

Country Motor

Australia



Issue 55

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

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Brian Cam's 2½ litre Riley

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

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Editor's Entries

Welcome to Issue 55 of Country Motor Australia

Variety is the spice of life so I hear. Issue 55 has plenty of variety. It came together quite quickly as I spend more time indoors when the temperature becomes less congenial for outside activities,

You may recall Jim Dalton's (UK) story some issues back of a FIAT 501C he purchased from Australia. Jim is evidently obsessed with FIATs as he tells of a FIAT replica/special he built.

Two post-war II American cars are shown next. A 1946 Lincoln V12 owned by Ron Meredith (WA) written by A John Parker, who keeps us supplied with his stories on cars from the west. An original 1947 Buick 8 sedan owned by Peter Coman and written by Dave Burns, who has enabled us to read stories from his Club's magazine.

Brian Canny has a nice stable of thoroughbreds. His smart Riley 2½ litre is the subject of this issue. Along with photos taken by his grandson Isaac. Below is a photo of Brian with his Riley back in 1961 when it was burgundy/maroon.



A more modern classic is Kevin Clarence's original 1959 FC Holden utility. It has never been restored and still gives excellent service.

I have reported on a few local events I attended. I always like to support the Charlton Swap. Although it is small (about 50 sites now) and a small display of cars (25-30) as I can catch up with local club members.

On a far larger swap scale is Bendigo. It was very well supported, especially with early risers (not me!) I go later when it is quieter so I can talk to friends who have sites. Aside from a few books and models I didn't buy much, not having any car projects on the go. It was a hot and dusty day so finding folks with undercover sites and a spare chair was the go. I did notice several empty sites and many people started packing up Saturday afternoon. I noticed busy Brian Forth's (SA) stand and introduced myself. He said nice to

meet me again. Hang on Brian I have never met you before. Then the penny dropped, Brian realised we correspond quite frequently and he approves of me using stories from his motorcycle club's newsletter, which I have in the past. Sorry to say I haven't included many stories on motorcycles recently.

A few years back on the 50th Anniversary of the North Central Vintage Car Club it held a gathering at St Georges Park in St Arnaud. The park is an excellent venue for a Show and Shine event as proven this year when 140 cars attended. Prizes were given out for a range of categories and years, most recipients were from the local club.

The final pages cover Austin photos

sent

in by Graeme Jarrett. A discussion on old car catalogues by Trevor Poulson, who is a keen collector. Some of Alex Gow's intriguing old photos. Model T Ford four wheel drive modification. How extraordinary! Bits and

Pieces are from various sources.

In the next issue 56 will be a story on a Ford V8 racing special raced in



South Africa. There were many Ford V8 specials raced in Australia, I would be pleased to receive stories on any of these cars for the next issue. Above Herbert Case coming second in the South African Grand Prix in a Ford V8 special.

Also in the next issue I hope to

have a report on the recent Lancia Rally held in Castlemaine. Lyne and I went along to see the cars on display at a reserve on the edge of town. I was surprised at the number of Lancias on the run.

I believe about 150 entries of Lancias from magnificent Lambdas to the more recent models. They looked an amazing sight as body styles and periods varied so much. Needless to say designs were from different Italian design houses which made them not only unique but beautiful. Even Lyne commented on how magnificent they



A row of Lancia Aurelias

looked. It would be no good for me joining the Lancia club as I would never remember all their Italiano names let alone pronounce them. Unfortunately my brain does not have any ability to learn foreign languages.



Readers may remember back in issue 33 it featured a restoration story on a very rare 1934 Austin Kempton sports saloon by Tony Groom. I saw

Tony at the Bendigo Swap. He is keen to sell the car to downsize his collection. He is looking for \$41,000 ONO which is well below the cost of its restoration. Ph: 0412036774.

That's about all for this issue.

David

A FIAT Obsession



Jim Dalton UK

It all started when I graduated in Chemistry in 1966 and looked for an interesting job. I already had a passion for pre-war motoring.

I joined Pirelli Tyres Ltd as a graduate trainee and, after five years of various projects, I was sent to work in Italy on the then new tyre technology of P3 and all its successors.

I had a FIAT 128 provided and was involved in the engineering and technology of both the tyres and the machinery that made them. I have been Italophilic ever since but avoid conversation about production quality of that period and prefer to talk about the technology.

Back home I was back in a position to return to my old car passion as previous old cars were all sold to provide a deposit on a house for wife and babies. Looking in Exchange and Mart as I remember, there was an advert for FIAT 509 vehicles plural. So I rang up and found an interesting story.

A Merseyside businessman with a car passion had taken in his later years to passing the winter in the Canary Isles where he looked out for old cars in barns. He found initially a few 509s, a 2 door saloon, a 4 door saloon, a van, a kit of parts to make a 2 seat tourer and also a heap of bits. He shipped them all back to Liverpool and then on to his rather large house on The Wirral.

He started restoring the 4-door saloon, but in the meantime bought, in the Canaries, a 1924? Alfa RM tourer (smaller cousin of the RL) and shifted

his attention to that. There were also rumours of a Delauny-Belville. Sadly, he died before the ALFA was finished and as far as I know it remains as a part



restored car. (See above)

Before he died however, he sought to dispose of all but one of the 509 cars; hence the advert. I initially bought the 2-door red saloon. However, that was a bigger job than I thought it was going to be. At that point he rang me and offered the van at a very low price as someone had offered to buy it just to get the instruments and scrap the rest. I bought it. Photo of them dockside in Canaries and then the van as used by me for several years.



After re-panelling and some minor woodwork the body was sound, so I did the mechanicals, created a seat and got it on the road in 1980. There were two problems which I should have foreseen. Firstly, there were not many opportunities in 1980 to use a vintage commercial if you lived in Carlisle. The second one was that it was built for people of shorter stature than my 6ft 3 inches.

Later I could not find a chassis number where there should have been one, but the DVLA had used the number

on the Spanish government identification plate; fair enough! That plate also included the name 'Antonio Rodriguez Morales' as the owner and Tafira, Las Palmas as the address in Gran Canaria. Happily, the saloon had a plate similarly engraved. The Spanish registration numbers were GC1837 and GC1925. The registration documents that came with the vehicles indicate that he had owned both of them since 1936, or maybe longer. That means that for all but 11 years (at most) of their lives they have lived together in the same ownership (which has changed twice!)

Having restored the saloon and put it to use on VSCC and LCES events, my thoughts changed to the van. Research showed it to have been a 're-body' and probably in the mid 1930s when Franco's Spain was blockaded and anyone with suitable land grew tobacco. After 1945 that changed to growing exotic flowers. Mr Morales had land but needed a van. I have no idea who made the van or what was on the chassis before that, but I think I have found via Google Earth and Streetview the house that he lived in!

Back to the FIATs. In the family we have four of them now (the two 124STs and the 124CS spider which had been enjoyed have long been sold), being the two 509s, a 501C which I imported from Australia (*see story in issue 30 of Country Motor*) and a UK registered 503 saloon that had been sleeping in a barn in Wiltshire for 50 years. Two other stories there!!



In restoring the saloon, I somehow got into contact with Richard

Unkles who is the vintage FIAT guru in Australia. Whilst on holiday there after retirement I met him at his house where he has a genuine 509S with bolt-on wire wheels. I believe the body had suffered some fire damage in a bush fire but the rest is original and real. That was the moment I decided to make the van into a replica 509S. After all the chassis and running gear are the same as any other 509 with just a 'longer' back axle ratio and a lightly tuned engine.

All 509S are based on the 509 and not 509A, but that is another story. Fiat only built about 900 or so 509S so that is not even 1% of the approximately 100,000 they made in total in about 4 years. In Lingotto Fiat must have been making about 100 of the 509 cars every day for four years!

I took lots of photos of Richard's car and made many measurements. It is the only real 509S I have ever touched. There are perhaps 5 real ones left in the world plus maybe another 5 replicas. Figures subject to correction by anyone who knows better please.

I then researched further in UK and have period photos of about 8 different cars which competed in various UK events. The most famous owner was Vic Tuson whose 509S lapped Brooklands at an average speed of 73mph. He later went on to racing a Ballila S. I chatted with Alan Cameron fairly recently and it seems Vic was a friend of Alan's family.

The other regular competitor was Peggy Wilson. She had one of the laminated wood versions. She only did concours and road tour type of events as far as I can tell, but any extra information is also welcome.

With the photos of Richard's car in Australia and various bits of advertising material I felt I had enough data to make a fair copy of the original design so using my (by then) rusty Italian I rang Fiat Centro Storico to ask what drawings and data they had on 509S.

The answer I got was none, as such records were all destroyed in Allied bombing in 1942/3. That stopped the conversation. I obviously did not mention that my uncle may well have been in one of the Lancasters that took part.

As far as I know there were three versions of the 509S body, but all the wings were the same. I say the same but at that volume 'same' means hand beaten to fit, I think.

The body versions were -



The laminated Cuban mahogany Similar



version in plain wood panelling



Ultra-light aluminium ones which did not have the compound curves

I chose to build the compound curve wood panel body, but then I realised how difficult that would be.

However, a petrol head friend Tim in a neighbouring village turned out to be an expert in wooden structures having had at one time his own small yacht building business and also makes and flies large model aircraft of pre-war designs. From the basis of these three period photos *above*, he could dimension the drawings because we know the wheelbase of a 509.

Tim then made the drawings, from which he built the body and the bucks for the wings.

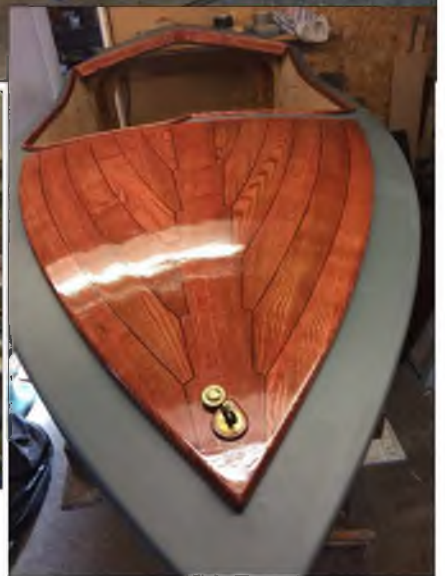
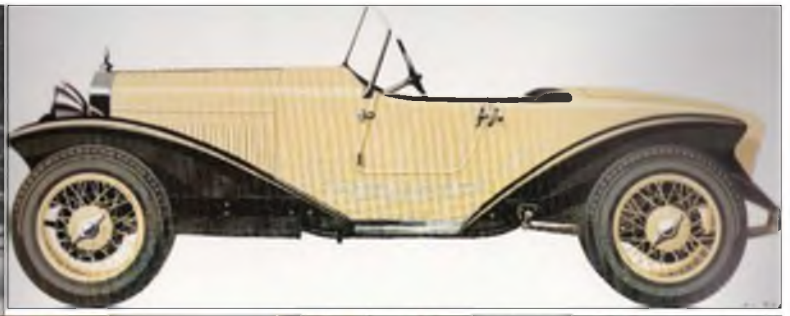
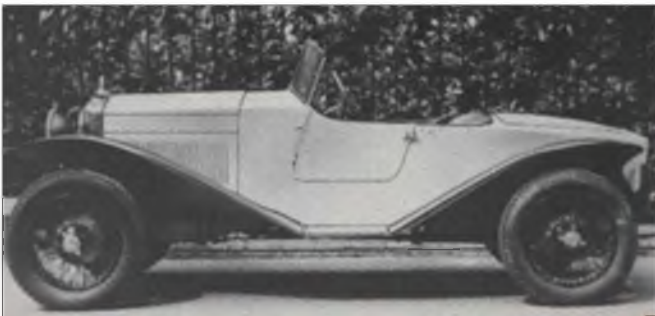
After the spell of relative inaction courtesy of the pandemic, the car was sufficiently finished to enter and successfully climb Kop Hill this year.

Now back to snagging. Looks pretty close to this period picture, I think. Watch this space for bolt-on wire wheels.

Next project? Clear up the workshop!

Jim

PTO more pictures



Tim made the drawings, from which he built the body and the bucks for the wings. Templates left, curves, skin and boot lid shown above experience of building yachts was very useful building a replica of the sports body.





Ron Meredith
by A John Parker

1946 Lincoln V12 Sedan

'Quiet' being the operative word - closely followed by smooth and 'delicious!'

A museum partner to Ron and Laurie West in the West Coast Motor Museum that was situated north of Mandurian, Western Australia, was local car enthusiast, Ron Meredith, who had added his absolutely gorgeous 1946 Lincoln V12 sedan which the author had the pleasure of driving!

Sadly, the death of Ron West has seen the museum close with sale of most of the vehicles. Ron Meredith had bought the sedan from Penrith, NSW, as a RHD version of the V12 model.



'Quiet' being the operative word - closely followed by smooth and 'delicious!' It is true to say that the writer fell in love instantly with this leviathan Lincoln of the road and that a gorgeous colour! Everything about the Lincoln oozed opulence - such splendour most people in the 1930s (or even today) rarely have the chance to savour.

Being a 1946, it has the V12 engine with 7.2:1 compression and 2-barrel {twin choke} carburetor, rated at 130hp {97 kW).



This was the case for a short time - before reverting to 292-cid for the rest of 1946 up until 1948.

The Ford Motor Co's Lincoln division was producing two L-head V12 engines from 1932, but had needed a more compact unit for their new, streamlined Lincoln-Zephyr line in 1936. The Lincoln-Zephyr engine quickly replaced the earlier V12, as Ford had just introduced its flat-head V8 motor, this was the logical starting point for a new 'Lincoln' V12 line.

Just as the Lincoln-Zephyr replaced the rest of the 1920s Lincolns, and this engine would be the firm's primary engine until 1948.

This engine used aluminum-alloy

heads and cast-steel pistons, as well as two water pumps. It also had a unique distributor with a coil assembly consisting of two coils, one for each bank of six cylinders.



Wikipedia tells us that, 'Initial power output was quoted as 110 hp at 3900 rpm - quite high for those days. The torque curve was almost flat, however, which made for remarkable top-gear performance. Although the Zephyr V12 no more resembled the previous Lincoln engines than the ubiquitous V8, it was more like a '12-cylinder Ford' than a classic multi-cylinder power plant in character.

It was not without problems— inadequate crankcase ventilation causing rapid sludge build-up with low-rpm running, aggravated by poor oil flow, too-small water passages, bore warping and



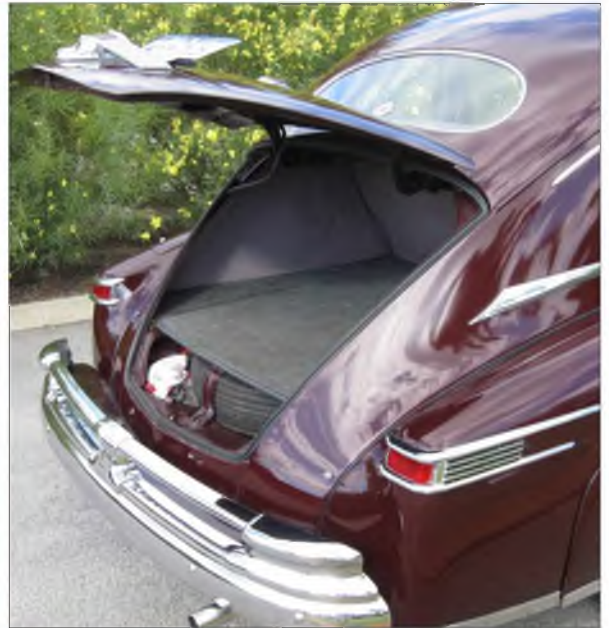
ring wear. These production and wear challenges brought about this change over.

Some of these maladies were dealt with during the Zephyr's first year and Ford improved the engine by adopting hydraulic valve lifters for 1938 and cast-iron heads and oiling improvements in 1942.

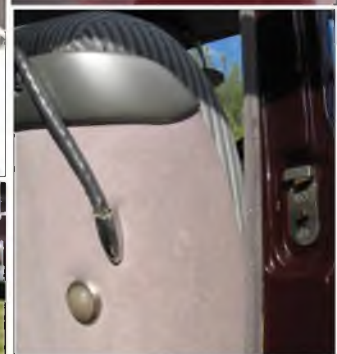
Yet this V-12 engine never shed its reputation for service troubles, although the postwar versions were actually quite reliable.

At the museum, you were able also see some 30 other vehicles - trucks, motorcycles, racing cars, and family sedans we all remember - yesteryear cars, indeed!

One thing I noticed was this V12 was no longer called 'Zephyr' - just 'Lincoln' - a name still used on Lincoln 'Continental' **A John**



Ask me what this car was like to drive - a 'dream car' would not be to good an expression - it was 'soft,' comfortable, powerful and quiet but unlike any other exotic 1940s cars and 10 years ahead of its older sister.



The 400-km trip from Perth to Geraldton would have been a breeze - I wonder if I should ask Ron Meredith for the loan of this beauty?!

With Ron Meredith's burgundy 1946 Lincoln sedan parked alongside was the West's 1937 Lincoln-Zephyr, it was rather like having two siblings attending a family reunion!



1948 Lincoln Continental

1947 Buick 8 Sedan



Robyn & Peter Coman

**Words: Dave Burns
Photos: Robyn Coman
and Dave Burns**

Buick is the oldest surviving American car manufacturer, having made luxury cars since 1899

In 1931, Buick replaced their inline 6-cylinder engine with a new inline 8-cylinder one, called Fireball 8, to give the increased performance that buyers were demanding. This engine, in a number of different capacities, powered all Buick cars until 1953, including Robyn and Peter's car.

Like most American cars sold in Australia during that era, Robyn and Peter's Buick had a chassis and running gear manufactured in the US and then shipped to Australia where a body was added by one of the local body builders. On this Buick, the body was built by Holden, as shown by the small Holden badge on the passenger-side front door. The car was purchased by a farmer

living near Mudgee, NSW and obviously got very little use as it had covered only 30,000 miles in its first 33 years.

In the late 1970s, Basil Keir, a keen car enthusiast and antique tyre dealer (Basil Keir Antique Tyres) in Sydney, had been on the lookout for a 1947 Buick because he loved the feel of the car since riding in one on his wedding day in 1957. In the late 1970's, he spotted this Buick for sale by the original owner and jumped at the chance to buy one in such good original condition. Photo 2 shows the original owner and the Buick on the day it was sold to Basil. When purchased, the '47 was fully registered on its original plates 'XJ 132' which are still in use by Robyn's sister in Sydney.

The car was garaged with Basil's car collection at Yowie Bay in Sydney and was often used as a wedding car for family weddings. As an active member of the Buick Car Club and the Austin Car Club, Basil also used it on club



rallies. Photo shows Basil beside the car on a club run to Gosford in 1986. He also drove it in the Bay to Birdwood Rally in 1980.

This '47 Buick is still in original condition having no major work done on it. The paint is original and its colour is Convoy Grey although in some areas the primer or rust is showing through. The engine is the Buick 248 cubic inch (4.1 litre) inline 8-cylinder driving the rear wheels through a 3-speed manual gearbox. Unlike most other car makers at the time, Buick used an overhead-valve



1947 Buick Eight Sedan

cylinder head design instead of the side-valve type. It has drum brakes on all wheels.

When Basil passed away in 2010, the Buick was inherited by Robyn Coman and moved to a garage on their property near Candelo. Although unregistered, it is driven regularly around the property by Peter and is a pleasure to drive.

The speedo still shows an amazing 73,000 miles and to prove that these miles are genuine, the original engine and gearbox operate perfectly. It's tricky to start on a cold Bega Valley morning, but Peter has learned the technique of getting the mixture just right. Like the mechanics, the interior and upholstery are totally original and in excellent condition.

Robyn and Peter have no intention of selling or restoring this Buick, preferring to keep it in its totally original condition. When he has some spare time, Peter may do some work on the Buick's brakes to get it through a roadworthy inspection. Then they can enjoy driving their 75-year-old beauty on some club runs and car shows.

David Burns, Editor

Bega Heritage Motor Club Inc.



Riley 2½ Litre



Brian Cam

Through our workshop, at Mr Brakes Bosch Car Service Centre, located in Ballarat, we get many older cars, generally brought in by older gentlemen and the occasional older lady. This, you say, is no surprise, we all see and own the cars displayed at various car shows and car clubs of one marque or another, but what I'm getting around to is this is all part of our joint nostalgia for our youth, long past, but not forgotten. What cars do we lust after? Answer: the cars we couldn't afford as a teenager or a twenty-something year old.

So, some of my nostalgia takes the form of 2.5 litre Riley's, circa 1949/53. Most of you, my dear fellow travellers, will have little trouble remembering back in the decade or so following WWII, most of the cars were pre-war. The few cars that were around were Chev's, Dodges, Fords, Austins, Willys and many more makes, a lot of them still with canvas roofs and the dreaded accelerator pedal in the centre between the clutch and the brake.

Then, from the early 1930's cars had full metal bodies, wind up windows, brakes that sort of worked and were very desirable pieces of machinery, if you could afford one. They certainly beat riding a bike. Production re-started immediately after the war and some "modern" cars started to appear: Austin, Morris, Triumph, English Ford, American Ford, Chev's, Dodges, Chrysler, I could go on, but one marque stood out for me. I couldn't afford an Austin Healey, or an MGA, or a Triumph TR2, or heaven forbid a Jaguar, so I settled on a Riley, as mentioned

above. This I acquired for the princely sum of one hundred pounds in 1960, the car was eleven years old and at the time it seemed to me to be an old car. I would think that that car in 1949 would have sold new for around six or seven hundred pounds. I was on the mighty wage of about nine pound a week and I paid it off over many months. It was a reasonable example and the person I bought it from had just bought an Austin Healey for four hundred pounds, I was very envious. Oh! well! I had the Riley.

For the information of anyone born in the last fifty years, "back in the good old days", there was **no speed limit** on the open road. You came to the edge of town and were faced with a "de-restriction" sign. You beauty! Foot to the floor! I drove that Riley everywhere at 70 to 80 mile an hour, 120 to 130 kph. How did I and other people survive? I hear you ask. Well, a lot didn't, but there was not the traffic back then and I know I was very lucky. I had a few hairy moments, as did my passengers, a few asked to get out and I asked a few to get out, if they dared poke fun at my Riley.

The car handled very well for the day. It had 100 bhp, lots of torque from the long stroke motor, double wish bone front end and rack and pinion steering, torsion bar front end with telescopic shockers, (copied from the Citroen Traction Avant, by the way), leaf spring rear with lever arm shockers and its secret weapon: a torque tube. This attached the gear box to the rear axle. These were a wonderful invention and as a matter of fact, my 1933 Sunbeam has a torque tube

and, also, that wonderful car, the Porsche 944, built from 1981 to 1995, has one joining the engine to the rear transaxle. A superb handling car as a result.

This in effect makes the engine and drive train a single unit and no doubt contributed to the Riley's good handling and for me, life saving features. I did crash it and managed to walk away, but this is another story and not for publication, due to alcohol being involved which today is taboo.

I was living in Cheltenham at the time and I was a frequent visitor to the workshop run by none other than Barney Dentry, in Bay Road Cheltenham. Barney was a very nice man and would often leave me the keys to the workshop over the weekend, so I could work on my car. Barney was a very famous racing driver during the 1930's and raced his self-modified Riley 9 Brooklands with great success. I knew he used to race, but it wasn't until many years later I discovered how famous he was. His restored Riley 9 Brooklands was for sale recently in Great Britain, for around £200,000 GBP.

After crashing that car, I bought another that I could afford and swapped engines, this car didn't last very long. Cars back then were not known for their reliability and quality control was unheard of. Riley's, along with many other pre-war designs, had a timber frame surrounded by metal panels and attached to a steel chassis. Not a good system. The timber rotted where it met the chassis and if the engine and drive train lasted for thirty-five to forty thousand miles you were very lucky. That was my experience at



least.

My next Riley was a “barn find”. Remember when cars and all sorts of items were advertised in the local paper. Yes! *The Age*, *The Ballarat Courier*, et al. The Internet was unheard of; *Carsales.com*. what a stupid idea, who’s going to look for a car ‘in a computer’? I don’t think we had one back then.

It was 1984 and an ad appeared in *The Courier* for a Riley 2.5. It was

with just the engine and drive train, without a body. I had seen a few specials around and remembering Barney it seemed like a good project and a lot of fun. The chassis is easily shortened by 18 inches, about 500cm and I envisaged a sparkling polished aluminium body. With a rebuilt and improved 100 plus bph engine and an 800kg body it would have been a weapon.

There are some excellent Specials



located in Ballan, stored in a lean to, it was attached to a barn at least. It looked in quite good nick and hadn’t been driven for many years. For 1500 bucks it was mine, Oh! Glee!

My son, Stephen who was about fifteen at the time and I, trailered it home and we started work on it.

The red leather interior was in good condition, but mechanically it was rather wanting. Naturally the brakes needed re-bonding and fettling and the engine had expired. We re-built this with a bit of help from a few professionals, but we did the majority of the work ourselves.

I had it repainted in the original burgundy and we drove it for quite a few years. It is still going today, so I believe. What craftsmen, we must have been.

I sold it around 1999, to finance a 1970 Alfa Romeo 105 tarmac rally car

around particularly in GB. With this, in mind I re-joined the Riley Car Club and started to peruse the cars for sale in the car club magazine. After looking at quite a few body-less cars, a friend of mine who knew I was looking recommended something out of left-field; a beautiful 1933 Sunbeam Speed 20. This appeared on the scene and that put a stop to the special.

I remained a Riley Club member and I kept looking at many beautiful 2.5’s for sale in the magazine. After a couple of years one appeared very close to home and my wife and I went to check it out. Green, ugh! but she liked it. Nice cream with green accents interior, polished woodwork, it seemed to go OK. So, we bought it. We were courting in that first Riley, so very nostalgic. After we got it home, again on a trailer, I realised the car

that I campaigned for many years.

This brings me to my current Riley. I had the idea that I might build a special to race in historic races and began to look for a Riley chassis,

had only done 56,000 miles from new! It had had various owners who had obviously cherished it and driven it sparingly.

Again, the brakes needed a complete rebuild and it wasn’t long before the engine pulled the pin and needed a total rebuild also. This had been done at least once before according to the logbook. During the rebuild, we modernised it a little with a more modern cam, a reduction starter, electronic ignition, converted it to negative earth, new clutch and new suspension bushes all round. Filled up the lever arm shocks and generally gave it a birthday. It is now as good as new and a delight to drive.

The green has grown on me. It looks like it has been touched up with a brush in places, but it is mostly original. The whole car is the best one out of the four. How it has survived for so long in such excellent condition is amazing and a credit to its previous owners.

It brings back memories when I drive it, but do I feel 20 years old when I’m behind the wheel? Not quite and I don’t

drive it at 80 miles an hour. That would now be very scary not to mention bloody stupid, but you never know, on a quiet road, by myself, one day, maybe.

Brian



Photos: Brian’s grandson Isaac



THE STORY OF MY ORIGINAL 1959 FC HOLDEN UTILITY

Kevin Clarence

Being a plumbing apprentice my first car had to be a Utility. At aged 17 years in 1963 I purchased a Skyline Blue 1959 FC Holden Ute. It was an old, tired work vehicle, delivering milk to local Milk Bars.

It was in really bad condition, teeth missing in first gear, the driver's seat destroyed by the driver whose job involved constantly jumping in and out to deliver milk, but the passenger side had never been sat in. The back of the ute area was a mess with dents everywhere and most of the paint around the ute area was worn away by the rough treatment loading and unloading the metal milk crates.



The tyres were bald and the hub caps missing, but it was very cheap and my Dad saw the potential once fixed up. It took six months, lots of cleaning, new tyres, a reconditioned gearbox, a front seat from the wreckers, a bit of panel work and a lick of paint and was finished by the time I got my license on my 18th birthday, in fact my 18th birthday present was a brand new set of FC Holden hub caps. The fully reconditioned engine came a bit later. And I got a few laughs at the sign placed in the back window "DON'T HONK, NEW DONK" during the running-in period. I guess it was my first vehicle restoration.

I went everywhere in that car, it served me well doing weekend work for extra spending money, the back was great

for camping weekends away and the girls seemed to like the coziness of the front seat. I reluctantly sold it when the family came along and we needed a sedan to seat our two children more safely in a back seat.

Fast forward forty years to 2004 after getting into the old car movement and carrying out two ground up restorations on a 1926 Chevrolet Tourer and a 1927 Oldsmobile two door coach in the 1970s, but I really longed for my 1959 FC Holden ute back whenever I saw an FC on the road.

Attending the "Last of the Chrome Bumpers" car show I overheard a conversation about a chap who had many reoccurring dreams about his 1952 Ford Customline and how the dreams stopped after he purchased a car the same as his old Ford.

I also had many "reoccurring dreams" always the same about the location of my old FC ute. The dream was about my ute, either in pieces, just out of reach, at the mechanics being fixed or in my garage under a pile of rubbish.

I resolved there and then to buy or restore another one. I approached the FE FC Holden Club of Victoria to ask if I could place an advertisement for an FC ute. They agreed but it took six months before I got the following email with photo attached.

"Hi Kevin, I heard that you are looking for a good original FC Ute. Here's a pic of one that I have for sale. It's in original condition with 34,000 miles, no rust, comes with wooden canopy and tonneau cover, original radio and aerial. The colour is Skyline Blue. I'm in NSW and purchased it about a year and a half ago from Tasmania where it was stored in a sealed shed for about 25 years. I had intentions of doing a full

restoration but unfortunately don't have the time now. The ute is drivable but the brakes require some attention and the engine runs a bit rough."

I was hooked and purchased that 1959 FC Utility in January 2005.

THE STORY OF THIS CAR IS WORTH TELLING.

The FC Ute was discovered in Evansdale, just out of Launceston, Tasmania. The owner described the ute to the Tasmanian Club member who found, and later purchased the car, as follows:

"The FC ute was a two owner car. The original owner bought it new and used it on his farm and he treated it very well. It was optioned with the venetians, mud flaps, weather shield, radio and had a homemade wooden canopy. It was always garaged and never treated roughly by this guy. It was only driven occasionally. Every time he took it out, he would spend the following day cleaning it, until it got to the point, that the paint started to wear through on the high spots. He also added some things like scratch plates, spotlights, wheel trims, bonnet mascot and sun visor. Then, as the man got older, he clipped his front gate a couple of times and decided not to drive it anymore. My Mum bought it with 28,000 odd miles on the clock. Mum drove on very rare occasions and put 6,000 odd miles on it until it was put away the shed boarded up."





original miles on the clock. No rust. Best sub-frame I have ever seen. Still in original gloss black under the car and as clean as a whistle. Matching numbers on original motor. Motor may need a bit of work, as slightly fume. This is because the car sat for many years in a shed. Interior is in excellent condition, with the seat professionally re-done with a NOS squab. Floor mat original, but not perfect. Genuine Olympic Air-ride tyres, one is NOS. Rear tray has been painted in dark blue enamel, but it comes off easily. It has protected the tray magically. All panels are again 100% rust free. There are a couple of dents here & there, but they are not big.

This car has been looked after by a fanatic over the last 30 years, but he has managed to polish through in places. The car will need a re-spray if you want it spot on. It also comes with a wooden canopy. Not registered. I am in Tasmania, but shipping to the mainland is possible. \$7,000 if you want to restore it. \$15,000 if you want to modify it. Get the point?

Buying a car sight unseen is always risky, so I asked the seller to provide me with close up photos of areas I might have some concern with. The emails arrived with pics attached almost immediately satisfying me that the car and the seller were genuine. I made payment without the home made wooden canopy and arranged transport door-to-door.

When the car transporter arrived I could not believe how lucky I was to be the owner of such a great original, never been interfered with 1959 FC Holden. And the bonus it was the same colour as my first FC ute. The second bonus arrived later when my reoccurring dreams about my original FC Ute stopped.

I did have intentions of dropping a V6 engine in it, disc brakes all around, wheels and bucket seats, but once I saw the car knowing that it had survived so long unmolested there was no way I could do anything but keep it original.

I applied to VicRoads to see if my original registration HAV 709 was available and it was. I purchased it as a personalized number plate and it is on the ute now.

Kevin

The following is the description the Tasmanian Holden Club member who found and later purchased the FC ute provided to me after I purchased the car.

"I visited Evendale in my FC wagon and the local service station owner mentioned there was an FC ute close by For Sale. I went around to the place and when I saw the shed, couldn't believe there was a car in it, as it looked very small. There were two inches clearance above the roof and only four inches each side. Prior to it being boarded up the car had to be pulled out by hand and pushed back in afterwards. We had to pull away the front wall, like a huge packing crate, to see the car.

Once I saw the car, I had to have it, money changed hands and it was mine.

I didn't do much with the car, only got it rolling, made the brakes work a bit and got the motor going. I was planning

on a full restoration, but time was not available to me, so I didn't get to do much. I did source some NOS seat material and a mate of mine completely recovered the seat, to original specs. I took off the bonnet bird, survivor, scratch plates and was going to get the car re-sprayed and restored to original, but then I found another car that was immaculate and a chap in NSW had said he was keen on buying the ute if I ever wanted to sell it. I called him and he became the fourth owner"

The following is the original FE FC Holden Forum advertisement by the Tasmanian Club member who found it.

34,000 GENUINE MILE FC UTE.
2 October 2003 Hi all. Well, the time has come to say goodbye to my nice low mileage ute. It is not getting the attention it deserves. It has 34,000 genuine

1958 HOLDEN FC



From 'Project VN' by Pedr Davis & Tony Davis

The FC replaced the FE at a time when Holden sales figures had reached dizzy new heights. The market was booming, as was Holden's market share, which hit an incredible 50.3 per cent in 1958.

Holden had already established the practice of introducing a model then following with an improved version and the FC continued this practice. Exterior changes to the grille and body decorations were complemented by a redesigned interior and several mechanical refinements.

The torque qualities of the 'grey engine' were improved by means of an improved camshaft. Minor improvements were made to the suspension, brakes, gear-change linkages and steering box.

Before the FC bowed out, the 500 000th Holden had been produced and the 10 000th exported.

INTRODUCTION: May 1958.

ENGINE: 2.15-litre six-cylinder.

TRANSMISSION: Three-speed manual gearbox.

MODEL LINE-UP: Standard sedan, Special sedan, Business sedan, Standard station wagon, Special station wagon, panel van and utility.

TOTAL NUMBER BUILT: 191 724.

Charlton Swap

8th October 2023

The Charlton Swap has had its ups and downs in past years, however in recent years it has grown to about 50 sites and the car display 25-30 classic cars. I go along in the hope of finding something that interests me or our son, Colin, a tool collector. He has a huge Sidchrome collection and now is branching out into restoring bench vices. Surprisingly these can be quite expensive. I observed one on Mark Turnbull's (of Wyche-proof) site. A Dawn 125 for \$200. Later in the week I made arrangements to buy it for \$180, as Colin did not have the size in his collection. I also noticed a tool box with the Sidchrome name on it, which I bought for \$25. As Colin has plenty of these I tidied it up myself.



A neat but not quite finished 1954 BSA C11G 250cc was for sale at \$4,000 or ono. It needed the wiring loom replaced and a few other jobs, the parts were included. A little oddity was Diatshu mini-truck for sale, I believe a buyer paid \$850 for it.



An American car which I really love is the 1958 Plymouth. The Belvedere (pillarless sedan) was displayed by its owner Lynn Blair. It was assembled in Australia, along with over



150 Plymouths of the day.

Ted and Louise Goddard showed their 1913 Model T Ford that Ted had restored. The body features a driver's door, a door that the original body did not have. A worthwhile alteration Ted made when he expertly built the body. I found a few model cars for \$5 each so that made my day.

David



Bendigo National Swap Meet 2023



I can imagine some optimistic enthusiast thinking the above 1938 Ford ute (ph: 0412611126) would make a great rat rod. No pretending. Painting then using solutions to age it is unnecessary. Here is the genuine rust bucket for \$5,000, it just needs an equally deteriorated set of mechanicals.

Bendigo Swap is full of interesting possibilities. Whether they are a pile of parts or the sad remains of cars that have barely survived the ravages of time. The imaginations are fired up, especially if you are a capable and determined restorer.

I had an enjoyable time at Bendigo Swap arriving late in the morning to avoid the crowds. A friend said the idea is to get early to get the bargains. I am not into any car projects at the moment so that would have been a wasted effort.

To me buying a few books and model cars for my collection would satisfy my interest in buying and then catching up with old car folk really makes the day worthwhile.

I hardly got onto the premises when I was beckoned by Kevin and Carol Clarence. Kevin, like many friends are members of the VDC. They attended in their very original FC Holden ute of which

Kevin promised to send in a story of the 35,000 mile vehicle. Along side is an excellent 'tear drop' matching caravan Kevin made. Kevin inherited his father's Model A coupe, hence his long time association with the VDC.



Being a keen model car collector I ventured into the main building designated for selling model cars. At once I was disappointed. Firstly the building appeared to be full of dealers, which meant prices were typically undesirably high. Secondly many stalls had hundreds of small scale models (1:78) which you need a magnifying glass to decipher the details or

even recognise what car the model represents.

There were very few bargains unless more money was spent. Four Trax models could be bought for \$100, however they were all variations of Holdens and Fords I already have. For better prices I had to seek out models on other sites.

As the day progressed I didn't make much headway to check out sites as every five minutes I would meet an old car associate and have chat.

There is always a car or two on Damien O'Doherty's site. At the last swap, four years ago, he had a vintage Delage

chassis ripe for restoration and he told me the purchaser has nearly finished re-building the car.

On this occasion he had a very neat 1927 Model T Ford tourer for sale. It was an older restoration. It had a Ruckstell two speed read axle, (most beneficial), coil ignition, 12 volt system and some spares. Asking price \$22,000. 0417565408



While I was there a gentleman was very keen to buy it but he had seven registered cars and would have to part with one to make room for it. I didn't wait to see if he made the sacrifice to accommodate his new desire.

If I were looking for a project I may have been tempted to buy a MGTC chassis and trailer load of parts for \$5,000.

The vendor had compiled the pile of left overs from previous restorations. Chassis no. 4198 was made in 1947/8. There was value there if maybe you were into restoring a TC. A complete engine with starter and generator, lots of spares, box of 1 1/4" SU carburetors etc, and what appears to be a supercharger attached to one engine.

A rusty incomplete motorcycle would stir the heart of a British motor cycle enthusiast being a 1935 Triumph Val Page designed model 5/1 sv 500cc at \$4,000. The solid and dependable single cylinder model was released in 1933 along with a 250cc version 2/1.

looking for something quite unique and are not worried about your car winning any beauty pageants this kit car might suit your taste. VW kit car made by Embeesa on a 1970's



beetle chassis. Ph: 0417392291

1949 Ford V8 Freighter chassis & cab was available but no price was shown, only a phone no. 0412564709.

If you were restoring a Bleriot you may have been thrilled to see a good set of headlamps for the car. However you may not have been so thrilled by the \$2000 price tag. Such items are becoming very pricy, even common

English Lucas side lights and King of the Road headlamps have shot up in value. Another sad looking vehicle was a post war Morris Commercial needing a sympathetic home. Ph: 0418172234

If you are



I have to comment that the swap from my perspective was well run. A water truck attempted to keep the dust down, food was provided by several stalls and the Lions Club and all the venders I talked too had good sales in the morning. a lot quieter in the afternoon.





A splendid project for a vintagent 1930 Willys Overland Whippet 98A 6cylinder sedan ph: Jeff 0425519959



1954 Holden FJ-215 owned by Rick and Jenny Kingsley.

The FJ is presented as found, including original registration.

Chassis No. 4-131997M 14 = 1954 M = Melbourne Body No. 5209

Colour 253-16209 (Lithgow Cream) Engine No. 162403

First registered on 29th July 1954 in Daylesford for £2.12.6, 5/- for number plates, £2.14/- for third party insurance to a Mr James Dalton Barron. For 20 years from 1966-1985 the vehicle was paid yearly. In the following 13 years 1986-1999 it was sold twice and only travelled 700 miles in total 54,000 miles. From 1999-2020 it has travelled only 4000 miles. Rick purchased it in February 2020, now with only 58,000 miles and still unrestored.



1951 Daimler Special Sports last registered in 1968. Approximately 500 were made in England. Purchased at the last Bendigo Swap Meet.

1956 Ford mainline utility. Genuine 86,000 miles Last registered in 2005. Used for carting red gum sleepers Originally a Kerang vehicle

David

The above Cars were displayed by members of the Veteran Vintage & Classic Car Club of Bendigo



North Central Vintage Car Club's

Show & Shine

There are numerous Show and Shine car shows around the country. Many enthusiasts prefer a rally that goes from town to town to enjoy the experience of driving their old car, rather than 'cold radiator' events. However the point of a Show and Shine is for attendees to have time to view the cars and socialise. Pull out a folded chair and thermos and have chat without any pressures of when the group was leaving and moving onto the next stop.

Some Show and Shines can be a bit boring if the cars present are not of interest to some people. I find rows of modern classics a little less satisfying to look over than older cars that have heaps more character.

As the club I am in, the North Central Vintage Car Club, held their inaugural Show and Shine in St Arnaud I had no hesitation but to attend in the Alvis.

The ingredients for a good Show and Shine is firstly a nice location, good weather, food and a variety of interesting cars. The event I am pleased to say fulfilled all my expectations. St Georges Park was fence to fence groomed grass with mature trees on the perimeter. The weather was perfect,

BBQ food provided by the club was good and a range of about 150 cars, as well as many friendly faces. Full marks to club. Prizes were also presented for many era categories which may have pleased many whose cars won a trophy.

One outstanding car on display was a beautiful 1956 Lincoln Continental Mark II that has been superbly restored and is owned by Lincoln collector Jim Leithead. He drove down from Stawell. The paintwork was flawless and suited the simple elegant styling perfectly. It was the most expensive American car in 1956 and Lincoln lost \$1,000.00 on each car as it was hand built, consequently it was withdrawn in 1957.

Alongside was another exceptional car, a 1957 Buick Super Riviera. The coupe featured three windows like the Vauxhall and Corvette of the time.





As I approached this veteran I could see there was something odd about it. It was a 1909 Buick Model F which I imaged was conventional enough. However I was quite wrong.



The first thing I noticed was the chain drive back axle. Being a veteran I guess that's not so unusual, except most chain drives are closer to the rear wheel hubs. Then I looked underneath and saw lots of levers and what appeared to be cylinders.

I eventually caught up with the owner, Alan Esmore and queried the mechanical layout. Under the bonnet was in fact a 70 litre petrol tank (most comforting if you had a crash, remember crashed Volkswagen beetles bursting into flames?) Underneath is a twin cylinder engine and a very unorthodox gearbox, not unlike the Model T Ford, with many pedals and levers.

It has a 22 hp, 159 cu. in. horizontally-opposed twin-cylinder engine and two-speed planetary transmission. Solid front axle with three-quarter-elliptic leaf springs, live rear axle with semi-elliptic springs and single chain drive and two-wheel mechanical brakes.



As well as my Alvis attending Alan Esmore also had his 1934 Speed 20 Alvis in the line up. It has a 2½ litre 6 cylinder ohv engine and four speed fully synchronized gearbox. It has adjustable tension front suspension and variable ride shock absorbers. One shot lubrication. Twin ignition, ie: coil and magneto. Cruising speed is 70mph with maximum being 95mph. It is believed to be the only Cross & Ellis coachwork body in Australia.

Alvis never made their own bodies, many pre-war Alvises have bodies originating from different coach builders. After the war the TA14 and TA21 (like my car) had saloon bodies built by Mulliner and tourer and coupe bodies by Metalcraft, Carbodies and Tickford in the UK.





The last model of the Australian Chrysler Royal, before the introduction of the Valiant from the USA was the AP3 made in 1960. Bob & Win Pratt own this fine example.

The Royal was made from 1957 to 1963. Chrysler Australian had invested in tooling to stamp body panels for the 1954 P25 series Plymouth. Headquarters in Detroit were unwilling to assist in the costs of retooling for a

new model so Chrysler Australia made the decision to develop their own range, using as much of the existing tooling as possible. The doors and basic structure of the P25 sedan was retained and with input from Australian and American Chrysler designers, the 1955 US Plymouth front sheet metal was adapted to the P25 body and the rear quarter panels redesigned. They also added a wraparound rear



Note the push button automatic on the far right



The Royal shared the same central section of the body as Ted Goddard's Plymouth sedan



Chrysler Royal's 4.1 litre side valve six cylinder engine



1937 Austin 10 coupe owned by Arnold and Colleen Bond of At Arnaud. It was purchased in 1995 from Gower East. It has a unique body style made by Damons of St Kilda. It was in original condition when bought having been on blocks for 25 years.



Peugeot 203 owned by local club member Steve Hamilton. Several Peugeot models were assembled in Australia, commencing with the 203 in 1953. These were followed by 403, 404 and 504 models with Australian assembly ending with the 505 in the early 1980s.

1947 GMC Truck

Purchased near new, Floyd Polkinghorne took the truck into Tom Esmore for service prior to his marriage in 1947. He used it as his only form of transport, as a farm truck and the Esmore family garage has serviced it ever since, as necessary.

They continued working on it until he bought a Holden 1 tonner then gradually retired the GMC.

Roger, Floyd's son, inherited it on Floyd's passing and for a keepsake, his wish was to restore it back to new. For 10 years he requested Alan Esmore to restore it. Alan's memories go back as far as to 1958 and all the jobs and patch ups they had to do to keep the old truck going. Not that Floyd was rough on it, but he had plenty of virgin land to traverse and the loads were way over the trucks 30cwt carrying capacity.

Alan finally relented. During the complete strip down to bare chassis, the memories came flooding in, when past employees, David Haynes and John Shepherd got together with Alan to reminisce, about the work they had done all those years ago.

Mechanical parts were located mostly from Australia, but some came from as far away as USA. Some improvements were made to modernise engine bearings and pistons. Many parts were built up with weld and machined in the lathe Tom Esmore used to use many years ago.

The old plate glass windows were replaced with Triplex screens for safety. The brake cylinders replaced with stainless steel to last forever, just like the new handmade radiator. The painting of the cabin was handled by North Central Panels in Charlton and the new upholstery was done by a friend of Alan's in Ballarat.

It was a great day when the old girl fired into life, the road testing was so sweet at around 40mph. The intermediate gears tell a different sound due to boring up those hills, chasing foxes and rabbits spotlighting, back in Floyd's days on the farm. Sons Roger, Greg and Wes hanging on up the back with the spotlight, banging on the roof instructing Floyd.

Of course, all the "Polky" kids, including Rosemary, Marilyn and Doreen, learnt to drive in it, but were never allowed to press the accelerator until Floyd thought they had learnt enough.

A 44-gallon drum of Kero was always on the back as fuel supply for the tractor, along with a dozen sheep dogs.

Alan says he should have said yes to the restoration 10 years ago when parts were more readily obtained, but, more importantly he was 10 years younger! (he is now 81).

David



A modern classic we are familiar with is the Holden Commodore. The older readers may remember pre-release advertising was a teaser. Small insertions in newspapers said 'Commodore is coming'. What on earth was a Commodore? readers were asking. A new improved computer? Then Holden's smaller main stream car appeared in 1978. A combination of a German Opel body design with an Australian engine and local mechanical components. As popular as the Commodore was Australian motorists were not ready to down size despite there being sixes and a V8 available. It seems that it is no longer the case. With the rise of 4wd Landcruisers etc to tow caravans and horse floats smaller cars are now quite acceptable.

The above 1979 VB Commodore, owned by local Ross Pritchard, has a 'European Pack'. It is the last of the first model. Additional extras included - four wheel disc brakes, full instrumentation, bumper over riders, wiper/washer headlamps, interior light on the pillar and carpet in the boot.

Total number built of the VB Commodore was 95,906, replaced by the VC Commodore in 1980.

Austin Dealer Photos

Austin 12hp 4 cyl roadster £340
or 16hp 6cyl Roadster £345



Austin 12hp 4 cyl saloon £419
or 16hp 6 cyl saloon £425



Austin Light 20 6cyl
saloon 120" wheelbase
£680

Austin 16hp 6 cyl coupe £410



Austin 8hp panel van



I believe they are promotional shots from Austin
Distributors.

Graeme Jarrett

Brochure Collector

Trevor Poulson

Did you know that I am an avid old Car Brochure collector. I have been scanning many of my old Brochures and sending them to the web-master to add to his Website.

This is the Website - <https://www.oldcarbrochures.org/>

If you are not familiar with this site, check it out. When you open it, the first file says Sept 2023, next June 2023.

You don't have to worry about these Files, as they contain the new brochures that have been added in those months.

If you want to look at Australian Brochures, click on the map of Australia, then Ford, Chrysler, Holden or whatever.

The main country is USA, but they also have Canadian products and Australian.

You can see every page of the brochures listed and save them to your computer, as I have done.

Recently, I purchased this Canadian Brochure - 1952 Meteor. Attached is only the cover, but every page is shown on that Website.

As a collector, I am learning lots as I get into it. With late model Fords, you would know that Ford USA offered 2 wheelbases in 1957 and 1958.

That meant that Ford issued two distinct brochures, one for the Custom series and one for the Fairlane. series.

Have you heard of the Forum "Ford Barn".

It is in 4 sections, Model T, Model A, Flatheads and Later models.

This is what I wrote on a Thread about the 1958 Ford Customs. I actually started the Thread and go under the name Mercman. I started collecting old car brochures around 30 plus years ago. I used to buy them from Jay Ketelle from Amarillo, Texas. When Ford offered their full size automobiles with two different wheelbases in 1957, I then discovered that I needed a brochure for the Custom series and one for the Fairlane series for the years 1957 and 1958.

Back then, as I had two brochures for these two years, I thought that I had a complete set. How wrong I was.

I have since learned that there are three Ford Customs and three Ford Fairlane Brochures for 1957.

They are basically the same but are revised with different Print Dates. Then for 1958, there are actually four Ford Custom Brochures and three Fairlane Brochures.

So, all up for just these two models for these two years, there are actually 13 different brochures.

My original collection of four falls far short of the target of 13. This count doesn't include the Station Wagons or the Folder showing all the full range of cars available.

As this Thread is about the 1958 Ford Custom series, these are the Print dates:- 9/57, 10/57, 12/57 and 3/58.

So you can see how complicated it gets. I hope that you 1958 Ford Enthusiasts have learnt something about Brochures for these years.

Take a close look at the 2 Covers (right). The original brochure shows both a Custom and Custom 300, however, it appears that the base Custom was not released? That is why the Revised Brochure deleted the base Custom from the title and inside pages.



Now it gets complicated as Ford did 2 revised versions of each for both years.

So, as a collector, instead of chasing 4 brochures, I need to track down 12 I need the second revision (final) of the Fairlane brochure for both years.

If anyone could help locate them or provide brochures please contact me on Email: tpou8669@bigpond.net.au



Trevor

A few gems from Alex Gow's latest old photos vol. 237



In 1930 an Austin car was transported from Lae to the gold mines at Bulolo by Junkers Trimotor

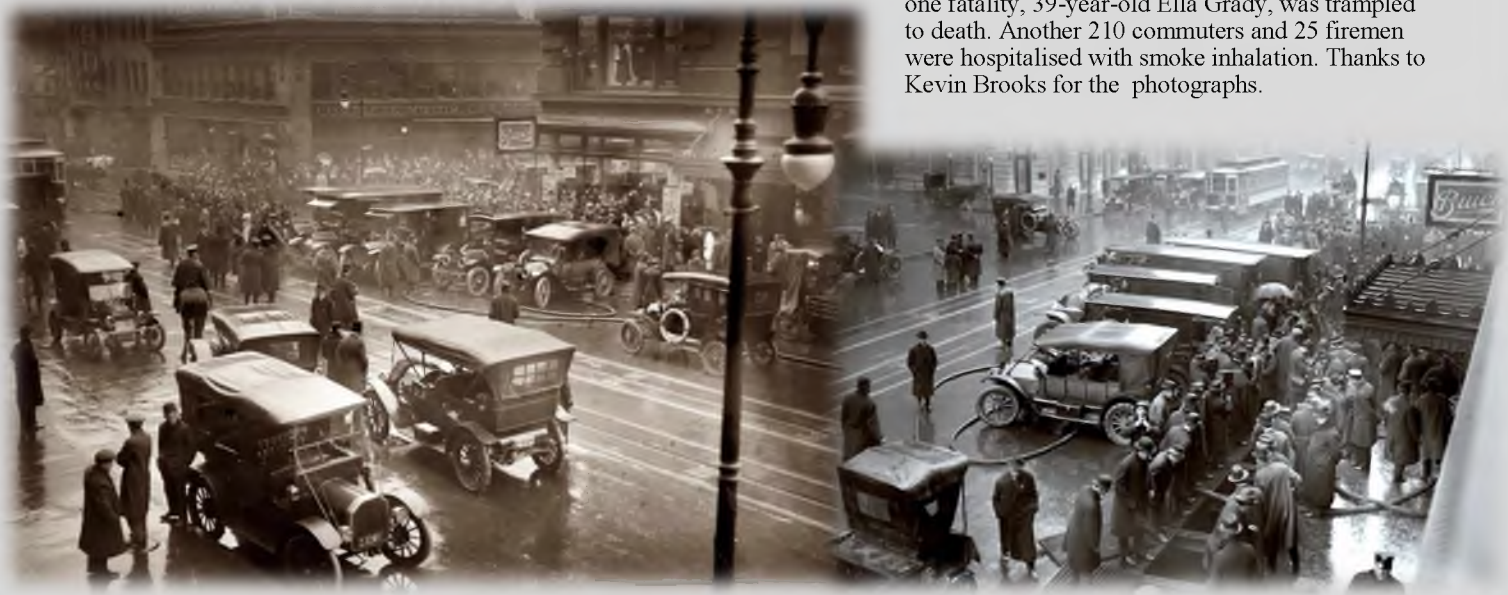


In 1950 Harry Toft was loading cane with his home-made mechanised loader. It was mounted on Chrysler and Austin wheels and powered by two model T Ford engines.

Ten years later he was building them commercially at his Bundaberg factory, using war-surplus 4-wheel drive Blitz chassis that he was buying from the Government in bulk. Some of them are still in use. By the 1970's Harry and his brother were manufacturing very sophisticated chopper harvesters that were world leaders. When I was working as a Toft Harvester Mechanic in 1975, Harry had his factory workshop crew restore this original loader.

On the 1st June 1915 an electrical fault in the New York underground caused a fire that trapped 2,500 commuters on 3 levels. The picture above shows some of the people emerging in front of a Buick dealership that was above the subway.

Firemen ended up hauling unconscious people out through ventilation shafts. There was one fatality, 39-year-old Ella Grady, was trampled to death. Another 210 commuters and 25 firemen were hospitalised with smoke inhalation. Thanks to Kevin Brooks for the photographs.



FOUR WHEEL DRIVE MODEL T FORD

Jesse L. Livingood had a better idea. Seeing the need for four-wheel drive on the terrible roads of the day, he sought to develop a system at a cost more people could afford. In 1914, at the age of 20, he perfected a four-wheel-drive conversion kit for the Model T. What better rig than the T? It was light, readily available, solid, and simple.

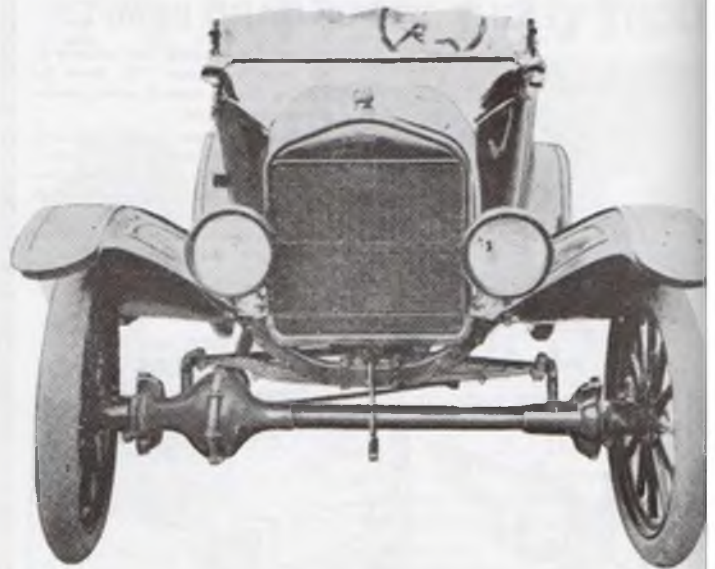
The kit consisted of a front axle (converted from a standard Model T rear), a revised front spring, a transfer case, a front driveshaft, and some miscellaneous pieces. The first kits used a single-speed, chain-driven transfer case with an in-out lever for the front output. The later conversion incorporated a Warford auxiliary transmission, which was a two- or three-speed box, and had full-time four-wheel drive with a lockable centre differential. The two-speed unit had an underdrive, to aid the T's rip-snorting 20 horsepower engine on rough terrain, and a 1:1 ratio for flat ground. In the three-speed Warford, an overdrive was added and the later engines almost had the power to handle it.



Geoff Reddish of Tasmania sent in the Model T pictures illustrating a four wheel drive modification.

4 Wheel Drive Attachment for Ford Cars.

1923



Drives and brakes on all four wheels. More power, more traction with less fuel; less tire expense and less repair bills. Will go through mud, sand and snow without the use of tire chains on any of the tires easier than a two wheel drive with chains. Think what this means. It is much safer to drive, easier to control, does not skid when you apply the brakes and can be attached to any Ford chassis in 3 to 4 hours time.

Prices on request.

J. F. LIVINGOOD

New Virginia, Iowa



Bits & Pieces

For Sale 1990 Mercedes-Benz 300-E24 Sport Saloon \$15,000ono

W124 031 Series with 104-980 engine. Featuring dual overhead camshafts and 4 valves per cylinder. Develops 162kw (220hp) 265 Nm torque/ Ke Jetronic fuel injection with variable valve timing, giving a top speed of 237kph. Acceleration 0-100 kph 7.6 sec. 28mpg weighs 1390kg. Totally original and unrestored. Excellent condition and very reliable. 0407 506 268 (Donald, Vic) Making room for a 1951 Jaguar Mk V saloon



Ford Freighter

When enquiring about the model the Ford chassis that was seen at the Bendigo Swap was Trevor Poulson contacted his friend Neil who send in a photo of his similar nicely restored 1949 Freighter.



BSA Memories Milton Job

Thanks again for what you do to enlighten and entertain we "old car" people. Great reading. Here is my contribution to our invitation for "memories"

My first car was a BSA Scout, 1938. I can hear some saying, "a what"? Many don't know that BSA made cars from as early as 1907. Most of the early ones were rear wheel drive, three wheel, could be classed as cyclecars. BSA were pioneers in the 'front wheel drive' world. The Scout was built from 1936 until 1939. My Scout was a, two door, four seat 'sports' car'. Though the word 'sports' is a bit of an exaggeration. The 1200cc, side valve engine could not place it in the sports category.

I only owned it for 18 months when a Hillman Minx took my fancy. It was second hand when I got it and 8 months later the bronze 'worm' wheel in the diff. quit. As spares were unknown in Australia it took some months to have one made. It was an "interesting experience" to own a Scout. Like so many, I wish I had it in my garage still. For the full story of BSA and cars, check the "BSA Front Wheel Drive Club" website. This is the only picture of it and a nice example of the Scout.

Fourteen years before the Triumph Cycle Co. branched out and started producing automobiles, the Birmingham Small Arms company--better known as BSA--already had its automotive factory up and running. Oddly enough, after 1912, both BSA and Triumph were based in Coventry, competing head-to-head mainly in the motorcycle market and then, soon, the automobile market.

During BSA's manufacture of small open touring cars, which began in 1907 and ended in 1939, its production totaled several thousand, which made it a legitimate auto manufacturer and not just a flash-in-the-pan boutique builder.

I would love to hear from any Scout owner in Australia.

Ph: 043 141 2920

Email: kararu@spin.net.au



above: 1912 BSA owned by R Craze of NSW, a participant of the 1970 International Rally from Sydney to Melbourne and a 1930 3-wheeler

Bits & Pieces cont:



From: Jenny Fawbert

Fabulously interesting issue. I enjoyed reading about cycle cars past and present. I stumbled across a report of the Festival of Slowness in 2018 on the 'Pre-War Cars' site and couldn't help submit the following.

I've always been intrigued by cyclecars. My big chance to ride in one came in 1974 when a delightful elderly couple, Chris and Gladys Broadbent befriended me at the CHMC annual rally in Newcastle, NSW. For the return run of 34 kms from Maitland to Newcastle Gladys gave me her seat in their AC Sociable, while she lounged in the back of my 1930 Straight 8 Nash sedan, chatting with my parents.

What a change - from driving one of the biggest cars on the Rally to a riding in the littlest, a machine that on appearances looked almost fragile and more like a motor tricycle with a cosy semi-enclosed side-by-side seat for two fitted to it. As Chris deftly manoeuvred the AC out onto the open highway I overcame my sense that I was actually more sitting on the road than riding above it and I entrusted myself entirely to the skills of the man who restored the machine.

The AC settled into its natural highway pace, though Chris was

always having to "drive it" as the AC seemed to take irregularities in the roadway surface or the slip stream of passing vehicles as cues for it to capriciously dart where it willed. At one stage the road ahead was almost ours and Chris decided to demonstrate the AC in full flight - my father following in the Nash clocked the AC at the giddy speed of about 30mph (with downhill assist!) - but in the AC it felt like we were really flying.

My other vivid memory is that we were halted, first vehicle, at some railway gates. As the train passed the little AC was well and truly rocked about by the gush of air, leading Chris to comment the AC was also prone to some kite-like taking off - seems they'd been turned-turtle previously so he was most cautious about cross winds and truck slip streams.

Unfortunately I only rallied with the Broadbents a couple more times after Newcastle, and after Chris's death I lost contact with them and the AC. I treasure the memory of that particular cyclecar and the wonderful couple who enjoyed their AC immensely.

I check in each year on the 'Festival of Slowness' reports and am Never disappointed.

Cheers

Jenny



FOR SALE

1964 Mk3 Austin Healey Sprite, 1098cc engine, Weber carburettor. This is a barn find, which will require work to return it to the road. Located Chiltern, price is negotiable, Phone Andrew 0427 102901.

100th Anniversary Tour

Good day fellow, historic Chrysler Dodge family Motorists' the 100th anniversary Tour, celebrating the release of the first Chrysler Badge car in both America (Jan) and here in Australia (Dec) The Journey and its various legs starts in NSW, W.A. Tas. Vic. and others if needed The Journey will connect with 4 Events, The CRC Vic Annual Tour is now in its 44th Year. The Chryslers on the Murray on the Murray, the largest all-Chrysler event in Australia. The minnows of all Chrysler

The AC Sociable was a **family of three-wheelers introduced in 1907.**

The Sociable, which was AC's second model, featured two front wheels, and a single rear tire driven by a rear mid-mounted engine. Power came from a 648cc single cylinder engine. Production of the AC Sociable ended in 1914, with an estimated 1800 examples built



events the ancient Chrysler Dodge Muser. For those that have not had enough, there is the pre-31 Rally, with some 150 Pre-1931 cars is regarded as top in its class.

Johnannes "John" Schuurman

Editor, Australian Chrysler Narrator

Email for entry forms and itinerary:

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