



An incorporated club
A0035462V
A friendly family social motoring club

Edition 54 August 2002

Your A.B.C. NEWS

Tony Hodges admiring one of the many unusual vehicles at the Gembrook Car Museum.





After our visit to the Gembrook Car Museum And a B.B.Q Lunch we all watched Puffing Billy depart for his return trip to

Belgrave and made our own return trip home. A very relaxing day had by all

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EDITOR'S PAGE

I have a few things I would like to bring to your attention

There is a possibility of an Opal Safari to Andamooka next year, we did this in 99 and had a lot of fun. We will be spending a day in Broken Hill then on to the Flinders Ranges, then from there we will head to Andamooka, where we will stay for a week while we do some Opal mining. Returning home we will pass through the Barossa and Hunter Valley Wine region returning via the Blue Lake Mt Gambier and Then the great Ocean Road. If you are interested in this trip it is planned for May 31st to June 15th 2003 for more details contact Frank Douglas.

A young lady contacted me recently to ask if we have any members that know of a London Taxi for sale it has to be a fx3 from 1948 to 1959 if anyone knows of one of these her name is Sally Bramley you can contact her on 02-4832-2212 or bramstephens@yahoo.com.au

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President

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8704 2533

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Treasurer

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Membership

Heather Cannon
9791 2949

Events

TOM CANNON
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5975 0970

EVENTS

AUGUST 11TH LUNCH ON THE BAY 12.00

I have made a booking for THE SANDRINGHAM HOTEL
Cnr of Bay St and Beach roads in SANDRINGHAM (entre car park
of Melrose St) Mel 76 G9 Please let me know if you are coming
So I can confirm numbers Heather

AUGUST 13TH EVENING WITH ANTHONY CAREY

Our club members have been invited to join the Jaguar Car Club
for this evening event 8.00 p.m. at their club rooms at
23 Rosalie St. Springvale Mel 80 A8
Anthony Carey was a mechanic for Bib Stillwell During his racing
career and should make a very interesting evening.

AUGUST 25TH LUNCH AT SMORGY'S AT THE PIER IN GEELONG

Meet at shell petrol station at 9.45 to leave at 10.00
if you are interested in this outing contact Heather

SEPTEMBER 7 & 8TH WEEKEND AT MALDON

If you are interested in this weekend please let me know so I can
make arrangements Heather

OCTOBER 6TH LUNCH AT BRIMBANK PARK KEILOR EAST

OCTOBER 19 & 20TH WEEKEND AT ANGLESEA

NOVEMBER 10TH MEET ANTIQUE AIRCRAFT ASSOCIATION AT COLDSTREAM AIRPORT (Not confirmed)

NOVEMBER 16TH TEDDY BEAR PICNIC

To raise money for Kids In Crisis. Rotary Club Bundoora
for more details contact Cliff Rattray-Wood on 9404-2818

NOVEMBER 24TH BREAKFAST & TOUR OF MELBOURNE

DECEMBER CHRISTMAS BREAK UP

JANUARY 19th THE GREAT AUSTRALIAN RALLY

MARCH 22ND FLY THE FLAG TOUR

MAY 31ST TO JUNE 15TH TRIP TO ANDAMOOKA

Early morning drives. Ring Neil Wakeman on 9841 7773

11th August At 7.am to leave at 7.15 am Nunawading Civic Center..

Lee & Anna Rattray-wood

My interest for classic cars began at a very early age; in fact you could say I was born into them. My father purchased his first classic vehicle (A 1950 Jaguar Mk5) a year prior to my birth. My earliest experiences traveling were in these great cars. (Apart from a very sensible EJ Holden wagon my mother drove)

I remember the old Mk5, followed by a rather luxurious Mk9 as our family cars. There were also a sting of sporty Sunday cars, from XK120 through the E-Type range.

Many happy days spent at race meetings, autokhanas, concours and club picnics as a child, set my path for life.

My first car was a 1971 Fiat 850 sports coupe. The coupe part was correct, the sport part, suspect. But the car had a wooden steering wheel, and I was on my way.

A succession of XJ6 Jaguar, Mini Clubman, Volkswagen Kombi, and MK10 Jaguar only served to grow my interest and frustration for the old vehicles.

I'm sure we all acknowledge the love hate relationship we can have with our cars.

One minute your winding down a country road on a crisp autumn day all your senses alive with joy, the next your standing in some garage workshop in Hicksville with some 20 year old mechanic saying " geez I dunno, iv'e never seen one of these before"

But we don't give in that easily do we?

As a new member to the club I hope to meet many of you over the coming months and look forward to sharing the common bond we all have, our love for these great old cars.

The S-Type was originally a country car from somewhere around shepparton, and the found its way to Melbourne. I purchased the vehicle from a friend of my fathers some 3 years ago, where sadly it was not registered and while the bodywork and interior was in very good condition, mechanically it was in need of some tlc.

Some 12 months and a bit of heartache later, the car was on the road and has been used primarily for my own transport when possible. The S-type like most Jags is a joy to drive when performing as it should, and painful when minor problems occur. Such as some bad fuel I picked up at a small petrol station some weeks ago, and am still trying to clean out fuel tanks and petrol lines.

The Healey was located by father in Queensland 10 years ago, and transported down soon after. As happens sometimes, many other things (and cars) crop up, and the Healey sat at the rear of the garage for some time. Earlier this year we both decided to get the car on the road and enjoy this lovely old car.



New members Jim Spence and Friend Howard and Wendy Hutchins
Cliff and Lorraine Rattray-Wood,
Along with others from the car club enjoy their lunch at the Panton Hill Pub.
Following a tour of Nello and Dianne Mafoddas workshop and Gardens,
finishing off a very pleasant and relaxing day with a cuppa and cakes supplied
by Nello and Dianne thank you.



MERCANDISE FOR SALE

If you would like to Purchase Merchandise here are what we have and the Prices.

Metal Car Badge-----\$ 30.00 (this price will be going up as we have had to find another
supplier and they charge more, I will put the new price in magazine when I have it)

Caps-----\$ 10.00

Cloth Badges----- \$ 5.00 (I have some badges coming soon)

Car Window Decals----- \$ 2.00

If you want to purchase any of these Items please let me know or I always take them with
me on club runs. Heather

New members Howard and Wendy Hutchins - Triumph TR4 Surrey

We are delighted to join your club and look forward to forthcoming events.

As new members it is an ideal time for us to give thanks were thanks is due. The occasion being the recent RACV Fly the Flag Rally which was staffed by members from your club. As participants in many events and rallies please take the time to congratulate all members who were involved in the rally.

The rally was possibly the best organized and run event that we have been on. It is not easy to run a small event let alone an event of the duration of the Fly the Flag. Congratulations on a job well done which added up to the success of the rally. No complaints from us. Well done A.B.C.C.C.

Wendy and I compete in a host of event such as;

- Melbourne to Adelaide Rally, annually
- Bay to Birdwood, annually
- Great Australian Rally, annually
- Shannon's Phillip Island Classic, annually
- Australia Day Rally, annually
- Picnic at hanging Rock, annually
- British European Motor Show
- Various 356 Porsche Club outings

The above events have to date always been done in our Porsche 912 however with the recent addition of our Triumph choices can be made.

Great list of events coming up.

Keep up the fantastic work

Regards,
Howard Hutchins.

This guy has been working as a bag boy in a supermarket for five years.

One day the supermarket gets new orange juice machines, and the bag boy is real excited and asks the manager if he can work the juice machines.

The manager says no.

The bagger says, "But I've been working here for 5 years, why can't I run the juice machines?"

The manager goes, "I'm sorry, son, but, baggers can't be juicers."

An Insight into Morris in Australia

A couple of weeks ago, I answered an advertisement in the Trading Post for a lathe. The vendor, Alan, and I started talking about why I was looking for a lathe, and our discussion inevitably turned to old cars, and old Morrises in particular.

I didn't buy Alan's lathe, because it was not what I wanted, but before I left, Alan insisted I borrow from him an old book written by S A Cheney and published in 1965, called "From Horse to Horsepower", because he thought I'd be interested in the history of Morris in Australia.

Mr Cheney, whose name will be well known to most of us, was born in 1883 and grew up with the Australian motor industry - the early chapters of his book provide an interesting insight into motoring conditions at the beginning of this century. Mr Cheney virtually launched the motor industry in South Australia, as that State's first car salesman, joining a firm called Fraser and Duncan in 1903 to sell Oldsmobiles from a illustrated catalogue, for £2 per week.

After the Oldsmobiles, Mr Cheney sold Fords, Argylls, Dodges, Chevrolets, Morrises, Austins, Vauxhalls and Bedfords. The whole book is fascinating but the section of most interest to me, and hopefully to you, is the chapter about Morrises.

In 1926, General Motors decided to start operations in Australia, a decision that had a major impact on Mr Cheney's business as he was the agent/distributor of Chevrolet cars in Australia. More importantly, he had been responsible for the setting up in Australia of Holden's motor body building business some years previously, and GM's entry into the Australian market meant that Holden's body building and assembly operation was at risk. Mr Cheney cast around for an alternative agency and being fiercely pro-British, thought that he should help the British motor industry by promoting and distributing British cars in Australia. At that time, only 4% of British cars were imported into Australia, and Britain itself was still in financial trouble as the country sought to recover from the First World War.

Cheney became the agent for Morris and Austin cars and trucks, buying out the Morris agents at that time - McOwan's in Victoria, Franklin Motor Company (SA) and Williams Brothers (NSW). On the same day as GM announced the commencement of their operation in Australia, Cheney placed equally prominent advertisements in the newspapers announcing that his company was *Swinging the pendulum from Uncle Sam to John Bull*. His first order was for 10,000 Austins and Morrises.

It is obvious from his writing that Mr Cheney had a strong and genuine belief in the need to support Britain in their time of need. He also believed that British products were quality products, a belief that was soon shaken quite severely. He wrote:

"There was never any serious trouble with the Austin products, which were always satisfactory, but the same, unfortunately, could not be said of the Morris vehicles of that period, particularly the trucks. In contrast with the reliable and highly popular Morris cars of today, those sent out to me in the late 1920s were not a credit to their makers. This was unfortunate for the business in Morris products was most promising. Sales of Morris cars in my territory had jumped in four weeks from 140 a month to nearly 1,000 and they continued at that rate for a long time.

"Then disquietening reports began to come to me. A Morris truck frame had broken, then a front axle; it became a daily matter dealing with broken frames and broken front axles of trucks. Then other troubles, plenty of them. Truck frames were broken in two places, three places and sometimes even more. Inside the first three months nearly every Morris truck in Victoria had a broken frame, and in the same period we had no fewer than 150 broken stub axles on Morris trucks in Victoria alone. My service department dealt with these matters as best they could. We patched up frames here, patched them up there; we fitted new axles, special ones we had forged locally, but it was obvious that we could not continue selling Morris trucks or offering them for sale.

At this time, Morris Motors changed their car design from the old bull-nosed, or rounded radiator to a square one, and called it "The World Model." They also experimented with a special alloy piston, and we immediately found Morris engines seizing up all over the place, holding up the users and causing serious damage. We were nearly frantic. Out of the first 2,000 Morris cars we delivered we had to fit new pistons to more than 250 in Victoria alone – and at our own expense."

The book also describes problems with the passenger model's rear axle. "The Morris cars were fitted with shackles to both ends of the rear springs, so that in crossing a spoon drain or gutter obliquely, the rear axle, which was firmly fixed to the gearbox by the propeller shaft housing, could be twisted out of line and if heavily loaded, frequently bent the rear axle housing. Of course, it took time to find this out, but when we discovered it, we had special brackets made to anchor the front end of the rear springs to the frame, which was done on the assembly line from then on. I remember we sold twenty-seven Morris Cowleys to the Police Department in Sydney and with four big policemen on board, their rear axle housing was always getting bent." (Forty years on, quite a few police were too!)

Mr Cheney records that these and other faults, including electrical, made him realise that drastic action was required if his business were to survive. The problems could not be dealt with by correspondence so in 1928 he went to England to deal with the situation. William Morris listened to Cheney's account of the problems but had trouble in understanding the seriousness of them – after all, his cars and trucks were selling well elsewhere, and giving good service, so why not in Australia? Besides, there had been no problems with cars exported to Australia before Cheney had taken over the agency.

Cheney was treated politely enough but found that nobody in the plant was really interested in sorting out the problems – eventually he forced the issue with Morris and his executives and was astonished to learn that nobody had been to Australia, and therefore had no idea of the atrocious roads here at that time. He insisted that William Morris come to Australia to see for himself, and only persuaded him to do so by threatening to relinquish the agency there and then – Morris relented, and with some of his senior executives arrived in Sydney on 14th February 1928.

Even then, the Morris party seemed to be more intent on publicity than on the real reason for the trip – on the third day, William Morris even held a press conference whilst having his bath, at 6:30 am! Eventually the party set off on a tour of NSW and Victoria in three cars – a special 16 hp car which apparently never went into production, a Morris Oxford and a Cowley. The Cowley actually failed to complete the tour, suffering a twisted rear axle housing and a broken axle on one of the better roads over which the group travelled.

After the tour, Morris agreed that something needed to be done. He remained determined to capture the Australian market, and promised Cheney that he would "make it his business to see that you get back every bob that you have lost. He then took a shilling from his pocket, and handed it to me 'Here is a pledge of my word on that,' Morris said.

Cheney says that that promise was impulsively made and forgotten - it was never mentioned again. But Morris obviously was genuine about solving the problems – soon after his return to England, the company designed new truck frames, new pump and fan assemblies and other improvements and sent enough parts, free of charge, to fix up all the trucks exported to Australia.

Mr Cheney's book provides many other interesting insights into the personality of William Morris, and the development of the Australian motor industry – although I had previously known a little about Cheney and his businesses, I did not realise the extent of his influence on the motor industry in Australia.

A great read, which I can heartily recommend if readers ever come across a copy at a swap meet.

Neil Wakeman