

# Country Motor

## *Australia*



Issue 6

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

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*Mike Frazer's 1924 Hupmobile*

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 6

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## Editor's Entries

*Welcome to the sixth edition of Country Motor*

### **Sixth Issue**

Prior to Christmas there is a rash of country shows, car displays and swap meets. I attended a few in the Alvis as they provide an opportunity to get the car out, meet fellow enthusiasts and seek out the interesting cars that are in the district or passing through.

The magazine covers all sorts of vehicles and engines. Our local Wedderburn engine club has a few large Ruston Hornsby engines and I have written their stories in this issue. If you have engines of any description pre-1960 lets hear about them. We often get stuck in a narrow band of interests, such as cars or tractors etc. This magazine is attempting to broaden the appreciation for anything that is powered by a motor.

Thanks to those people who have sent in interesting articles or notes for this and in past issues. It would be good to hear from more readers about their old motor experiences. I am sure there are lots of great stories to be told about events and restorations.

A few car clubs circulate 'Country Motor' by Email. Your club is welcome to do this. Its is free and it may interest some enthusiasts. The more readers, hopefully the more stories.

I will be attending Bendigo Swap, 17th/18th November, on the Saturday. I meet friends at 12pm outside the front buildings (where model cars are sold) near the main gate should you be there I would be pleased to catch up with you.

*David*

# BIRCHIP SHOW & SHINE

23rd September 2018

After a very tiring visit to Melbourne for the previous three days I had decided to attend the Birchip Show & Shine. I had prepared the car so all I had to do was get up early. Driving from Wedderburn through Charlton there were no club members going so I had a one car convoy to Donald where at least a gaggle of St Arnaud and Donald folk were gathered. No sooner had I arrived than the group moved off to Birchip.

To say the drive to this distant town was stimulating is an very much a over statement. Flat, lifeless topography one can easily get bored. I had no one in the car to say "are we there yet" so I said I to myself. The only relief was that the Alvis was humming along nicely at 55mph and I was in company of a few nice Jaguars of John & Rhonda Laird, 1985 XJ6 Sovereign and Gary & Lynette Bertalli's 1963 Mark II 2.4 who were not in a hurry. I have to mention that there are about 20 Jaguars in the North Central Vintage Car Club that consists of 55 family memberships. Eventually we reached the Birchip Leisure Centre where the Show & Shine was held and we were guided in by many officials who charged an entry fee of \$10.00.

Even though it was relatively early in the day the majority of display cars were already lined up and our club cars were in the back rows. Many clubs from towns as far as Swan Hill supported the event, there must have been several hundred vehicles present.

Everyone was invited to be judged for a range of trophies, however as our club was leaving at 1.30pm and cars had to stay until 2pm for presentations I declined to fill out the necessary form.

I think it's time I motored a modern classic as older cars were in the minority. Most of them were from local towns and probably would not been seen at shows further a field. Such as Birchip man Graham Cox's 1924 Austin 12/4 tourer and a local vintage Buick tourer.



There were many vendor stalls and food tents to add a little interest. The gems of the day for me however were conversations with owners of old or unusual cars.

Roger Beattie, Fiat Car Club President, showed his minute rear engine 1970 Fiat 850 campervan coming all the way from Melbourne. It was made by Motor Coach Conversions, Hertfordshire, UK and had all the creature comforts in a very restricted area. The bed unfolded out the back hatch door beneath a canvas canopy. Roger also has a veteran Fiat truck and a Spider.



Mike Frazer from Rainbow has a warped sense of humour. He displayed his barn find vintage utility with a Mercedes Benz badge stuck on the radiator shell. He said some unknowledgeable photographer sent a picture of it all over the world claiming the ute was a rare Mercedes Benz. It is in fact a 1924 Hupmobile that had been converted to a ute from a tourer many years ago. **David**



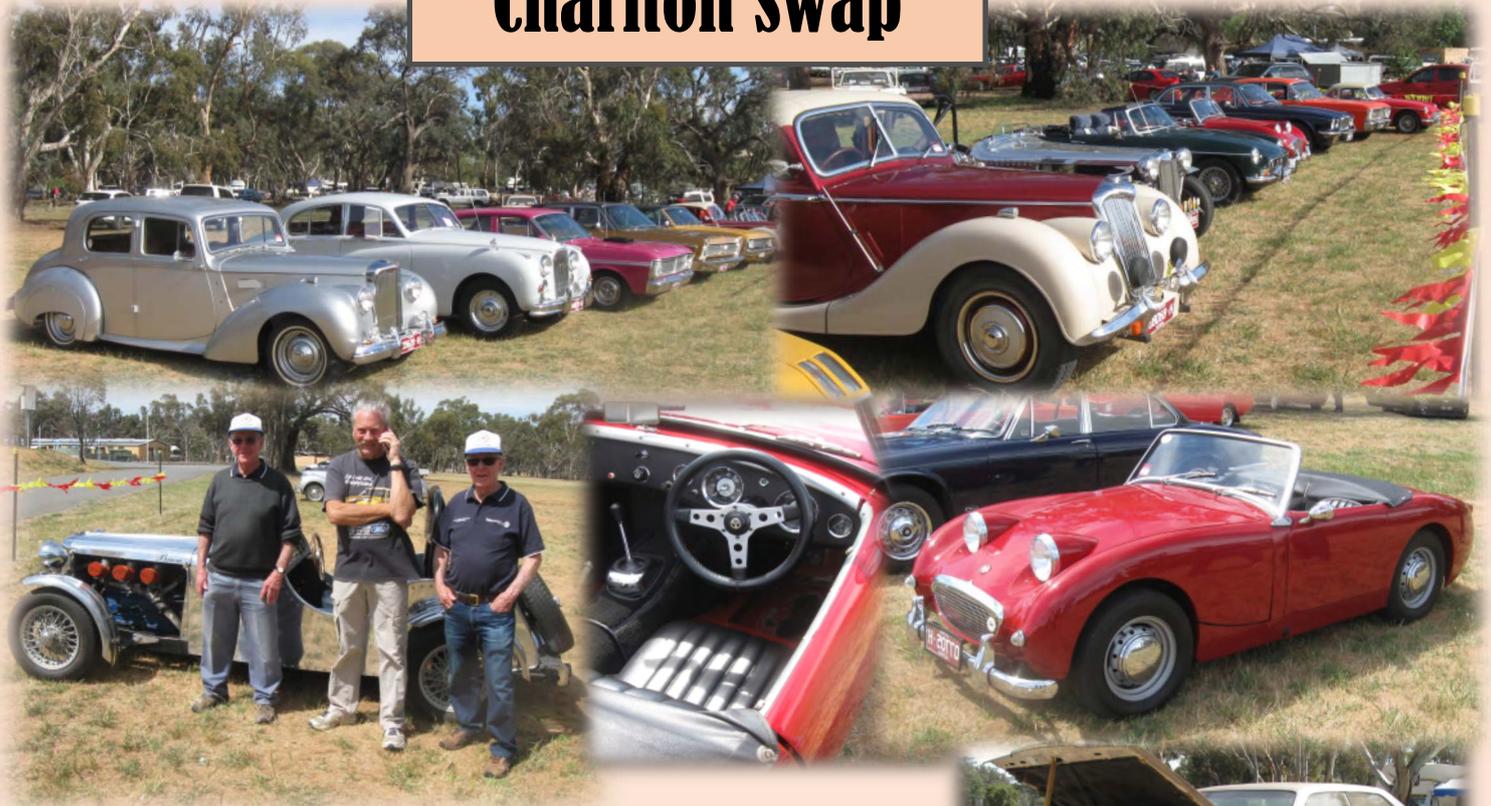


As planned at 1.30pm our club left as a group from Birchip for a General Meeting at a club member's place in Donald. By the time I got home both myself and the Alvis were exhausted after covering close to 300 kilometres.

**1924 Hupmobile** touring with a Mercedes Benz badge. 1938 Chrysler Royal owned by Matthew Barr. It has a Richards, Adelaide body. Matthew saved the car from being turned into a hot rod. In the

boot was the original number plates and receipt in an envelope when the car was purchased. Apart from the carpet it still has the original leather interior. Matthew is keen to build up his spares, both Dodge & Plymouth parts are useful ph: 0428117275. 1942 Studebaker war truck, 1955 BMW R50 500cc owner purchased it from new. 1922 Model T Ford runabout was restored in 1977 owned by Warren King of Birchip. Two BSAs towed behind a 1930 Model A Ford ute.

# Charlton Swap



Over the years I have attended the Charlton Swap in the Alvis, as with other club members to display our cars and support our mates at Charlton and of course their Lions Club. Due to the few sites, after a cuppa and a brief chat, we went on our way home.

On a perfect spring day I motored to Charlton with no great expectations. Classic cars were directed to line up at the back of the field. My Alvis was lined up with Bill & Lucille Hutchinson's 1955 Jaguar Mark VII, Mick Dittko's 1971 XY Falcon, Ken North's 1951 Riley 2½ litre, Phil Stafford's 1949 MG Y special, David Pollard & Evelyn Ward's 1972 MGB. Kevin Patton's 1959 Austin Healy Sprite, a blue Jaguar XJ12 that came from Birchip and Brian Patton's 1963 MGB roadster.

I explored the sites. The organisers must have been pleased as from about 25 sites in 2016, 34 in 2017 there were 46 sites this year with a great variety of car stuff, bric-a-brac and Lion's club food stall. I couldn't find any car related bits that interested me but I was still interested to see what was available.

Noel and Joy Bryce had come in their 1958 Chevrolet Biscayne. Joy, carrying her little pooch, had bought more brass for her collection. Noel was very enthusiastic about his new peddle car purchase. That's being very unkind. A baby Goggomobil Dart now occupies one of his garages in place of a huge Cadillac. What a contrast! It could fit in the Caddy's boot. A twin cylinder 300cc

engine will certainly be more economical but first he has to find a way to modify the pedals as the previous owner was over six feet. A curio we are all waiting to see.

Phil Stafford is waiting for parts to complete his Triumph Mayflower saloon.

Anyone wanting a modern classic a 1990 Mazda 929 was available at \$1,500 or near offer. It has done 280,000k and had been well maintained and running. Phone Graeme on 041332110

I did the circuit three times but was still empty handed. So I bought Lyne a present. She loves ironing and this, I thought, was an ideal gift.

**David**



## Riley Purchase

Dear David, I think I mentioned in earlier correspondence that I was trying to find a Riley 9 to buy. Early last month I was successful. I bought a 1929 Riley 9 2-seater that was purchased by the Mitchell family from Edenhope in 1934 and kept until 2002. I have known of the car since the 1970's and John Mitchell did much restoration work on it before selling it. It still however needs quite a bit to complete it. Although the car is quite original, it doesn't have a coach-builders plate. Its original Ownership Certificate came with the car and I was surprised to find that the first owner, Stanley Massina of East Malvern was the brother of Alfred, the first owner of my 1950 Riley 2½ litre Saloon. (I bought the 2½ off Alfred's grandson in 1984) What a co-incidence! They ran their grandfather's printing company, A. Massina & Co in Carlton.

**David Trunfull**



# A Short Story about a Delage Body Builder

"There is a subtle harmony in the outlines of a Burlington Body that pleases; you feel that proportion has been studied and that a chassis Burlington-equipped need fear no comparison." - 'The Australian Motor Car' March 1920. **Rick McDonough**

My 1922 DE has, in my opinion, a rather attractive 3 door tourer body by the Melbourne firm of 'Burlington'. Despite an avid interest in Australian motoring history I knew precious little about this firm, so started researching it over the last couple of months. My conclusion is that there is a notable dearth of information out there on it (even after a recent visit to the State Library of Victoria), but from what I have gleaned it seems it was a star that shone brightly for a few short years, then fizzled out suddenly. The following is what I've come up with.

In 1917 the Australian Government proposed prohibiting, under the War Precautions Act, the importation of complete motor cars into Australia, in order to conserve shipping freight space. A strong protest was mounted by car importers and a compromise was reached when the importers successfully argued that they should be allowed to import one complete car for every two chassis – thus still economising on freight space. The compromise's acceptance by the Government, however, involved the motor industry undertaking to equip themselves with plant, machinery and capital so they could cope with business the new agreement would create. The motor industry in turn wanted protection, in the form of long-term sizable tariffs, if they were going to be expected to make these significant outlays. This move was the genesis of the body building industry in Australia. One company that sprung up to take advantage of this new business opportunity was the Burlington Motor Body Co.

In 1919, Melbourne surgeon Mr C. M. Macknight, and George S. Miller, a returned soldier, provided financial backing to coach builder Thomas Macbeth at 287-93 Spring St. Melbourne, between Little Lonsdale and La Trobe streets. The new enterprise, named the Burlington Motor Body Co., started off tentatively with a staff of three. In January 1920 it became a limited company when further backing was received from a Mr H.E. Ireland, described as "a gentleman". Capital of over £20,000 was subscribed. This injection of cash allowed for rapid expansion of the business, with additional premises at 267 Burwood Rd, Hawthorn being acquired. Advertisements in the Argus 'Wanted' columns during April 1920 called for Panel beaters, Trimmers and Body workers – all respondents to be "first class men only" Further advertising during 1921 called for more tradesmen. Things were indeed going well and staff levels had now swelled to forty. By the end of that year the Spring St workshop was sold off



The Spring Street premises in early 1920

A Burlington Body

On any Chassis makes a Beautiful Car

There's Nothing now to hinder your ordering a body for your new car (no matter the make) that will reflect credit on your choice in any company.

BURLINGTON BODIES are built for the discriminating those who require discretion without frills, comfort without complication, and seeking quality at an honest price. We specialize in first-class bodies.

MAY WE QUOTE YOU FOR YOUR NEW CAR?

The Burlington Motor Body Building Company  
217-293 SPRING STREET, MELBOURNE Phone 1684 Central

A full page advert from 'The Australian Motor Car', with a non-descript car featuring a "Country Club special design" - 15 Dec 1919

and they moved entirely out to their Hawthorn address, six kilometres down the road. Cheney Motors, agents for the new Chevrolet, quickly moved in to the vacated inner city address.

The list of cars being advertised around this time as wearing Burlington bodies included Rolls Royce (Ghosts and 20hp), Ceirano, Rochet-Schneider, Chenard-Walker and Hispano-Suiza (one of the latter has survived) and of course Delage. In the book "Rolls Royce and Bentley in the Sunburnt Country", authors Clarke and Neely state "Of the smaller firms that fitted bodies to Rolls-Royce chassis when new, Burlington built the most stylish". Not a bad commendation.

When looking at this impressive list of marques it would be easy to think that Burlingtons only dealt with the upper end of car town, but not so. I was surprised to find Burlington also bodied Dodges, Buicks and would you believe,

Fords. In fact I rather like the advertising surrounding that last marque - "Ford cars camouflaged with Special Copyright 'Burlington Body'". Clearly one doesn't want to be embarrassed by being seen in a T Ford – so camouflage it! Maybe they could make it look like a Delage! The other thought that occurs to me though is that a bespoke body for a T model would probably have cost as much as the car itself, so why would you bother! Silk purses and sow's ears?

As can be seen in the advert below, which appeared in September 1922, Delage cars could be inspected at the Burlington stand at that year's Melbourne Show. The Delage agent, Joubert & Joubert, must have had some sort of deal going on with them at the time, though it may not have lasted long as the following year, 1923, Burlington were mainly featuring Chenard-Walkers in their Show advertising.

**DELAJE**

**THE THOROUGHBRED CAR**

17.15-h.p. Delage is a High-class 4-cylinder car. Braking system on all four wheels.

Every part of the engine is easily reached. Splendid hill-climber and economical running.

34807

Showeroom Service Station:  
**A. H. MACKIE, Therry Street (Off Elizabeth Street)**  
SEE THE DELAGE EXHIBIT AT THE ROYAL SHOW  
BURLINGTON MOTOR BODY STAND, 145 GIPPS STREET.

Sole Agents for Victoria and Tasmania—  
**JOUBERT & JOUBERT Pty. Ltd.**  
573-579 BOURKE STREET. Phone Cent. 2277 and 8087.

*A door sill plate from my Delage. Given the advertised working relationship between Burlington and Delage agent Joubert & Joubert, I would assume there were several other Delages bodied by Burlington in the early 20's.*

Despite the range of cars carrying their bodies and the size of the workforce employed to build them, the enterprise came to a grinding halt in May 1924. According to Clarke and Neely, Macbeth closed the business down when its liabilities to its former company exceed its worth. No doubt things were tied up in some convoluted legalistic way. The Receivers didn't waste any time in offloading the liquidated company's assets when a large auction was held two months later in Burlington's Hawthorn premises on Thursday July 17.

Amongst the many items for sale listed were all the associated tools of the trade including, "44 pairs special 'Burlington' panels, 5000ft ash timber, windcreens, single and double hood bow sets, rolls of grey carpet, 94 hides, hardware (bolts and screws), limousine body" and "complete motor body frames for Ford, Dodge, Schneider, Rolls Royce and Ceirano cars". These last listed items suggest that there were a number of undelivered (or perhaps unpaid?) orders on hand when Macbeth closed the doors. Seven months after the auction, the building itself was being sold.

So ended the short but stylish life of the Burlington Motor Body Building Co. Pty. Ltd. As well as bodied the cars of the masses, it mixed it with high society too. A sad ending really as they were clearly a competent and well regarded firm in both design and execution. You wouldn't be given expensive chasses to play with if you weren't.

When perusing the various 'for sales' in the Argus for the remainder of the twenties and the early thirties, it is surprising to see a number of cars being specifically mentioned as having a Burlington made body. With advertising costs in mind car ads are typically of ten words or less, yet it seems that having such a body was a feature worth mentioning in this limited wordage/column space.

Now, nearly 95 years after their demise, the only tangible reminders that this company ever existed are any surviving cars so bodied. The buildings they occupied are no more. Their former Spring St premises made way in the late 1950's for a hi-rise office and apartment block and the Burwood Rd address was demolished and now houses a modern 'homewares' type retailer (opposite a large Bunnings store). Apart from the Hispano-Suiza mentioned earlier, I wonder how many Burlington bodied cars, Delage or otherwise, are still around today?

Above my DE in the mid 1950's. The body is quite curvaceous and the V



windscreen is a nice touch. An intricate timber capping sits atop the rear seat and carries forward over all doors and across the top of the front seat and across the cowl panel at the base of the windscreen.

Equipped with two spare wheels the driver's side spare had been removed when this photo was taken. Despite the moulding that suggests otherwise, the rear door is a false one. I was told this was because Victorian legislation of the time stated that passengers weren't allowed to alight on the 'traffic' side of a car. Anyone got any thoughts on the accuracy of that? Even if untrue, the absence of a door allows for a more rigid and thus stronger, body frame.

*The last straw. The emptied Hawthorn building awaiting a buyer - Argus 28th February 1925*

**FOR SALE**

**Burlington Body Works**

A Modern Brick Building in First-class Condition Throughout.

**LOCATION,**  
Burwood Road, Hawthorn.

**DIMENSIONS,**  
200ft. Deep, 90ft. Frontage.

Opening on to Lynch St. and Burwood Rd.

Suitable for  
Manufacturing, Garage, Warehouse, &c.

Particulars from

**Yellow Cabs**  
**of Australia Limited**

100-114 Elgin St., CARLTON.  
Telephone—Central 1485.



*As it is today, complete but unrestored. Original upholstery is diamond pattern leather, which was probably a little old fashioned by 1922. You may just be able to pick up the timber capping. I assume my car was built to their standard design, but Burlington also built bodies to customer's designs.*

# James Flood Motor Museum by David Trunfall



In the 1960s, with General Manager Harold Paynting at the helm, James Flood Pty.Ltd. collected many cars that had body work built by the Company. Some were restored and others were used to train apprentices. They were a way of passing on the many skills of the "old timers" to a new generation. The most famous of these was Jim Flood's 37.2 Hp 1921 Model Hispano Suiza, but several were Italas, as Floods had been the agent for them.

In 1974 most of the cars were sold and the ones that were left became the nucleus of a car museum at 95 Buckley Street, Footscray.

The aim of the museum was to raise money for the James Flood Charity Trust, by selling cars on consignment and the James Flood Books of Early Motoring. The major charity the Trust donated to was The Royal Children's Hospital.

There would also be cars on loan, and the display was to be regularly changed.

Prior to the opening of the museum, the only place that one could buy the books was at a stand that the company had at the annual Motor Shows, car club and sporting events etc. The Museum was managed by Les Mills, who had co-edited the Second James Flood Book of Early Motoring. This is where I come into the story, as Les, a fellow member of the Riley Motor Club, asked me, along with another member, Tom Hawkins whether we would like to help out on the weekends. Over the next year or so I worked there for a few hours each weekend, dusting, polishing, and detailing cars. I would also sell the Trusts products. I and talk to visitors about each of the cars. As a twenty-two-year-old, I was in my element but polishing all the brass on the veterans was a bit of a chore. On one car I partly spilt a tin of Brasso, neatly filling the cracks on the original but crazed paintwork, which the owner would not have been at all pleased about. I tried several methods to get rid of the fine white lines, but fortunately with a tooth brush and a little shoe polish I was able to cover them up.

Below are some photographs that I took of the cars on display there, over the year.



Pictures and story by PAUL WOODLAND

*Harold Paynting at the Museum (The Melbourne Herald March 12 1974)  
Jim Flood's 1921 James Flood bodied Hispano Suiza  
Les Mills beside a 1925 Phantom 1 Rolls Royce  
These photographs appeared accompanying an article in the 'Australian Post'. Sylvia Paynting and Dorothy Mills are viewing a 1949 Riley 2½ Litre saloon*

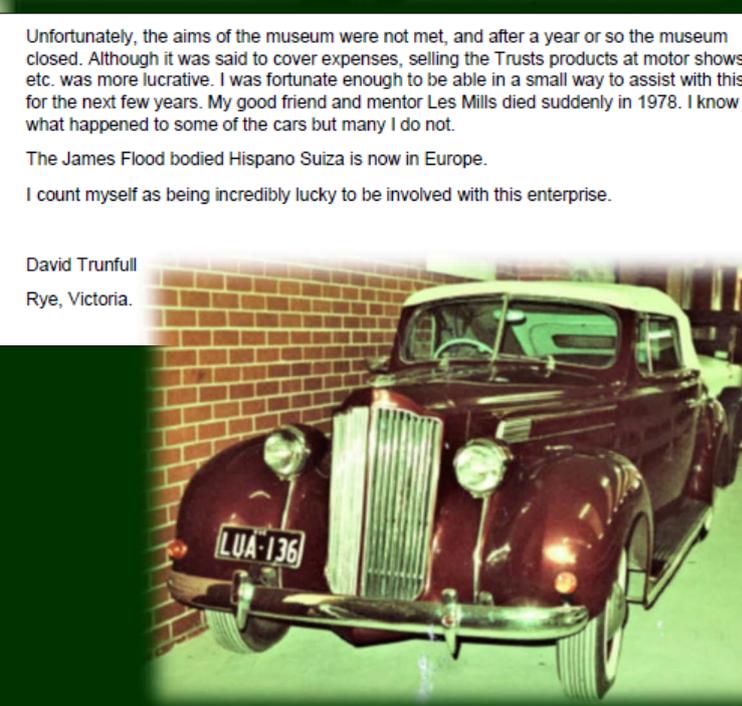


Unfortunately, the aims of the museum were not met, and after a year or so the museum closed. Although it was said to cover expenses, selling the Trusts products at motor shows etc. was more lucrative. I was fortunate enough to be able in a small way to assist with this for the next few years. My good friend and mentor Les Mills died suddenly in 1978. I know what happened to some of the cars but many I do not.

The James Flood bodied Hispano Suiza is now in Europe.

I count myself as being incredibly lucky to be involved with this enterprise.

David Trunfull  
Rye, Victoria.



*A James Flood bodied Excelsior bought by Jack Griffiths / Ern Cobb's 1913 La Buire / The famous Australian Tarrent / Burchet / De Dion Bouton/ De Dion Bouton bought by John Link / Lagonda M45 4½litre, \$15,000 was a lot of money in 1974 / Packard 120 owned by Bob Skillen.*

## Michael Southgate Recalls a Few of His Father's Cars



Regarding the article on Australian coachbuilders, I thought you might be interested to know my father had two cars with Australian bodies, though neither were Rileys.

The first was a 1935 M45 Lagonda with a Martin & King saloon body. He found it in the mid-70s when we lived in Gippsland and it had been used as a mourning carriage in Yallourn and so was black. Dad restored it and changed the colour scheme to a mustard body with black guards, so it earned the nickname "pus bus". Of course, he still had the LG6 which I had at Marong last year, so at the time we had two Lagondas and two Mercedes-Benz (one of which was a 6.3). He sold it sometime around 1984 and the money he got for that would have bought an Aston Martin DB5 convertible that came up for auction around the same time – the one that got away. It was purchased by a bloke who lives up at Humpty Doo in the NT and he still has it as far as I know. I tracked him down during a visit up there about ten years ago and he showed me the car, which he still uses.

The other car was a 1923 Ballot 2LS, which was re-bodied in the 1930s by Sydney coachbuilder Callow and Sadler. The car is significant because it is one of the few examples still existing of between 50 and 1,000 made and it was the first car in series production with twin overhead cams, which operated 4 valves per cylinder in the 2-litre four cylinder engine. Dad knew about the car, as did others, but he was the first to approach the owner's surviving siblings after he died and was able to strike a deal. I remember going with him to pick it up with a trailer behind the aforementioned 6.3 Mercedes, where it was retrieved from a shed in Vermont South. It had sat for 30 years – papers from 1947 lined the floor under where it was parked. If you were at Motorclassica a few years ago you may have seen it and another very original Ballot 2LS together for the first time

ever perhaps. The car was sold to Doug Blain of "The Automobile" magazine fame perhaps around 10 years ago and he had it re-bodied in something resembling what it would have had when shown at the Paris Salon in 1923. You'd be interested to know that the Callow and Sadler body has been installed on an Alvis, so I've heard. You may also have seen the car disgrace itself on a national rally when it was filmed losing a wheel on the way back from the Run to the Eagle event supporting the Adelaide Grand Prix one year.

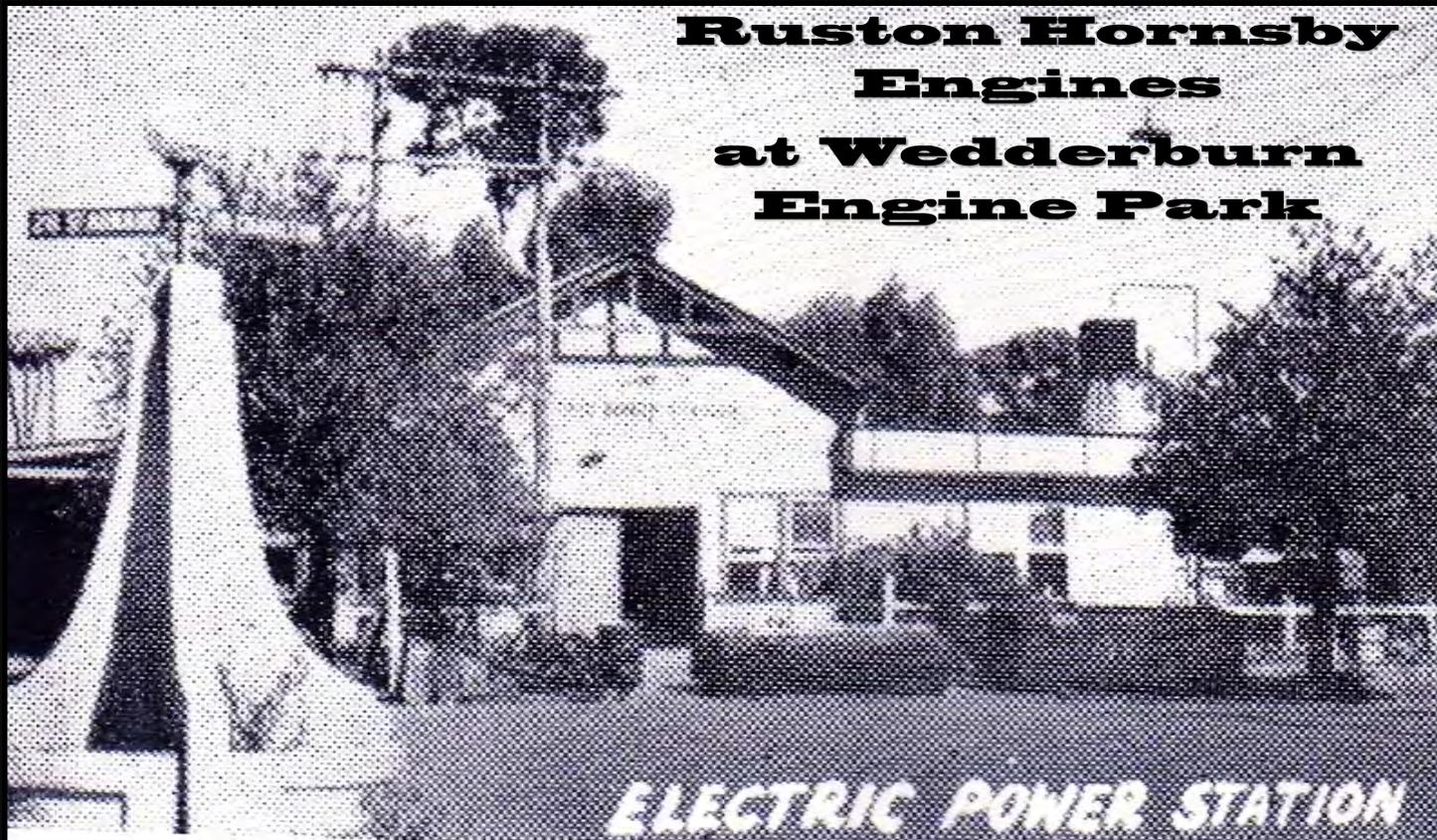
Anyway, I hope some of that info is of interest to you, as best as I could remember it.

*Michael*

*Michael Southgate's 1937 Lagonda LG6 4½litre seen at the 2017 Marong Federation Picnic The car is well known the VSCC circles driven by the late Wes Southgate of S.A. Michael, who lives in Bendigo, now has use of this delightful rare English car*



# Ruston Hornsby Engines at Wedderburn Engine Park



**ELECTRIC POWER STATION**

The Wedderburn Historic Engine & Machinery Society has been going for about 40 years and have to be complimented on their achievements. Occupying council land on what was once a tip they have built several large sheds and relocated historic buildings to develop the Engine Park.

In the buildings are engines and vehicles collected or donated to the club. Mobile cranes, front end loader and a fork lift are often used to move machinery around. They have engines, tractors, farm machinery and two huge Ruston Hornsby engines. Although it has over 120 members about 50 are active and attend meetings and working bees. As well as engines many members also have old cars and trucks. All were displayed at the engine club's annual September engine rally.

Ruston Hornsby engines were evidently very popular for generating electricity or pumping water in the 1930s as many examples can be found in country towns and historic parks. The club has two similar engines and each has its own story.

One is a very significant engine as it powered a generator providing electricity to Wedderburn and Korong Vale, small rural towns that are in north central Victoria, pre-dating electricity from power stations. Old residents can still remember hearing the thud of the engine when all was quiet in the evening. It was housed in the shed opposite the old ex-court house Wedderburn police station. It is a Ruston Hornsby powerhouse engine. The HRCE engine is H - horizontal twin cylinder diesel 11 inch bore & 20½ inch stroke, C - size 9 Class, R - Ruston, E -

electric (heavier than normal flywheel), 114bhp at 270rpm, Serial number 193685 .

The engine was purchased on 25th November 1938 and installed by the then Shire of Korong in the 'power house' at Wedderburn. When the SEC came through it was sold in 1953 and moved to a saw mill at Portland on the south coast of Victoria where it provided power for all the machinery. The saw mill was sold and the new owner decided to banish the engine into the bay for a mooring. Fortunately a Portland man, Colin Drake, hailed the transporter down and enquired about its destination. He purchased the engine and saved it from a watery grave. The engine was passed onto John Herman who had intentions of restoring it in his shed at Lake Goldsmith Showgrounds near Ballarat, (Vic). By sheer coincidence Trevor Bailey (the club's President) and Philip Bird were fossicking around the sheds as enthusiasts do when there are piles of rusty pieces of machinery lying around. This pile was for sale so Trevor was even more interested. Trevor nearly fell over when the engine's identity was revealed. The few members of

*Hidden in the long grass lies a Ruston Hornsby engine. Engine club members rescuing the Wedderburn engine in 1988 / A group of club members checking out the new arrival to the Engine Park (John Little, Maurice Oxley, Barry Finch, Jim Ross and Doug O'Dwyer)*



the club then rustled up \$1250 (a loan of \$160 each) to pay for the engine, while Philip Bird provided the transport. It was collected on Phillip's Benz semi on 28th May 1988.

Many locals doubted that the jig-saw puzzle of nine tons of rusted pieces would ever be assembled even for static display. The huge cylinder block, crankshaft and axillaries were rusty, damaged or missing. It was ten years before the pieces that

*Engine mounted on a steel frame before foundations are poured*





**Ruston Hornsby engine plumbed up and ready to go. Barry and son Steven Finch make final adjustments of the Wedderburn engine**

constituted the engine was moved from a temporary holding yard in Charlton to the Engine Park. Deep concrete foundations were necessary to hold the engine in the new shed. The hole excavated for the foundations was two foot short and the crew had to manually dig out the required size, which was exhausting as the ground was rock hard. A steel frame was fabricated inside the hole to support the engine. Once the concrete was poured it was bolted into position. The Loddon Council has, through community grants, financially assisted the club in their endeavours.

Since then a group of members who are farmer/engineers took on the formidable task of piecing it together. A few who played their part were Barry Finch, Ted Goddard, Bob Passalick, Neville White, Geoff Pyers, Eric Walker and the late Peter Lockhart and Bob Meyer. \$6,000 was in the project account to help initiate work on the engine. Over many years the Ruston was gradually assembled during Saturday working bees. Several smaller parts were missing and had to be made by local engineers. Missing head nuts and bolts were sought and a few main bearings. Rob

Green from Lancefield recalled his father Sid had wrecked a similar engine in the 1960s and fortunately the required bolts were still on his premises. The huge flywheel would not slide onto the crank shaft until the shaft was thoroughly cleaned up. In 2018 for the first time in years the engine burst into life with the help of a compressor, several cans of 'start you bastard' and diesel knowhow of younger members Chris Winfield and Stephen Finch.

A similar sister Ruston Hornsby HRC engine was acquired from Bridgewater in July 2014. It had been installed in 1933 and used to power the Laucke Flower Mill as a standby to a 1873 water wheel, driven by diverting the Loddon River, when the water level was low. When the SEC came to town in the early 1950s it was retained for emergencies. Another engine club was keen to buy the engine but were discouraged as the roof on the back shed it was in would have to be removed and reinstated. This was no longer an issue when the Wedderburn club approached the mill, as a storm had blown the roof off. The rescue crew spent a

weekend unbolting the engine and removing everything they could to reduce the weight. A 100 tonne 60 foot crane was used to reach 20 metres over the buildings and lift it through the roof. Both the 250 pound air compressor and generator were also lifted out by the crane provided by Central Victorian Cranes. As the engine was complete work commenced on it immediately with the objective of getting it running. The fuel system had to be overhauled as parts were corroded and injectors seized up. The 1933/4 2 cylinder compressor from Bridgewater was rebuilt by Eric Walker and the governor which had been exposed to the weather had to be restored by Ted Goddard. Maurie Oxley solved problems with fuel blockage. The engine has a thermosiphon water cooling system. Fruits of the members' efforts were realised just before the 2017 Wedderburn Vintage Machinery Twilight Rally when the engine was fired up for the first time. The exhaust was a temporarily hole above the shed door. A member's parked white utility suddenly had a change of colour to black due to the debris emitted from the exhaust hole. Since then the exhaust system that came with the Wedderburn engine and was erected along side the shed while the

exhaust pipe from the engines was fabricated from parts lying around the park by Barry Finch and Neville White.

All praise to the men who saw the potential and had the vision to see that the rusty pile of machinery at Lake Goldsmith could be restored into working condition again and successfully running both engines at the



same time at the September 2018 engine rally. It was appropriate that the Ruston Hornsby engines should be going on the rally during the 100<sup>th</sup> year since the brand was established. Visiting enthusiasts passing through Wedderburn are welcome to see the two engines operating. Meetings of the Society are in the old school at the Engine Park, every fourth Tuesday night. Contact person is President Trevor Bailey (03) 54943152.

**David**

**Ruston Hornsby HR9 engine at the Bridgewater flour mill / Crane lifting the 9 tonne engine from the engine room in July 2014 / Running sweetly at the Wedderburn Engine Rally 2017. Photos by Geoff Maxwell**



## David's Ramblings

The remains of a 1958 Austin Westminster (A105) or could it be the rebadged Morris

Marshall? has been decaying in a paddock just out of Wedderburn for years. Along side is an equally deteriorated Morris van. A UK monthly motor magazine I buy and enjoy reading every month is "Practical Classics". Over the last seven years I have been following a story on an Austin Westminster Countryman Estate (station wagon in Aussie terms) that has been the subject of a total rebuild. It too appeared to be beyond saving, however as very few estates were made and have survived, this being the only automatic known, the magazine along with huge support from several workshops and individuals brought the car back to life. All work was done free even the auction house dropped their charges. The aim was to sell the Austin to raise funds for a children's cancer charity and the renewed Austin sold for a record £31,000.

If you buy TOMM ('The Old Machinery Magazine') look out in a future issue for a few articles I sent in on the Wedderburn Ruston Hornsby engines, the Wedderburn Engine Rally and on the Day Elder truck in the 'Vintage Truck' magazine.



One our sons visited the junk yard on the main road in Rochester where he saw the remains of a vintage Chrysler and a Nuffield tractor with a non-original Ford motor for sale at \$500.00. Ph: 0401936294. The Chrysler front has since gone. This cabin might be of interest to people who like transportable offices.



## BITS & PIECES

In issue 5 mentioned the little 1950s Fiat's successes in Italian road races. In 'Classic & Thoroughbred' UK magazine a Fiat was advertised by Marreyt Classics. It was a 1953 Fiat 1100/103 authentic ex-Millie Miglia car (1956-57) with a heavily tuned engine at 235,000 Euro.



The VACC celebrated their 100th Anniversary with a Centennial Cavalcade of vehicles one each from 1918 to 2018 on a drive from Calder Park to Bendigo where it was founded. One of the organisers was Iain Ross Editor of the Vintage Drivers Club newsletter shown during a promotional take at Calder Park with his Bristol 400.



Hi David, Thank you for yet another great magazine, excellent. Now, it is possible that you may be able to help me find out something about the Sizaire Berwick motors which were made by Austin from 1922 to 1926, it is my understanding that there is a survivor somewhere in Australia. Did you know about this? If there is I would like to make contact with its owner and would also be looking for copies of photographs or brochures, should they exist. For book three I am producing.

**Jim Stringer (UK)** (if anyone can assist Jim please let him know Email: jamescharlesstringer46™ gmail.com)

# Sizaire-Berwick

*Over the period of its natural life Austin products have appeared in various guises in both the UK and all over the world, one lesser-known association was with Sizaire-Berwick.*

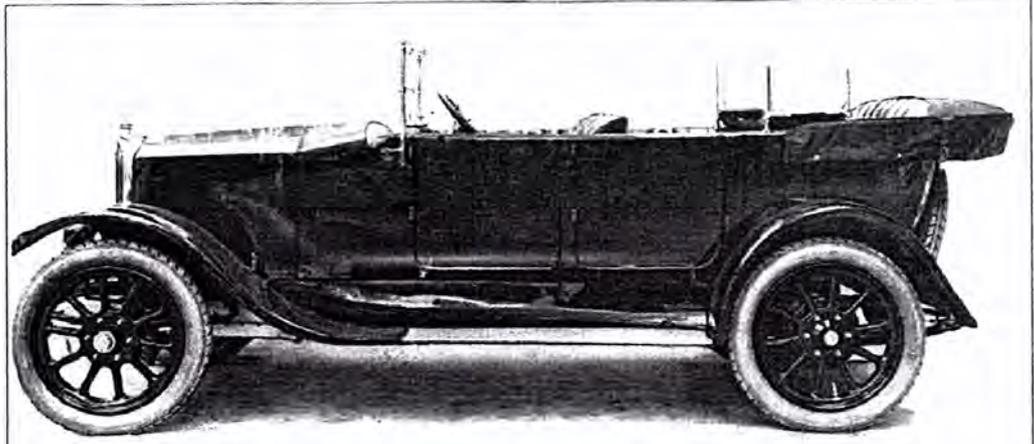
*Below are some notes of the model from R.J Wyatt's excellent chronology - "The Austin 1905-1952".*

In January 1922 the new Austin 12/4s were shown for the first time at the Scottish Motor Show, along with the 20/4s. Three body styles were offered on the 12/4. The four-seater tourer and the two/four seater at £550, and the coupe at £675 or £695 with leather hood and choice of colour. All these had six-stud wheels, and in the first year 809 tourers and 305 coupes were sold and 51 chassis. The latter were supplied to other coach and body builders; perhaps a few went to the Sizaire-Berwick company to be converted into their model-designated 13/26.

Reasons for Sir Herbert and Harvey Du Cros's involvement in the near defunct shell of the Sizaire-Berwick company in September 1922 are obscure. Perhaps they were both hedging their bets and preparing an outlet for the two popular Austin models under another name in a new company controlled by them, should the Austin scheme of arrangement fail.

Or perhaps there was nothing more than the story given to the press by the Austin company at the time. "The company has agreed to supply Sizaire-Berwick Limited with certain parts of Austin chassis, to be completed with a greater variety of coachwork than is covered in the Austin models. Two Austin directors are on the Sizaire-Berwick board and Austin agents will be offered first choice of Sizaire-Berwick agencies." Not a very convincing statement when there were four different Austin 12 and six Austin 20 body styles.

F.W. Berwick had registered his first company in Britain in October 1911, and in 1913 came to an arrangement with Maurice and Georges Sizaire of Paris to market in Britain the new Sizaire 20hp chassis under the name Sizaire-Berwick. A



An Austin Twelve in disguise: 13/26 Sizaire-Berwick, November 1923

limited company of that name was formed on 19<sup>th</sup> March 1913, with nominal capital of 1,000 £1 shares, Berwick and A. Keiller as sole directors had an office at 18 Berkeley Street, London. Three chassis were built by the Sizaire brothers, one of which was sent over to London in September to be exhibited at Olympia as the first Sizaire-Berwick car. Basically conventional, the car had a four-cylinder 90 x 160mm 4,070cc monobloc 20hp engine.

Sizaire-Berwick held a patent for the steering gear, which consisted of a pin, with two independent conical rollers on ball bearings, fitted into the threads of the worm. The worm had two tracks, an outer one with which the larger roller engaged and an inner one for the smaller roller. The conical rollers were pressed into the tread by a spring, which took up the backlash; the wear in the worm being taken up automatically. Adjustment allowed for five different steering wheel positions. Good use was made of aluminium casings, not only in the engine but also for the dash board and brake shoes; possibly the first time that aluminium had been used for them.

With Sizaire-Berwick and H.J. Mulliner bodies, the cars gained a high reputation for quality during 1914. Sizaire's Courbevoie works were taken over for war production in

1914 and the last chassis were rushed to the coast and shipped to London. These were driven by Jack Waters, later to become famous as Jack Warner the film star and actor, who worked for Berwick and had been sent to France by them to gain experience in Sizaire methods. After serving in the army and Royal Flying Corps, he was appointed experimental engineer to Sizaire-Berwick at Park Royal in north London, the chassis testing and repair shop being under his control.

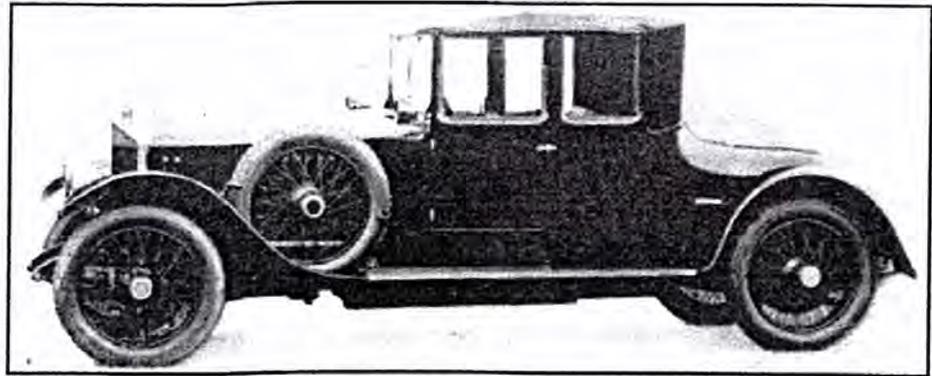
The Park Royal site had been acquired after the company obtained a government contract and work was started on a factory there, which was used for the production of aircraft and engines. But in 1919, like Austin, the company had a large modern empty factory. The board met on 25<sup>th</sup> April to increase the share capital to £10,000 and in October to create a public company with a capital of £600,000. Sir David Dalziel MP became chairman and C.J. Ford, chairman of the Edison Swan Electric Co Ltd, joined the board. With 16 acres of buildings on their valuable Park Royal site worth over £800,000 and orders for cars worth £1½m, all seemed set for a good future. The works were capable of producing between 1,000 and 1,250 cars per year. A contract for René Durand to make and sell Sizaire-Berwick cars in France and Italy was signed and Berwick was paid £41,250 in cash

and £82,500 in shares. The rest of the shares sold well and the broker handling the issue took up only a small balance of some £16,000.

The adverse economic situation proved to be too much for the firm. A receiver was appointed in October 1920 and Berwick resigned in February the following year. A few cars were sold, not with the flat Rolls-Royce radiator in use before the war, as Rolls-Royce had come an arrangement for the shape of the Sizaire-Berwick radiator to be altered to maintain the exclusive Rolls image for themselves. The big, powerful 4½ litre post-war car had a very small market; with an open body it cost £1,500 and as a saloon £1,700 and like most similar firms at that time, Sizaire-Berwick had to fail.

When Austin and Du Cros came on the board in September 1922, the 25/50hp car was still listed and the 13/26 and 23/46 models were added. These were merely the Austin 12 and the Austin 20 with Sizaire-Berwick radiators and somewhat superior coachwork.

Examples of all three were shown at the 1923 Olympia show and were available until the end of 1924.



*The 1920 Sizaire-Berwick 25/50 hp coupé with smooth running 4 cylinder sv 4½ litre engine.*

With the 13/26 costing £590 against £450 for the equivalent Austin 12, it is surprising that any were sold, but a dozen or so new and secondhand 13/26s were offered for sale in the *Autocar* in 1923 and 1924. Car Mart still had a late-1923 car for sale in May of the following year for which they would have excepted £365 against the original £550 retail price. By then, Austin had lost interest in the company. His own firm was flourishing, the 12 and the 7 were both successful and Sizaire-Berwick was only a defunct enterprise, which ceased to carry on business in February 1924. The assets were restored to the Austin company in April 1925, when all that was left was a complicated set of accounts and the valuable Park Royal site.

Listed among the other

three models in the Sizaire-Berwick catalogues for 1922 was a mysterious 26/52hp car. It was described as one of Sir Herbert's Austin designs and had a six-cylinder engine of 81.5 x 102mm and a three-speed gearbox; none survive and it is even doubtful that other than a prototype ever existed.

It sounds very American in design and although there is no evidence now to support the view, it could just have been an extension of Austin's vague plan to make a six-cylinder car based on the American Hudson. The Austin company did not try a six-cylinder car again until 1927.

(It appears that the Sizaire-Berwick model was not actively marketed in Australia, though one restored chassis is owned by Austin 7 enthusiast Peter Matthews, Dromana, Vic)

## The Australian Motor Owner ~ January 1929

### AUSTIN CARS at M.T.A. Show

Always a popular exhibit at the Motor Show, the Austin range of British cars should prove particularly attractive on this occasion on account of the completeness of the line, representing as it does a model and price to suit practically every purchaser.

Special attention is being paid to the display of the famous 7 hp model, also the new model known as the Six Sixteen of 16-40 hp, both of which have contributed largely to the phenomenal increase in Austin sales during the past year.

A most comprehensive display of 7 hp, models will be made



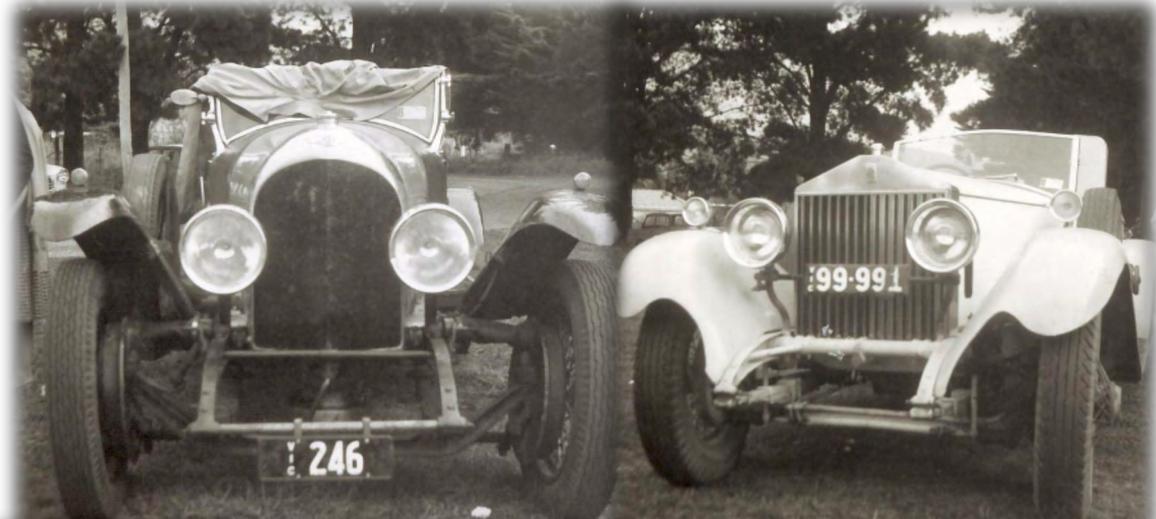
in both open and closed body types, not forgetting the popular sports models.

The new Six-Sixteen will be shown with the touring body by Holden, which reflects the greatest credit on the Australian body building industry, comparing very favourably with any similar type of body imported from overseas.

Other exhibits, which are sure to attract more than the ordinary amount of attention, are the fabric saloon bodies fitted to both the 7 hp and 6-16 models. It is considered that this particular type of body will become very popular in this country owing to its durability and extreme lightness, and being more pliable than the steel or wooden type of body, there is a marked freedom from rattles and squeaks which occasionally arise with the latter type.

In addition to the models listed above, the largest the Austin models, i.e., the big six of 23-45 hp, will be shown fitted with what is known as the "open road" body.

*A 3 Litre Bentley  
Stuart Middlehurst's Phantom I  
Rolls Royce tourer later owned  
by the VDC Treasurer  
Graeme Simpson  
Type 57 Bugatti coupe owned  
by Henry Dale, purchased in  
1955. The gentleman beside his  
Lagonda Rapier Supreme is  
John Ellis who lived in  
Oak Park  
3 litre Bentley with  
Van den Plas styled body*



*1928 Austin 12/4 Windsor  
saloon (Austin body) owned  
by Charlie Granger  
1929 Austin 12/4 four seater  
roadster by Damyon Bros  
owned by Max Clow. A later  
owner sadly wrecked the  
rare Austin  
Bob Heaton's 1928 Essex  
Six tourer  
Rolls Royce Phantom I  
chassis*

