

# Country Motor

## *Australia*



**Issue 17**



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

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*Ian McCorkelle's  
Dodge 4 Ambulance*

Back copies of Country Motor  
are available upon request

**Country Motor** is a E-magazine  
created for and by country motor  
enthusiasts who have passion for  
ancient motor vehicles,  
engines, in fact any motor that is  
curious and old

Please forward all editorial  
enquiries and contributions to  
David Vaughan

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# Country Motor Australia

Issue 17

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## Editor's Entries

*Welcome to the seventeenth edition of Country Motor*

### **Seventeenth Issue**

Issue 16 was way behind  
schedule due to many reasons. This  
issue has caught up the time lag.

I appreciate readers who have  
sent in stories of their cars, from Tony  
Johns 3 litre Bentley to Wayne Styles  
Austin 7, and their experiences. The  
stories all add interest to the magazine.

The main rally review is  
inevitably on the weekend I  
co-organised with Stuart McCorkelle at  
Wedderburn. Aside from the inclement  
weather it was a great weekend. Our

first VDC rally here was  
on a freezing Queens  
Birthday weekend in 1975  
with our eldest three kids  
(10, 9 & 8). We camped!  
Where was the usual  
Wedderburn hot weather??

When I was about  
four years old (1950) I remember my  
father showing me rows and rows of  
World War II trucks that were being  
held in a yard near the docks somewhere  
on the coast of Dorset, England. I often

wondered what happened to them all  
and now I know after reading Archie  
Marshall's Story. Part 1 of his wonderful  
enterprising story of his life starts with  
the acquisition and sale of war surplus  
vehicles.

The Bristol Aircraft Co. turned  
their product lines from building  
bombers for the WWII war effort to  
many other items of necessity. They  
built pre-fabricated bungalows to  
accommodate thousands of displaced  
families who lost their houses during the  
blitz as well as other public buildings.

My father worked for the  
company during the war and was  
assigned to working on the first Bristol  
cars in peace. That was of little interest  
to him as all his experience was on  
aircraft so he eventually sought work at  
Vickers in Dorset. Australia is well  
endowed with Bristol cars due to UK's  
'export or die' mantra of the post-war  
years. It is nice to see many of these  
expensive cars being restored. Iain Ross  
is completing his second splendid  
Bristol 400 coupe restoration.

Happy motoring,

*David*





# Wedderburn Winter Rally

6th-8th September 2019

*Last Year I was approached by Garry Jewell to run a Vintage Drivers Club rally to Wedderburn. It was not long ago since a VDC rally was held in the area, so I thought it was unlikely to create a lot of interest. I wanted the rally to be run in conjunction with the Wedderburn Engine Rally in September.*

I prepared a proposal and Stuart McCorkelle presented it to the VDC Committee who approved it. Stuart is restoring a Dodge 4, like his father and brother Peter who have similar Dodges.

Stuart and I kept in contact over



Bill McKellar did an excellent job of making a commentary on the car collection telling lots of amusing stories about the cars.

We had coffee and bikkies then proceeded onto Wedderburn via Maldon where the group had a quick break.



Everyone booked into the full motel or caravan park and were on time for the evening meal at the Wedderburn Hotel.

The pub was particularly busy as a caravan club had set up camp for the weekend as well as people from the engine rally. The meals were to everyone's satisfaction and were served in reasonable time. Our group talked until we felt obliged to leave later, being the last ones there!

On Saturday morning Lyne and I had to make a detour in the Alvis for petrol and joined the group at the Engine Park. The Wedderburn engine club provided bacon and eggs for not only our



the months. He organised the route to Wedderburn while I took care of the Wedderburn activities and compiled a rally booklet which Stuart had printed.

Being called a winter rally, even though it was the start of spring, I think put a mozz on the weather, as we experienced cold and wet weather conditions all weekend.

We initially had 17 entries, however two dropped out due to illness. Also two vintage cars of Nick Horn (Austin 12/4 saloon) and Peter & Kerry Taylor (Chrysler Imperial sedan) were not able to attend as they were not going. The list was down to 13 cars plus Phil Barclay in his Dodge 4 coupe, who attended but didn't participate in all activities.

On Friday I met the Melbourne



*Morris Minor Panda car was delivered by British Leyland to the Metropolitan Police, New Scotland Yard, London on 20th January 1971*

group at the Morris Minor Garage Museum at Harcourt North. Here Michael & John Paas and Janet Barlow-Pass met us in their 1927 Crossley 20hp. (above)

breakfast but anyone who was camping on the site; there would have been about 40 tents and caravans.



At 10am, in view of the Dodge Four's limited speed, we slowly motored off to the Melville Caves. Trevor Davis from Melton had transported his 1927 International truck to the event and joined us on the short run.



The weather was icy on the mount but the views were extensive from the lookout platform.

Everyone heard an alarming thump. Trevor's International truck had slipped its handbrake and rolled back into a tree. At first there appeared to be little visible damage. Close examination revealed the tray had been pushed forward about an inch, cracking many structure boards and distorting the tray. It is a shame as the truck is beautifully built.



We all made our way back to the Engine Park to buy lunch and display the cars. Did I mention the nice spit roast pork sandwiches and homemade cakes?

Stuart McCorkelle was missing all morning. Another misfortune was that Garry and Glenda Prewett's REO had lost one of its side mount spare wheels which they didn't notice until they reached Wedderburn. The very distinctive and rare spoke wheel with a white wall tyre had evidently come off with part of the mounting bracket. Stuart had driven all the way back to Maldon and checked the roadside for the wheel to no avail. A very nice guy

and applications. The rally featured the Maryborough pipe band, sheep shearing with old clippers powered by a Lister engine, chaff cutter was powered by a Fordson E27N half-track



tractor, a quilt show with lots of beautifully made quilts by local quilters, the large Ruston Hornsby engines were fired up, a tractor trek with

about twenty tractors motored off and returned after a 40k drive at 1pm, kids train rides and variety of snacks available by club members.

At 2.30 we all drove to the Coach House Museum in the main street. One of the hosts showed us around telling many anecdotes of living years ago in the town. The main part of the museum was a grocers shop that appeared to have been abandoned 50 years ago and everything was left on the shelves. Behind the museum is a coach house with lots of horse drawn carriages on display.

The rest of the afternoon was free for entrants to explore the town and a collection of old trucks and wrecks out of town.

The local pub was again the venue for the evening meal which we enjoyed and again another talkfest.

The cars lined up at the engine park on Sunday morning for breakfast and a chat.

The group moved off before ten and hit the highway to Inglewood, except the REO that had the RACV checking out its starting problem.

Our final activity was a visit to the excellent Eucalyptus Distillery Education Centre. We had refreshments, listened to a talk on the old and new methods of extracting oil from the eucalyptus leaves and an interesting video of the growing industry, seeking to create the best hybrid eucalyptus trees for the most productive oil.

Here the group motored back in the rain to Melbourne or country towns they live. I believe everyone enjoyed the weekend despite the inclement weather.



Phil had a problem with his 1926 Dodge carburettor which was finally fixed with the help of a local car enthusiast Neville Mills. The imported coupe has lhd.

is young Stuart. We believe the wheel will turn up at a swap meeting one day.

The engine rally was very well supported by dozens of engines all sizes





*1930 Chevrolet AD Universal coupe of Gary & Christine Miles; one of many horse drawn carriages at the Coach House Museum; Water Boy open crank stationary engine; Rod Hokin's 1928 Chrysler L80 sedan, 1913 Model T Ford recently restored by Ted Goddard; Ian & Fran Cartwright's 1956 Triumph TR3; Fordson Major E27N tractor with half track conversion owned by Murray Keller; Graham Paige 827 8 cylinder sedan owned by Doug & Edith Stevenson, Bill Eldridge's 1928 Chevrolet AB tourer; a rabbit's hut made from hessian bags and rear wall is beaten out 44 gallon drums with a corrugated iron roof; Morris Minor low-light convertible, Iain (Vice President of the VDC) & Maureen Ross's 1928 Model A Ford; Morris Minor English postal van, 1926 Dodge 4 Ambulance owned and restored by Ian McCorkelle attracted a lot of attention.*

- Cars that attended -**
- |                          |                           |
|--------------------------|---------------------------|
| 1951 Alvis saloon        | David & Lyne Vaughan      |
| 1928 Chevrolet tourer    | Bill Eldridge & Nick Horn |
| 1930 Chevrolet coupe     | Gary & Christine Miles    |
| 1928 Chrysler sedan      | Rod Hokin                 |
| 1929 Chrysler coupe      | Jill & Carol Lambert      |
| Recent Ford Mustang      | Peter & Kerry Taylor      |
| 1926 Dodge 4 coupe       | Phil Barclay              |
| 1926 Dodge 4 ambulance   | Ian & Peter McCorkelle    |
| 1928 Ford tourer         | Iain & Maureen Ross       |
| 1928 Ford tourer         | Glen & Kerry Bennett      |
| 1991 Ford Capri          | Roy & Joy Sleeman         |
| 1929 Graham Paige sedan  | Doug & Edith Stevenson    |
| 1927 International truck | Trevor Davis              |
| 1958 Mercedes Benz ute   | Colin & Valerie Wilson    |
| 1929 Reo coupe           | Garry & Glenda Prewett    |
| 1956 Triumph TR3         | Ian & Fran Cartwright     |

# Porcupine Flat Dredge

On the road between Maldon and Harcourt North I saw two relics from the gold seeking period. The inscription on the interpretive notice states: This bucket dredge was operated by George Haywood, Eric Baumann and others for about 30 years, until it was abandoned in 1984. It was one of the last dredges operated in Victoria. It is a relatively

small bucket dredge, but is one of a few to have survived more or less intact. The crane nearby cleared trees in the dredge's path. Since the 1930s electric power had allowed the construction of very large dredges, some employing up to 60 workers. Dredging for gold dates back to the beginning of the 20th century, but for environmental reasons it is no longer practiced.



*1991 Ford Capri cabriolet of Ron & Joy Sleeman; Glen & Kerry Bennett's 1928 Model A Ford tourer; Rod Hokin's 1928 Chrysler sedan; 1929 Chrysler 75 coupe of Jim & Carol Lambert; Garry & Glenda Prewett's REO Flying Cloud coupe and Colin & Valerie Wilson's 1958 Mercedes Benz W180 Utility. My Alvis at the museum.*

# My Bentley

**Tony Johns**

Reprinted with permission by Tony Johns from the Bentley Drivers Club of Australia 'Newsletter' 2016 issue 172



My interest in vintage Bentleys goes back to my childhood when I saved my pocket money and purchased the Corgi Classics model of a 1927 Le Mans 3 litre Bentley. As a boy I remember seeing the occasional Bentley on the road, but it was not until my teenage years going to the annual Kalorama Rally in the Dandenong Ranges with my Austin 7, that I started to get more involved.

My first ride in a Bentley was in Peter Gargett's 3 litre (chassis 533). His mother and my mother both went to the same boarding school in Brisbane. At the time, Peter also owned a Rolls Royce 20hp and a Silver Ghost and was not interested in selling the Bentley to me. In fact the car was only sold last year and is now in Victoria.

I well remember going to Richard Knight's parents' house in the 1960's to look at two dismantled Bentley chassis and all the running gear laid out on the back lawn for sale. There were no bodies and both cars that would have been major restorations, all way beyond my skills and finances. I can imagine my parents would have said if all this junk had arrived at home!

I also looked at the Speed model chassis 602, originally owned by Arthur Terdich, but this was purchased and restored by Alan Jones. Later it was sold at an auction at the Melbourne Showgrounds and shipped to the UK. At the time it was rumoured to have a welded crankshaft and none of the local owners were interested in bidding.

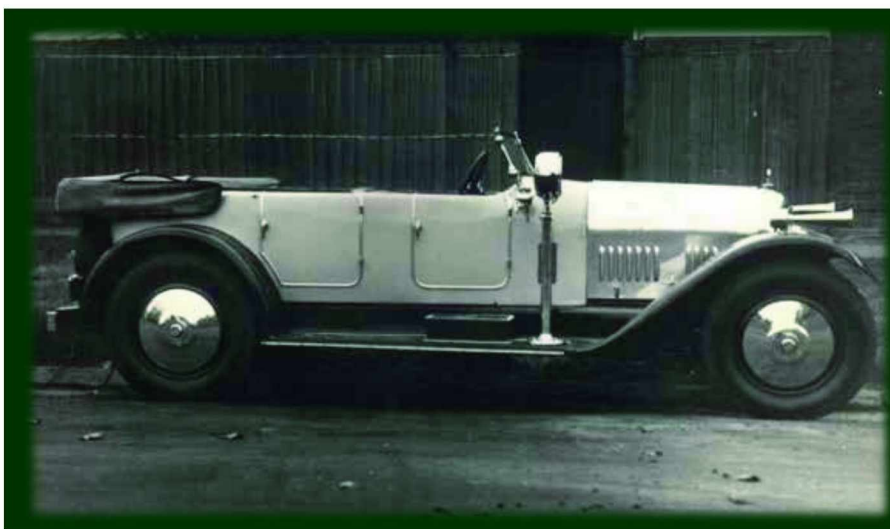
John Reis, another long term motoring friend, had just purchased his 3 litre (chassis 957) from ABC newsreader John Royale and that stirred my enthusiasm even more, so I joined the BDCA for the first time in 1964, in the hope of finding a suitable car. Gregor Rusden and Frank Neilson were very active in those days and they wanted me to order a set of cross shaft gears that the club were having made, even though I didn't own a car. They said I would need them one day!

Around this time John and Jean Weatheritt had driven overland from England in a 2CV Citroen van and as owners of a 3 litre were aware of some Bentley owners in Melbourne. After making contact with George McKaige they decided to take a break from their journey and stayed in Melbourne for some time. In 1973 when I went to the UK for the first time and I went on many trips with them in their 3 litre. They were popular members of our club and donated one of our main trophies, the Weatheritt trophy, when they returned to England.

Massy Burnside who held the first Australian agency for Bentley at the time, imported chassis 659 manufactured in June 1924. To reduce the import tariffs the majority of cars at that time were imported as a rolling chassis. Chassis 659 was then fitted with a touring body built in Melbourne by Martin & King (*below*) for

his autobiography 'As Long as it Has Wheels' he relates the story of asking the vendor if the Bentley has any quirks. Cocks replied, 'the gear change is a little tricky, but as a racing car driver you will not have any trouble.' Flattery did not help. Gullan later said; 'The car was like a truck to drive -- I crashed and grated the gears all the way home. When relating my troubles to another Bentley owner, he said try not use the clutch. I did with a slight pause in neutral and it was like a hot knife slicing butter.'

Brian Hussey acquired the car in 1983 together with chassis 302 from founding BDCA secretary Frank Robinson and then on sold 302 to Bill Orde. After a complete restoration, in the style of a Le Mans Team Car, Brian drove the car to Canberra for the FIVA 1988 International Rally where it received several awards for the high standard of



the first owner, Tim Joshua, the son of the managing director of the Bryant & May Match Company in Richmond. It was registered in January 1925 with the number 69046.

Later the second owner, a merchant from Northcote, Basil Cocks, reregistered it with the number plate 1170. This ended up with Jack Nelson when he acquired the original body from Frank Robinson.

Pre-war, Cocks then sold the car to James Gullan, an amateur racing driver. In

restoration. This was the first of three Bentley restorations by Brian.

In 1988 while I was employed at Porsche Cars Australia, the company moved to the recently restored Bryant & May building in Richmond. Alan Hamilton, the owner, had just taken over the RR and Bentley distribution from Kellow Falkner for Victoria and Tasmania. To complement the new showroom, Alan bought the car from Brian Hussey. It was a great opportunity



to acquire a Bentley that had connections with the new showroom going back

4.5 litre and in 1997 he finally agreed to let me become the next owner of the 3-litre.

I have now had the car for 19 years and one of the early joys was the time spent in my garage with the late Graeme Miller helping me to understand the mechanics. I have done all the routine maintenance ever since.

including circumnavigating Australia on various tours. It has given us a great deal of pleasure and we have been to places that we would never have gone to if we did not own this car and have met some wonderful fellow enthusiasts along the way. **Tony**

to 1924!

With the takeover in 1990 of Porsche in Australia by the parent company in Germany, the RR Bentley franchise was relinquished and Clive Smith became the next owner of 659.

I well remember with great sadness the day I drove the Bentley out of the showroom for Clive to take delivery. He arrived with Jim Nilsson to drive it home. I thought, 'Well that's the last time I get to drive this car'. Fortunately for me Clive also owned a

While my Bentley is no longer in concours condition, it has taken Christine and I on rallies to many countries around the world,



I met with Ken and Peter at Maiden Gully at 7:45 Saturday morning and we headed for Wedderburn. It was a good trip up. On arrival at the township sign we could see that Engine Park on the first corner into town was alive and busy with vehicles, camp sites and the engine compound full.

We unloaded across the road and a couple of other tractors arrived. Some making use of the excellent loading ramps and others just unloading with their own ramps.

It was rather chilly and the threat of rain was all around us. So, piling on the clothing and hats and scarves took a while. I think I had six layers on top and two on the bottom. I was thinking that should be enough. It's not winter anymore!

Over to the rally ground and line up and enjoy an excellent bacon and egg roll and cuppa for breakfast. Then there were insurance cover forms to be filled in.

Leaving the rally grounds we soon made our way onto unmade streets in the town and then in no time we were out into bushland and onto tracks. Not very warm when travelling along. Our first stop was about 5 k's out and we made sure everyone was travelling OK. Then a

left turn and continuing on roads that the Cobb and Co used many years ago. Our next stop was to look at an unused eucalyptus distillery. Quite interesting to see it all still there. They evidently decided to get it running again a few years ago and loaded up the hoppers with fresh cut saplings and fired the boiler only to find it was leaking and would not hold pressure.

Off again and a few showers to make us even colder. Our road was unmade but good surface. Then we turned off onto a rough track where we had a few puddles and steep climbs with descents to tackle, but we all kept powering on. We came across a prospector all set up on the side of the track. Last thing he expected out there was 13 tractors and 3 four-wheel-drives coming by. Must have been a worry from when he could first hear the commotion as to what it would be.

Next stop was to show us some cleared land and native scrub. One lot each side of a track. Certainly the natural scrub was thick and one could imagine if you were lost how scary it would be.

We then passed by a video camera to make a short film to the WWW site for the National Rally in 2020.

Back onto sealed road again and I believe we were not that far from Buck-rabanyule. Interesting to see the newly installed pipelines and tanks and tapings to each farm for the stock water supply. That is all pumped from the Grampians to these farms.

Back into Wedderburn and the rally ground and all tractors on display. It was a good run of nearly 40k's and took from 10:00 till 1:30 to do our stops and hear interesting stories. OK whilst you were in the bush even in the showers but when you came out to cleared areas the wind and the damp really made you cold.

Lunch time and a chat and then a good look around the engine display. The two wonderful single cylinder engines that are there permanently, the swap sites, the cars from the Vintage Drivers Club who had been to Melville Caves in the morning for a look and the general displays. This is the 29<sup>th</sup> year for this rally and it always is well run and well attended and the examples of the engines on display are the best you will see. Well done to the club.

Please don't forget this is where the **NHMA National Tractor Trek** will be held on the **2<sup>nd</sup> to 4<sup>th</sup> October 2020**. **Neil**





# 1931 Austin Seven Egan Box Saloon



*Wayne Styles*

During the mid 1960's I was a commercial traveller in the eastern area of Australia's Victorian state. Since my teenage years I had an affection for Austin sevens and as the years passed I felt that if I was to ever learn anything about motor cars I should purchase one and attempt a restoration. Other friends during that time were also playing around with vintage cars and the lure to find an Austin, particularly around 1929 coil ignition period and small to store was appealing.

By 1969 I had purchased my 1930 chummy and the restoration commenced, but as is often the case components were required to do the job and that is where my career path came to the rescue. In the same year my travels took me into a small town [Corryong] in north eastern Victoria in the high country. Languishing under a pine tree very much in the distance I noticed two small derelict cars which needed to be investigated and rescued. One of the vehicles was a 1937 green Ruby and the other was an Egan bodied (Geelong, Victoria) 1931 box saloon. The owner of the cars simply left them there as they became redundant and purchased another replacement vehicle, he was the local bus owner/driver in the community, namely Stanley Arthur.

Both cars were 99% complete and were purchased for \$20 each. The ruby was still in it's green livery and had been used by him for a much longer period than the box saloon thus contributing to it's better condition. The box saloon was completely covered in brown surface rust but not a dent in sight. The tyres were inflated when rescued as they had simply deflated slowly over the decades.

Even though I was desperately seeking parts for my restoration I considered it sacrilege to remove bits from these two

delightful cars so the following month my cousin and I collected them, I retained the Ruby and he the saloon. During the 4 year period I located a number of sevens in the bush and many times my company car returned to the office with engines and goodies to assist in my restoration but that's another story. Within months my cousin was conscripted into the army and his father told him to sell the Austin as he didn't want to store it for the two year period. He sold the car to an elderly gent in Victoria south west who was looking for a retirement project and then we lost track of it.

In 1979 The Austin 7 club was organising a rally in the historic homestead grounds of 'Ripponlea' in Melbourne. A 1931 box saloon was entered by 'S Pearce' which was a recently restored vehicle from Portland in south western Victoria. It was resplendent in it's blue livery, polished timber trim internally and typical of an Egan manufactured car. Mr Pearce was the father in law of a western district chiropractor who was a keen collector of vintage cars and when Mr. Pearce passed away not long after the rally it was inherited by him, who by this time had moved to live in suburban Melbourne.

During the early eighties the Chiropractor had an urgent need to cash up and a number of his cars came up for sale including the Austin, it just happened to be the same time that my wife and I were looking to buy a



short wheelbase Austin to use in the winter months and we were happy to be it's new owners.

For nearly thirty years we have been using this car but it was only in the last two years that I started to look for some answers to my thoughts. When the engine was dismantled every component had the same number, the car reappeared in a relatively short restoration time frame possibly due to it being so complete in the first place, it emerged from the same district as where my cousin sold it to. It is the only known 1931 Egan box saloon in Australia, It's the same original colour [except for the rust] and has no signs of accidents from the past.

Could I have bought back the same car that I bought as a twenty year old all that time ago? Go figure! I believe it to be the only remaining survivor. There is another in the west but it is a year older, let's face it not a lot of cars were being sold in the depression years.

*Wayne*

## Coming Events

**Rochester Show & Shine Sunday**

**27th October 2019**

Cars: \$5 Gate entry : gold coin

Riverside Holiday Park

no contact number on flyer

**49th Begonia Rally 21-23 February 2020**

Greyhound Track, Rubicon St, Redan

Vintage & Classic Car Club of Ballarat

Email: begoniarallyballarat@hotmail.com

**Federation Picnic at Baw Baw**

**27th October 2019**

Contact Neil Athorn 0408 033 839

**41st Annual Corowa Military Vehicle**

**Gathering Sunday 9th-15th March 2020**

Year of the Military Motorcycle

Khaki Vehicle Enthusiasts Inc.

Email: kveinc@optusnet.com.au

# A Post-War II Entrepreneur

## Life Story of Archie Marshall

I am attaching copies off articles which I wrote for my car club magazine over a period of 6 years. They cover my life's story and include the time when I was in Nigeria and met Thelma. She was a great lady and we have now grown old together.

I have Part 1 in front of me on the screen right now and my biggest regret is that I do not have pictures of any of those vehicles. In those days I do not think I even had a camera and of course, computers were not even thought of. Same applies to my time in Africa, very few pictures to show for it.

The one vehicle I might bring to your attention is the Humber Staff Wagon which had a very heavy coach built station wagon type body and four wheel drive. I did have one of those driven into my yard in Bentley by an owner from Queensland in the 1960,s and I have never seen or heard of it again. Maybe it is still around somewhere in Australia. I have seen the same type of vehicle in "Foyles War" on TV recently. That is the same type of vehicle which I used to carry building materials in for my real estate business in the 50,s The wheels were 900X13 if my memory serves me right.

levels, which were quite uneconomic to landlords.

One of my clients had inherited several hundred houses. As the income from the houses did not cover the overheads he regularly went to jail for a few weeks owing to non-payment of the rates etc. He also worked as a meter reader for the Gas Board in order to earn a living.

As a result, he and other owners were very anxious to get rid of the properties, and under the circumstances, the only likely buyer was the tenant.

I had an arrangement with several landlords whereby I would visit the tenants and try to persuade them to buy, often this involved carrying out improvements to the properties, which almost always needed repairs and maintenance which had been neglected for years, the result of uneconomic rents.

In order to carry out the building work I badly needed a truck as I was using a Canadian Ford V8 station wagon which had a beautiful wooden body into which we had to shovel sand and gravel to carry to the various jobs.

I went to an army disposal sale to buy a suitable vehicle and when I got there I was astonished to find that there were several thousand vehicles in the sale. Vehicles of every possible description were lined up in the mud, many almost new.

Although the sale was to be held at Ruddington, near Nottingham, there were vehicles lying at a number of other locations all over England, the vehicles being sold by Lot from the catalogue at Ruddington.

It is no easy task to inspect hundreds of vehicles particularly when there are many of identical type lined up together, and almost impossible to limit oneself to one particular vehicle to buy. The only way is to inspect everything of interest and mark a price in the catalogue next to each lot, but even so by the time the lot comes up in the saleroom, it is almost impossible to remember that particular vehicle.

Another problem for the hopeful buyer of one vehicle is that almost all were sold in Lots, some-



times very large groups indeed.

I decided to sit and find out just how to proceed and was tempted several times to bid on a lot without success.

Eventually the auctioneer noticed my hand go up and quickly knocked down to me a number of Ford WOT 2 15cwt trucks at about six pounds each. Since I only really wanted one truck for my real estate business, I spent the rest of the day finding people who wanted single trucks for themselves and I sold off the surplus to them, making myself a handsome profit on the day. I managed to do this for several days and that marked the end of my real estate business!

Whilst it seemed fine to be able to make good profit like this, it became harder and harder to handle growing numbers of vehicles and turn them into cash right away. The opportunities were endless and I had not yet learned how to make a limit and walk away!

Inevitably at the end of the sale ,



The "estate car" shown above has an identical wooden body but it was on a Canadian Ford chassis with V8 engine.

When you come to the part of the story of my meeting up with Cassius Clay in London, that is what inspired my first Champ advert "I am the greatest" that was the best advert I ever did in my life.

### PART 1

During the mid 1950's I was living in Manchester where I had established a small real estate office.

Most of the properties which I handled were occupied by "sitting tenants" who were people who had been living in the houses since before the war and had their rents fixed at pre-war



*The Ford WOT (War Office Trucks) was one of the standardised 4x2 15cwt trucks, the first type of truck to go in mass production when full mechanisation of the British Army was undertaken in the 1930s. At the outbreak of WWII the Ministry of Supply commissioned a series of WOTs from WOT 1 to WOT 6, 15cwt, 30cwt and 3 ton. Almost 60,000 were produced at Ford in Dagenham from 1939-45. Engine: V8 3,620cc, 60hp, 4 speed.*

which went on for two weeks I found myself to be the owner of over a hundred vehicles and somehow had to find a place to put them and a way to get them home. By this time I had lots of trucks, but no money, having spent every cent on the vehicles. I badly needed some finance and markets!

One of my real estate clients was a tiny Jewish lawyer by name of Jack. He was a very energetic little man of no more than five feet and loved a deal of any sort, he was like a bee in a bottle! He always travelled by bus or taxi being much too nervous to drive himself and a terrible passenger in a car!

He had a number of solicitors working for him and never went into a courtroom in his life, spending his time in his office doing property deals and the like. I approached Jack and explained the situation at the vehicle auctions and my need for working capital.

After thinking about it for a while, Jack agreed to provide whatever money I might need the conditions being that I paid him interest of 25% per month and that I had to go to his house on the last Saturday night of each month and settle the loan with the interest!

I could have it back the next day if necessary, but on that Saturday I had to put the money on the table!

Since I was doing well in the auction room, selling within minutes of buying sometimes, the interest rate seemed quite manageable, in any case who else could I borrow money from I was just over 21 years old with a young family and no assets. I did a deal with Jack!

Ford WOT 2, trucks were similar in appearance with the larger WOT 1 which had 6X4 configuration. The WOT 2 was 4X2 with open top cab and canvas cover and side curtains. It was 15cwt carrying capacity, although it would carry much more, it had wheel arches in the rear and fixed sides with a drop down tailgate.

The engine was English Ford V8

which was smaller in H.P. to the American or Canadian Mercury V8 which both had 14mm spark plugs and more head studs, they also had a different distributor.

The English Military Ford V8 had 12 volt electric's, otherwise it was identical to the engines fitted in the Ford Pilot cars. The gearbox fitted was identical to those in the Thames trucks. Wheels and tyres fitted were 900 X16 split type with hydraulic brakes.

As the fuel consumption was high and the load carrying capacity was low, most of the WOT 2 trucks which I had were dismantled, the engines were fitted to Pilots, the gearboxes were sold to Tip Top bakery as spares for their delivery trucks and the back axle hubs were used to build farm trailers by inserting a steel tube between the hubs.

I bought a large number from a dealer in Sheffield and this is a story worth telling in itself!

Ted Beer, (dec'd.) was an unforgettable character, with a yard in St Phillips Road Sheffield. Ted's main business was with export of tyres to various foreign buyers.

He had bought many WOT 2 trucks simply for the value of the tyres and had no use for the trucks themselves. We made a deal that I would let him buy the trucks, take them to Sheffield and remove the tyres and then sell them to me at a very low price. I agreed not to bid against him in the auction room in return.

Ted's yard was a bombed site in the centre of the city and there were trucks and tyres all over the place.

I had to fit wheels to the trucks and tow them over the Pennines via "Snake Pass" which is a treacherous road, particularly in the winter. It was said that during the war a convoy had been travelling over "The Snake" at night on differential illumination lights only and that one had followed the other over the edge, certainly

the wrecks were still visible!

I had bought an Austin "Three Way Loader" van which we used every day to travel from Manchester to Sheffield to transport my crew of mechanics and drivers, petrol and batteries etc.

The way we worked was to start one truck and tow another on a fixed "A" bar which enabled the towed vehicle to travel quite safely behind without a qualified driver, or even any driver at all for that matter, although that was not legal!

We often used building workers from the labour exchange who had no idea about driving, they just had to sit tight and not worry too much, which is often not easy on "Snake" in winter!

We had to immobilise the brakes on the rear vehicles otherwise they would burn them out!

The Austin Three way Loader van had a single door on the nearside rear, a double door at the back and small double door, opening outward on the rear offside.

Myself and half a dozen others were sleeping in the back one night, at Ted's Yard when I heard somebody try the door on the nearside, then the rear door.

As I knew that the double door on the offside would be next and that it was not locked, I quietly moved to the doorway and as the two doors opened I jumped down onto the shoulders of the intruder knocking him to the ground on his back! What a surprise for that young policeman in the middle of the night!

To finalise the story of Ted Beer, he was the strongest man I have ever seen in my life, he could tear phone books in half and drive six inch nails through thick pine boards with his bare hand! Not just a story, I have seen him do it. Ted was reputed to have five wives and forty greyhounds! His cars were a Chev Impala with teardrop tail lights and an Armstrong Siddeley Sapphire. He was the roughest of rough diamonds, but a man I got on well with. *Archie*

## Distributors and Fire

I am retired, in my 70s, and had a hobby rebuilding ignition distributors, but my 'hobby' has got out of control and I now have about 40 jobs on the go at any time. I have built up a supply of over 18,000 NOS and NORS Distributor Ignition Parts from 1910 to 1970, all made in the USA and with the majority still in their original boxes. To add to that I import 500 or more of these parts from the USA each month. I also supply two companies with rebuilt distributors and have eBay Stores. I supply another company who work on older VWs, with rebuilt distributors. I will put together a story on rebuilding old ignition distributors using original parts and also testing each distributor on old SUN Distributor Testers, that is another story. I also Rebuild SUN Distributor

Testers to maintain the integrity of my Distributor Testers.

With summer coming on and with the bush fire season already on us, old car owners should not be complacent, they need to get out there and clean out there shed gutters each week and have a Bush Fire Plan to protect their vehicles.

I can put together an article, with photos, on how I lost my large collection of old Holdens, parts and other vehicles in the 16th of February 1983 Ash Wednesday



Bush Fire here in South Australia. Some of the photos are after the shed iron and structural steel was removed.

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# Bits & Pieces

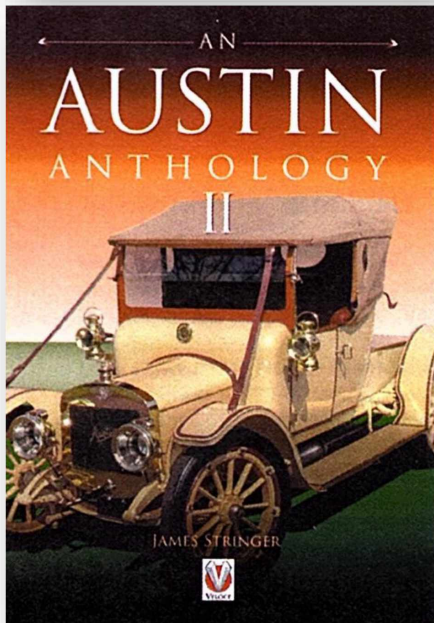
Hi David, I just stumbled on your publication "Country Motor". You are doing a fine job as Editor, very enjoyable.

In Issue 2, you mention a local fellow found a Gray in a barn. Back in 2017, my two brothers, a mate and myself visited the USA. We are all car guys and when we saw something interesting, we stopped. I took these photos at Little Rock, California, not the one in Arkansas. Thought that you would be interested in these pictures.

I am the Qld Contributing Editor for Restored Cars Magazine, regards **Trevor Poulsen**



Early 1950s Dodge seen off the Calder Highway



## An Austin Anthology II

- ★ More delightful Austin stories: all about the cars, the people who made them, and those who drove them
- ★ What Hitler asked when he visited the Austin stand at the Berlin Motor Show
- ★ The Austin Sevens that ran on rails
- ★ The Austin that was also marketed as a 'Swift'
- ★ The mystery of two garages - 217 miles apart, but sharing the same photograph
- ★ The first meal cooked and eaten in a moving motor vehicle
- ★ Tales of eccentric owners and drivers
- ★ The Austin Seven - a car to sing about
- ★ Illustrated with original period photographs
- ★ Original stories from the golden age of British motoring

### DESCRIPTION

Following on from Jim Stringer's first book, 'An Austin Anthology,' this second volume unearths some more delightful vintage Austin stories, with original period photos, making this an amusing and pleasurable read for all Austin enthusiasts.

### ABOUT THE AUTHOR

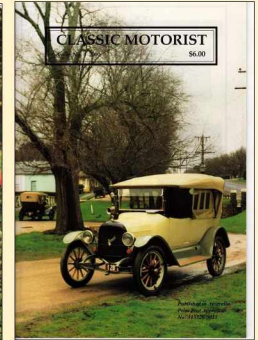
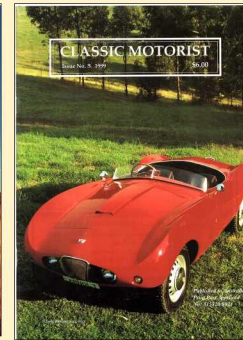
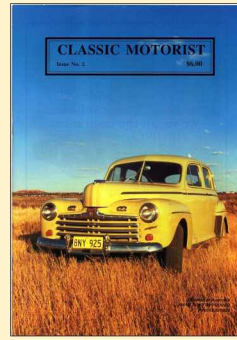
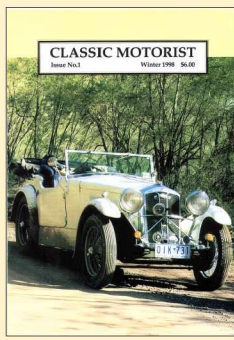
Jim was born in Shepherd's Bush in January 1943. After leaving school in 1958, he took up a Mechanical Engineering Apprenticeship with London Transport. Around this time he bought a vintage Austin car, and became a member of the Vintage Austin Register. He very soon became involved in the running of the Register, from initially helping with the first Newsletter, to becoming the Hon. Sec, and then Chairman. Although retiring from this role after 16 years, two years later he took on the job of producing the Register's glossy quarterly magazine as its Editor.

Jim also had a fascination with the steam locomotives of the London Underground system, so when they were being withdrawn for scrap, Jim managed to purchase one that had been built at Neasden in 1898. That locomotive, 'Metropolitan No.1' is now frequently seen operating on preserved lines throughout the UK, and also back on London Underground metals. Jim retired in 2008 after attaining the position of Safety, Quality and Environment Manager for the Central Line. Since then he has turned his attentions to compiling and writing the "Austin Anthologies."

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## Classic Motorist

Twenty years ago I attempted to launch a commercial magazine called 'Classic Motorist' Due to lack of support from advertisers and my general inability to market the magazine it folded up after the 4th issue. I still have some copies left. Should anyone want the 4 issues please forward \$15 to cover the packaging and postage costs.



Local enthusiast Trevor Bailey is collecting parts to restore a Dodge 4 tourer and many years ago started restoring an AJS motorcycle which he is starting to take an interest in again.



## Willys Knight & MGY



Hi David. Reading through the latest Vintage Driver I saw your reference to the magazine you've been producing. A job well done. I only had a brief scan of issue 1 so far, but I've downloaded all 15 copies so that will keep me busy.

I am always on the lookout for interesting automotive reads. I've got a collection of all bar about a dozen copies of Automobile Quarterly, plus indexes, which are great and a good reference source. Annoying part about them is they went bust and took about \$200 of my money with them, having not long before renewed my subs..

Other items I've found are 'Serpolettes Tricycle', (only 7 issues were published), and 'Austin Times' of which I have 19 - there were more, but I can't track them down yet. The Austin Times are all from the years 2005 to 2008.

I am currently at my daughters place up the Goobragandra Valley from Tumut.

Ken Warby's son, David, is having another run on Blowering Dam this weekend as he works up towards an attempt on the water speed record set by Ken back in 1978. My son in law is involved as a rescue diver. Should be interesting.

There's also a good read, 'Motoring Classics', available from British Motor Heritage Ltd. They're up to about issue 38 or so.

Back in Tassie we've got a restored 1951 MG Y sedan and an unrestored 1925 Willys Knight model 65 tourer that we bought in 1986 from the original owner. I haven't had her out the last few years, but when we lived in Buderim, Qld, we drove her all the way down to Tumut and back to enter the first national rally held by WOKR, covering about 2,500 miles or so

with four kids.

One last item - take a look at [www.issuu.com](http://www.issuu.com). There's an enormous amount of publications on there, free to read, with some able to download so you can read them off-line. Another magazine I have is 'Old Motor', edited by Prince Marshall. It got sold eventually to MAP in the end and was never as good after that, but had some excellent articles in it.

**John Turner**

# SPARK PLUG ADAPTORS

Long time member of the VDC Val Bugeja [valentinobugeja@gmail.com] has some spare parts that may suit your car.

Val has a 1929 Chevrolet tourer and a 1977 Corvette. The vintage Holden built Chevrolet was purchased in 1984 and he took five months of intensive work to restore it. It has its original three speed gearbox with no synchromesh and 45bhp engine. The Corvette was imported eleven years ago.

The spark plug adaptors that he makes are 7/8" 18 TPI (threads per inch) which will take a modern 14 mm plug, so the choice of plugs is very high. Better heat ranges resulting in better performance and fuel economy. These can be used on machinery, cars, trucks, etc. The adapters suit a variety of cars (etc.) but not all. Cost at the moment is \$18 each they are individually made so it does take him some time to make just one! at this stage, he only makes the one size, if there was a demand/need to make another size he could make that also.

He also has a large supply of brushes for various generators if anyone is interested. Photos attached but he would need a



sample to match his parts. His collection of brushes has accumulated over 35 years. Although he has a lot, his range could be better, the cost at the moment is around \$5 each. He does have some early electrical part listings for vintage cars so he may be able to match his brushes to a given model/car if that helps.

Val



## Bristol 400 Coupe

Hello David and Lynne. Bit of a trip home from Wedderburn yesterday, rain from about Kyneton on! Worse as we got closer to Melbourne. I am glad we got away early to avoid heavy traffic. It was a good shakedown for the Tassie marathon, a few jobs to be tackled on the Model A Ford.

A carburettor problem, fuel gauge failed on the way home and the newly reupholstered seat needs to be lowered. The small fuel tank is a real problem, you have to keep her fuelled up! An enjoyable weekend. Next weekend I am organising a combined Bristol, Jaguar E type and Jensen run to Brandy Creek winery in Gippsland. Hope for better weather.

Attached photo of my other Bristol

400. We hope to get it on the road asap. It is a very early 400, we think it was modified to have the spare tyre on the boot rather than in it, we found traces when it was stripped. Probably done when it was ordered for Australia.

It has a couple of inherent problems I rectified later. No water drainage for the windscreen, fixed during restoration, and a smaller space for the radiator making cooling marginal. It was the local agent's demonstrator and has had many owners. It



was pictured many times in local magazines of the period. A single Solex carburettor was fitted. The single carburettor has long given way to triple Solexes.

It is worth restoring as it is one of the earliest known other than No 1 held by the company.

Iain & Maureen Ross

## AJS Gearbox Wanted

Attached pics of the AJS transverse v-twin gear-box I am chasing. Wonder if anybody would have any parts or remains of such a gear-box

Jari Koivisto rkoivisto@gmail.com



# 1965 Combined Veteran & Vintage Rally at Mornington



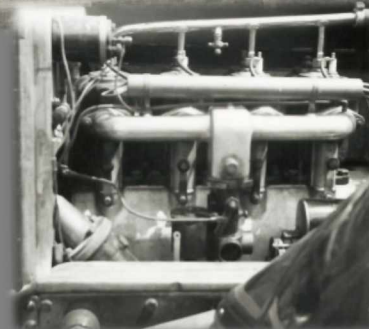
Family drive with my sisters Diana and Sandra, myself and Ron my father set to go from home in Glenroy to Mornington for the rally. They evidently trusted a learner driver. Humber 9/20 tourer and Ray Standerwick's rare sleeve valve Panard et Levassor tourer on display at the Mornington oval



Rally started at Albert Park and finished as a display of veteran and vintage cars at Mornington.

Ward Bros. 1914 Austin 20hp engine

Flat tyre! Just as well I brought my mechanic. Stopped at Frankston, windscreen wide open to catch a breeze.



# 1965 Rob Roy



*Duisenberg straight eight ready to fly. 3 litre Bentley passing through the paddock. 1924 Morris Cowley restored by John Parberry. 1926 Morris Bullnose Oxford owned by long time VDC Secretary Frank Hands. Darren Overand's impressive 1925 P2 eight cylinder Packard tourer. Large touring 1927 Chrysler Imperial 80, my father who accompanied me no longer with 'L' plates, talking to the owner. More trouble with second hand tyres, nice vintage jack!*

