remove what they considered was just junk and so armed with a trailer we descended on the property.

It took us some time to locate the remains of the car in the extensive grounds but eventually we tracked it down to a thicket of laurel bushes. These were probably the worst possible resting place because the laurel is very acidic and the car was in a sorry state. Absolutely no bodywork remained and the chassis was totally rotten and useless. Everything else was in a similar state but we decided

to load up the bits anyway. There wasn't a single part that could be reused but we thought they might be OK as patterns. As it happened, a friend had recently imported from New Zealand a Willys-Knight of the same model and year (the alloy chassis plate on the rear spring hanger of the Cilgwyn car had miraculously survived intact so we were able to date and identify the model).

The importers of the NZ car were not vintage car enthusiasts and had accepted a modern registration number from the authorities when the car arrived. This was totally inappropriate for a 1927 car. Around this time I was approached by the proprietors of the local Cawdor Garage. They were turning out an old filing cabinet and found a large bundle of old style cardboard car log books. Among them was a Willys-Knight and, surprise, surprise, it was for the Cilgwyn car.

The registration number was a very short early one – I cannot remember it exactly but it was something like MT 9. This was a far more appropriate period number for the NZ car but the DVLA (the centralised registration authority in Swansea) refused to transfer it to the NZ car because the rules said that both vehicles had to pass an MOT inspection for roadworthiness and clearly the Cilgwyn car could never to that.

At the time Maggie Thatcher was the Prime Minister and although I was not one of her voters I thought the "Iron Lady" might wield some clout with officialdom. I duly wrote one of my persuasive letters to 10 Downing Street only half expecting a reply. Amazingly I heard back promptly that if I could produce a "pass" certificate for the NZ car and a "fail" certificate for the Cilgwyn car, then the transfer of the number could go ahead.

We trailered both cars to the local MOT Garage and awaited the fun. The MOT tester passed the NZ car without any problem, but when it came to the Cilgwyn car he was convinced that it was a spoof or that we were from the TV programme *Candid Camera* with Jeremy Beadle. He and his staff spent some time looking for hidden cameras. But eventually we were able to persuade him that it wasn't a joke and all went ahead. "I've always wanted to do this" he said, putting a cross against every item on his form.

So if you now see a 1927 Willys-Knight in pristine condition wearing its 1927 registration number, and thinking it's been on the road continuously in the UK since 1927, you'd be wrong!

Mike

Giltrap's Motor Museum

Hands up those who went to Coolangatta to see one of few automobile museums in Australia in the 1960s and 1970s. Giltraps Gold Coast Auto Museum was opened in 1959 and thirty years later the eclectic collection was disbanded. Sadly the founder, George Giltrap, died of leukemia in 1966, his family continued to run the museum. His famous exhibit was "Genevieve" the 1904 Darracq which starred in the wonderful film that created a huge interest in veteran cars and the London to Brighton Run, open to cars made to 1904. Hopefully someone will purchase the rare Australian Lincoln advertised below and complete its restoration. *David*



My late husband was George Giltrap Jr and the museum closed and the vehicles auctioned in 1989. We purchased a few vehicles at the auction and used them over the years until he passed away in 2012. George was particularly interested in Australian made vehicles which is why he included this Lincoln amongst our purchases. Regards, **Frola Giltrap**

For Sale: 1923 Australian Lincoln, almost complete car dismantled, less tourer body. Also parts from a 1926 Lincoln Six. Two Continental engines, Grant Lees gearboxes and rear axles. Refurbished chassis, lights, 2 x radiator surrounds and original badges all restored. Located on the Gold Coast. Price \$5500. For further information re rest of parts contact Noel Tuckey at 07 5416560. Email tuckey.noel@serv.net.au



Bits & Pieces

1914 Rover Motorcycle



Simon Agar from Sydney is trying to find parts to complete his 1914 Rover motorcycle. At Brian Forth's advice he visited Alan Mitchell and was able to acquire an original spare carrier in great usable condition that was just sitting on a hook in his shed. He has the bones of a 1914 Rover for restoration and just looking at the options for hubs, wheels & tyres. The frame was originally set up with Sturmeys Archer

three speed hub but none of that gear remains unfortunately. It does mean the rear slots are quite wide (I can give the dimension if required) Can anyone please advise options for both front and rear hubs and tyres/tubes along with pricing. He is seeking and information or where he might find the parts to finish off the project. It would be appreciated.

Simon Agar SAgar@airsprings.com.au

Wedderburn Activity

You don't even have to go out of your neighbourhood to find a few old cars. I often go for walks around the small town, stickybeaking for anything that resembles old vehicles. There are several old car owners in town who bring out their cars when the occasion arises. However there are other owners whose cars are not active and probably never will be while in their ownership.

I was delighted to see an un-restored 1948 Ford V8 Mercury coupe behind a shop. Chris had added it to his early 1950s un-restored Bedford truck and a



Ford Falcon two door Landau that is in pieces. Chris has that many projects on the go it will be a while before his recent purchase is worked on. He bought it off the internet so it is lhd. He



needs seats and a starter motor to complete the car.



The wreck of the month is a very battered 1960 FB Holden sedan. Note the floor change below.



Bits & Pieces



Another new acquisition in the area is an Overland. The restorer unfortunately passed away and Tommo intends to finish the car. He believes it's a 1919 model. Note the unusual front spring arrangement. It originally had a boat tailed body, however no

body parts were included. The front a rear wheels are different sizes. He would like to know which size is correct. As everything aside from the cooling system is hooked up, it appears the four cylinder engine may have been started.

Overlands After the World War II *(from the internet)*

During the period 1920 - 1926, Willys Overland produced a succession of 4 cylinder models which were designated 4, 4A, 91 and 91A - all on 100 inch wheelbases. In 1923 another 4 cylinder model was introduced, this time designated Model 92, but on a 106 inch wheelbase and more readily remembered as the Bird series. Red Birds had red bodies, Black Birds had black bodies and Blue Birds of course had blue bodies. Sometimes all these models are known simply as the Overland Four. The goal had been to sell the car for \$500 to compete with the Ford Model T. However the war induced increases in prices for steel and labour and so the selling price for 1920 ended up at \$845 and upwards. Total combined production of the 4 cylinder models 4, 4A, 91, 91A and 92 over the August 1919 to May 1926 period amounted to some 642,000 vehicles. All used the Triplex 3 point cantilever spring system consisting of 2 quarter elliptic springs mounted at angles to the

front axle and rear of the car. The 6 cylinder Model 93 however, used conventional semi elliptic springing. *(right)* an Overland tourer of the same period. Note the cover over the front spring arrangement.



Riley Special

John Hunting advises that he is the current owner of this splendid 1928 Riley which spent much of its life in Victoria and is now with him in WA.



Classic Image

Stepan Nechwatal sent this image from his archives showing a 1915 AC 3 ½ ton model Mack truck transporting a Blitzen Benz racing car. This image is taken outside the manufacturing plant, Allentown, Pennsylvania, which became Mack Brothers trucks. This first model came with mesh vents on the side of the bonnet and had no windscreen. It had chain drive to both rear wheels. The racing car also chain drive with a long boat tail. *(Ed: It was one of six German built 1909 Blitzen Benzs, based on the current Benz GP racing car, with a 2 1/2 litre 200hp (147kw) engine. It broke many world records)*

Bits & Pieces

Riley Nines



William Page forwarded the above images and I referred to **David Trunfull** for information on these photos.

He advised that the photos are all of the three Rileys that travelled to the Monte Carlo Rally in 1931/2

The first one is of Jean Robertson and Kath Howell. They were already very experienced motorists when they undertook the trip, as they had travelled across Australia in a Lancia Lambda in 1927.

They are also in the group photo outside the RAC of A building in Sydney. Their car and a sister car's body was built by James Flood. The second Flood bodied car was driven by Capt. Pat Morice

M.C. The car on the far right with striped body work, is that of Joan Richmond. It was bodied by her coach-builder of preference, Elite Motor Body Works of South Yarra. Joan's co-driver was the Australian Riley representative. Bertie Beatson. (Morice's passenger was Mrs. Florence Coldham, who was the young ladies chaperone. Jean Robertson married Bertie Beatson after the trip)

The cars are all Riley Nines, two tourers and a two-seater, built on Plus Series Chassis. Riley did not give models names to their models at this time. That was to come later.

I have made a bit of progress on my

Riley, but nothing worth printing in Country Motor at this stage.

I should mention that a good friend of mine is putting together a book about the Australians' trip to Monte Carlo, based on Joan Richmond's notes, Jean Robertson's photos, and Captain Morice's handwritten diary. I did an initial transcription of Morice's diary for him.

Other sources on the trip are David Price's book on Joan Richmond, and the late Les Mills' large chapter in the Second James Flood Book of Early Motoring. I believe Les was the only person who interviewed all the women drivers.

David



Thor 1916 Thor Model U

Colour: Blue Cubic Capacity: 1000cc

Engine Number: 4672 Cylinders: 2

own in-house foundry, Thor offered complete motorcycles, ending the agreement. By 1908, Thor offered both magneto and coil ignition and either belt or chain drive and produced a V-twin engine of its own design. In 1916, a three-speed gearbox was offered. While the company continued manufacturing forgings and components for other motorcycle builders, its own output of motorcycles declined and ended in 1920.

The 1916 Model U is equipped with a 50-degree, 61ci (1,000cc), V-twin rated at 7hp and is in the factory's standard colour. It is one of two identical bikes purchased for the NZ Classic Motorcycles collection at auction in Las Vegas in January, 2009. It was acquired by Transport World in May 2016

From the SVCC Rumour June 2019
Southland Branch - Vintage Car Club of NZ Inc

Footnote: In 'James Flood Book of Motor Cycling in Australia' one mention is made of a Thor. In 1917 the Easter Carnival was contested at Mortlake and the 200 Mile Solo Handicap was won by B. Eckhardt (7hp Thor) with J. Walker (7hp Indian) winning the shorter sidecar event.

Bits & Pieces



ROTARY CLUB
 OF BACCHUS MARCH
 Presents
VINTAGE
Trucks & Trades
 18-19TH APRIL 2020
 St Anne's Winery
 Myrningong
 10:00AM - 4:00PM
FOR ALL THE LATEST EVENT INFORMATION VISIT OUR FACEBOOK PAGE
 Rotary  



1927 Nash



GMC

Rotary Club of Bacchus Marsh upcoming event, the weekend of 18/19th April

In 2019, the Club held their inaugural show at Maddingley Park, Bacchus Marsh, which exceeded their expectations and they have chosen the picturesque environment of St. Anne's Winery on the Western/ Ballarat Freeway as their second event. They are welcoming vintage/historic commercial vehicles and to compliment, a virtual village of working old trades and skills. Not necessarily to be all automotive themed, but including woodworkers, blacksmiths, authors, etc, and Historical Societies and Clubs.

Enquiries for the Vintage Trucks and Trades Show, contact the Co-ordinator at Rotary Bacchus Marsh, Donna Thomas. mobile, 0437 177 031. Email donna@balancedfinancial.com.au.

sent in by Stefan Nechwatal

Matchless For Sale



1957 Matchless G3LS 350 Unfortunately I have to put up for sale my 1957 Matchless G3Ls 350cc. Engine number 57/ G3LS 32930. I am the 3rd owner. The bike is in above average condition and has just been serviced and checked over by



Brian Kurchner [Nipper]. If anyone in the club is interested they can contact John Tilbrook for further details on 0418859118, I am looking for \$7250 for it. John Tilbrook [<mailto:jmetilbrook@bigpond.com>]

Frustrations of COVID-19

The Saturday Age, edition 14th March, suddenly brought this Virus exploding into our consciousness, as did an email, by the American Historic Truck Society, of which I am a member.

I had bought The Age on my way south from home, on my way to have a seller's stall at the Annual Ballan Swap Meet. Outside of the newsagent, sitting in my car, I read the news, Nation Locks Down and thought, "this will be the last motoring event for a fair while!"

I paid my \$20 entry stall fee at the gate of the old racecourse and unpacked Little Yvette (right) from her restraining ratchet straps and settled in to watch for interested onlookers.

They didn't come.. The Swap Meet environs were bare, save for the embattled stallholders, bracing the horrific cold winds coming straight from the Antarctic.

Country Motor Australia Issue 24

By 11.30AM, they were calling it a day, packing up and leaving. The freezing winds had not helped their spirits.

I spoke with a number of Committee persons from the Ballan District Vintage Machinery and Vehicle Club Inc., who had organized this annual event today.

While setting up the day before, they had considered pulling the plug, but as they had prepared food in their new state of art clubroom kitchen to feed the usual masses, they had decided to go ahead with the Sunday event.

Regrettably the gate takings suffered and so will their fundraising, as this event is the second on their calendar which helps to keep their extensive infrastructure evolving.

I fear the ramifications of the new Government's call out will impact our communities in ways we have not imagined.

These motoring events help the general Mental Health of the community at the same time offering many ways for the community to be positively involved in

fundraising, be they the local football/netball club, the Rotary and Lions Clubs, school mother's committees, etc.

I can only hope that after the sensationalist news has died down, some more rational measures can be implemented, so that gatherings can still happen safely and for the benefit of all.

Regards, Stefan Nechwatal,
Motoring Journalist.



Austin Eight Register based in the Netherlands

Hermann Egges



THE AUSTIN 8 REGISTER FOR THE WORLD
WWW.AUSTIN-EIGHT.COM



AUSTIN 8 OPERATION MARKET G
75th ANNIVERSARY 1944-2019
WWW.AUSTIN-EIGHT.COM



AUSTIN 8 BOTH ANNIVERSARY EVENT
WORCESTERSHIRE JUNE 2019
WWW.AUSTIN-EIGHT.COM

Peter Woodend (NZ) sent me the latest edition of Country Motor Australia.

I run the Austin 8 Register since 2012 and took the role from Ian Pinniger who started the register in 1994 after he had bought his first Austin 8 in 1974. I publish a newsletter approximately 5 times per year about the Austin Eight. It is named 'Eight Update'

austineightregister@gmail.com
www.austin-eight.com

Austin 8 representative for the Austin Counties Car Club UK (ACCC)

I have interest in British cars since I was young. My Father used to have an antique shop and some of the regular buyers came with English classics from Ford Popular to Riley RMA's.

My first classic was an MGB rubber bumper USA model 1977. A poor man's MG. Now I have one 1951 MG-TD in restoration and 4 Austin Eights - 1939 Civilian Tourer, 1940 Military Tourer, 1939 two door four light saloon, 1947 van. Besides that I have an 1928 Ariel Motorcycle 500CC OHV with original 1928 factory Ariel side car, which is a very rare combination.

The Netherlands is a country where classic cars are very popular. There is a wide range of classics and many are

imported through the harbour of Rotterdam, so they all arrive in the Netherlands for further distribution within Europe. Therefore you will find many car traders as well in The Netherlands who trade the cars further to European customers. There are many specialized in British cars. Some of them specialized in MG, Triumph, Healey, but others are specialized in Jaguar XK 120-150, E-types or even Aston Martin. There are many rallies and tours.

The biggest event is in the north where 400 pre-1950 cars and 200 pre-1950 motorcycles will attend and drive a route for about 250 km in one day.

I am in contact with several Austin 8 owners in Australia and New Zealand but would of course like to get in touch with more Austin 8 owners.

I have seen images of a green over black Austin 8 Doctors Coupe, but was never in touch with the owner. There are three of them in Australia. Also there are Austin 8 Utility Tourers. I have no images of a complete car, but have seen one sold recently. I have about 3-4 of these utility tourers in the register, all from Australia.

We have had some manufacturers of cars in The Netherlands.

A quite special car was the DAF



1939 Austin 8 AP Tourer
Hermann Egges & Tineke Bijl
DOT 891 / J8070 / AR-49-78
The Netherlands

Variomatic. That was a small car with innovative automatic transmission, named variomatic, nowadays used in Formula 1!

The variomatic had no gears and the cars had the same speed forward as backwards. Therefore they were used a lot in classic races where the cars drove backwards on the circuits instead of forward.

DAF is still made but only as a truck brand and no small cars like in past days.

Besides that we have Donkervoort, which is a serious sports car based on the Lotus Seven. They are better than the original Sevens, Caterhams and Winfields made in UK.

We had a brand named MAX as well, but they did not make it that long.

Also we have manufacturing companies like Scania Trucks, Volvo, Mitsubishi, but these are not Dutch brands of course.

So, the Netherlands is not a real car manufacturing country.



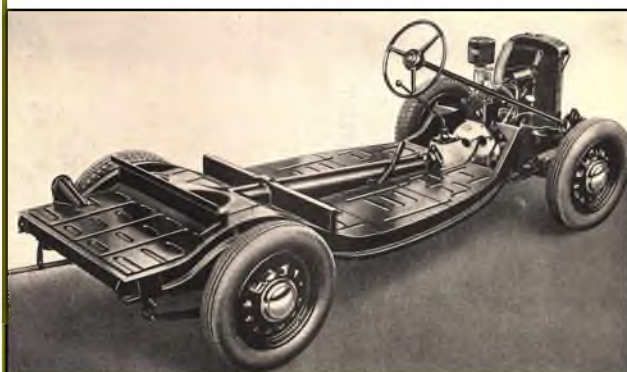
From 'The Dumpy Book of Motors and Road Transport' 1957



The Austin Eight Register produce a great Emailed newsletter tracking down Austin Eights from all over the world

More on the Austin Eight

In 1938 the Big Seven was introduced. The same basic chassis design was retained as previous Sevens, but a new 900cc engine developing 25 bhp. In



1939 saw the birth of the Eight. A completely modern design with a new chassis, roomier body and 27 bhp from its willing s.v. engine.

A few changes occurred over the years of production. 1940 a cast iron gearbox was fitted (engine no: 40,241). Last produced for the War Dept 1941 (chassis no: 45,063). 1942 (Ch no: 47,046) production ceased during War. Production re-started October 1945 and production finally ceased October 1947.

From 'The Book of the Austin Seven & Eight' Pitman's handbook 1951 reprint

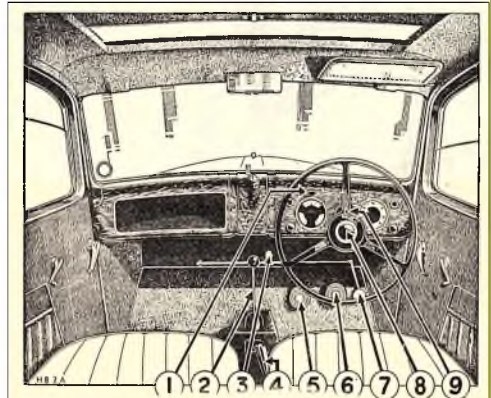


FIG. 64. THE CONTROLS OF THE EIGHT

1 = Windscreen wiper	6 = Brake pedal
2 = Gear lever	7 = Accelerator pedal
3 = Headlamp dipping switch	8 = Horn button
4 = Handbrake	9 = Direction indicator switch
5 = Clutch pedal	

David's Photo Gallery of Old Men with Old Cars Seen in the 1960s



1926 Oldsmobile tourer resided in Glenroy, where I lived as a teenager, driven by this elderly gentleman. He had owned it since the 1930's and the car had covered only 40,000 miles. There were several dents in the mudguards where the car contacted the narrow gate posts. The car was passed down to his grandson who I knew when we moved to Melton well over 40 years ago. He had several Oldsmobiles. Far left is my restored Claude Hobson push-bike with aluminium wheels and hub brakes. I used to cycle for miles looking out for old cars to photograph

1926 Chevrolet tourer taken at Merrinbulla, NSW in April 1964. The owner bought the old Chev new in 1926.



In May 1966 during a visit to Adelaide, in the City of Unley we came across a 1923 Buick tourer. By the mid-sixties there were few vintage cars still in use. In this case the original owner, Mr McEwan bought the Buick brand new and still drove it despite its well used appearance.

