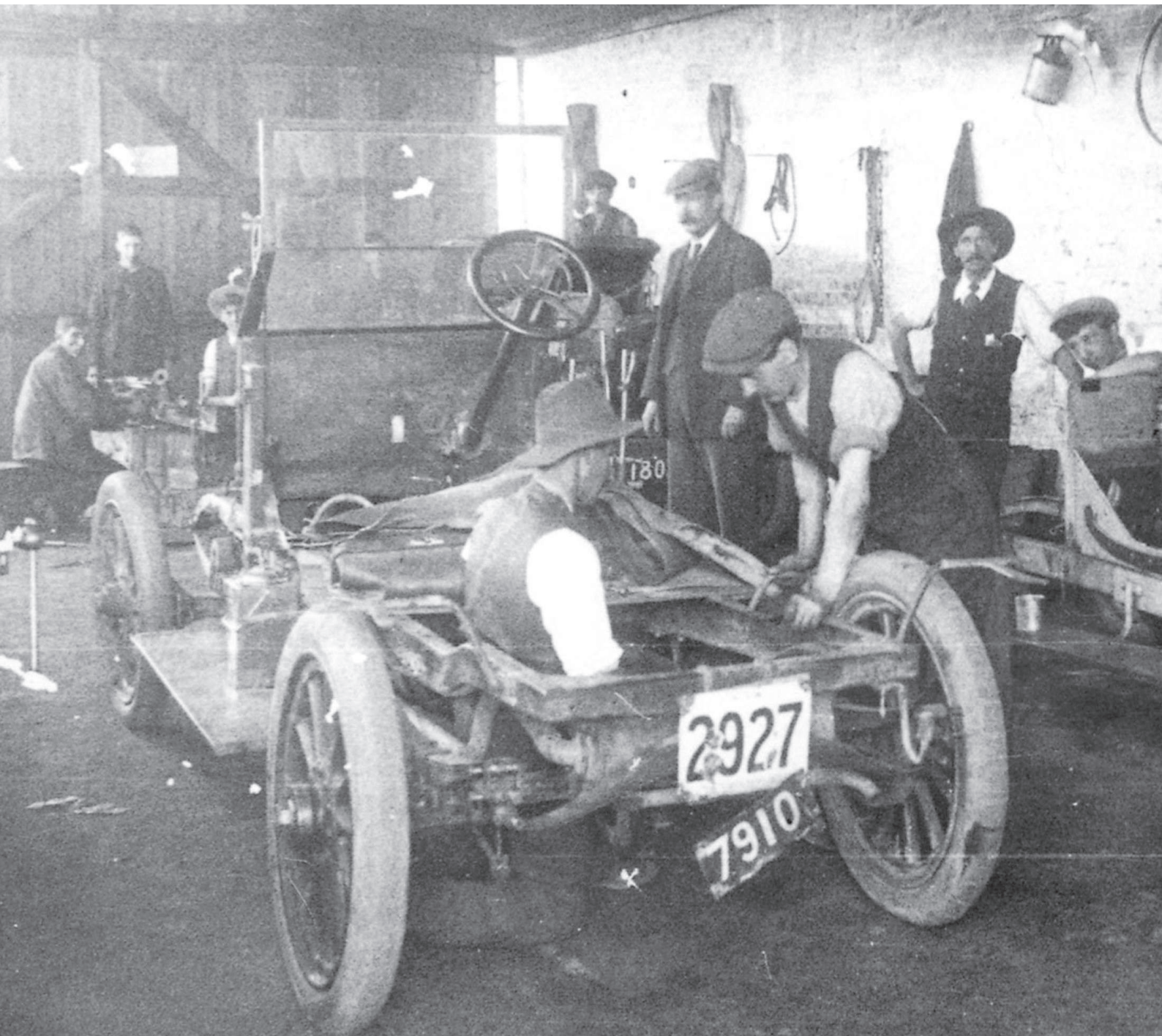


# *A spirit of progress*

Darryl Starr

110 years of motoring in Albury-Wodonga ~ 1900-2010





**110 years  
of motoring in  
Albury – Wodonga  
1900 - 2010**

**Darryl Starr**

Albury - Wodonga 2011

First published in 2011

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Front cover: Blacklocks Service Division 1918. Fred Blacklock centre of picture.

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## Foreword

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ON May 5, 6 & 7, 2000 at “Phaeton’s Run”, an event to mark the 100th anniversary of the first motor vehicle to pass through Albury-Wodonga, a number of motoring enthusiasts approached me saying that the history of motoring in the twin cities and the local automobile industry should be written down and that I was the logical person to do it, given my then 33 years involvement.

I agreed. It should.

It would be another seven years however before I sat down for the first time at the microfiche at The Border Mail and started the mammoth task of perusing the pages of 33,384 newspapers covering the period 1903 (the year The Border Morning Mail began publication) to 2010.

What was I looking for?

Every bicycle, car, truck, motorcycle and caravan dealer, motor mechanic, panel beater, auto electrician, spray painter, auto accessory outlet and windscreen repairer etc that had ever advertised in the early general news section of the newspaper.

In other words (almost) everyone involved in the automotive trade in Albury or Wodonga.

What I thought would be a straightforward task turned into a 30 month ordeal and the end result is a story in itself.

Never in my wildest dreams did I expect to turn up so many businesses. It was mind boggling.

Add to those that I did find with those that never advertised in The Border Mail — or only in the classified section — and you are left numbed by the thought.

Just how many businesses have been involved in the Albury-Wodonga automotive industry in the

110 years since the first car rattled and hissed its way through the region until I finally had to call it quits at the end of 2010 is anybody’s guess.

Thankfully the starting point was never an issue for it was known when the first car came and went and even when the second car passed through the border towns.

Little happened between 1900 and 1901, the year Frederick Charles Blacklock brought the first motorcycle to Albury.

His Minerva motorcycle was followed in 1905 by a Minerva motor car and the rest, as they say, is history.

Research is very time consuming, but in my favour was the fact that I had become quite familiar with the local industry from 1967 onwards.

That was the year I was appointed motoring editor of The Border Morning Mail, as Albury-Wodonga’s daily newspaper was then known.

My own notes from the next 43 years have proven invaluable.

I have noted elsewhere my reasons for using the microfiche resources of the newspaper for most of my research.

The title of this book — A spirit of progress – 110 Years of Motoring in Albury-Wodonga 1900-2010 — was chosen for a number of reasons.

Firstly, there is the twin cities’ ties with another famous form of transport, The Spirit of Progress passenger express steam train which ran between Melbourne and Albury from 1937 to 1962, then as a diesel-powered consist between Melbourne and Sydney until its demise in 1986.

The word spirit also relates to motor spirit, or

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fuel such as kerosene and petrol, which has been used throughout automotive history to power all sorts of motor vehicles.

And of course there has been that cross-border spirit of co-operation between dealerships and garages and the progress in their development over the decades.

The twin cities has long been fortunate in that its motor industry has served its clients well, offering them a range of product that is the envy of any other major regional or rural city in Australia.

These same customers have also been blessed with an industry that has been (almost) rock solid for as long as I can remember.

Where in other locations dealerships came and went, along with the marques they represented, we in Albury-Wodonga have been fortunate in that the majority — if not all — the current dealerships are still associated with the manufacturers they first became involved with.

Most have taken on additional franchises, giving customers in the twin cities and outlying regions the most comprehensive range of makes and models from which to choose.

These same dealerships have invested heavily in keeping up with progress and have employed many thousands of locals over the years.

How many apprentices served their time in workshops in Albury and Wodonga is also anybody's guess.

Yes, Albury-Wodonga is light on the ground when it comes to the exotics, but then again, what use would a Lamborghini or a Ferrari be in a rural area?

The majority of this book centres on the current dealerships which I am certain will continue to service the region for many decades to come.

It is dedicated to their owners and their forebears who, like Frederick Charles Blacklock, also saw a future in an industry that continues to grow and to excite.

You cannot sit down and write a book without help and in my case I was fortunate that there were still a lot of old timers around who could remember in amazing detail things from their early childhood.

I have received hundreds of phone calls and emails and have spoken to and interviewed dozens of people who I cannot thank enough for their input and co-operation.

But there are some people who deserve more than just a thank you.

A written acknowledgement is the only way I know to show how grateful I am for their support and help over the past three years.

Without them I really would have floundered.

A former work colleague, Ken Sanders, had the memory of an elephant when it came to remembering exactly where this place or that place was in the early days. And this from a gentleman in his eighties!

He could even remember who lived or what was on either side of a particular business!

Major Graham Docksey (retired) from the Bandiana Army Museum was able to furnish cuttings, photos etc from the four motorcycle races held in the 1950s at what is now Gaza Ridge Barracks.

Local historian and fellow work colleague, Howard Jones, is another person who I cannot thank enough.

I was forever picking Howard's brain and he was the one who helped choose the many photographs of the towns' earlier days.

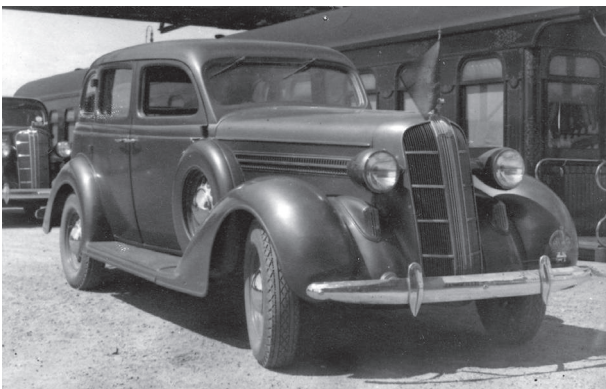
A long time mate and co-organiser of all the motor shows we put together, including "Phaeton's Run", Brian Shepherd, was the man who constantly came to the rescue of my computer when it either crashed or decided it would download a virus — or two!

Brian was also instrumental in the layout and design of this book.

And to my wonderful partner Julie who made certain I spent my allotted daily time at the computer.

Without her I would not have finished the book in the time I allowed myself.

Darryl Starr  
Albury  
2011



*A Dodge supplied by Albury Motors to His Royal Highness the Duke of Gloucester on his visit to Albury on October 22, 1934. Photograph taken at Albury Railway Station. — Photograph courtesy Brad and Kim Jones*

## Disclaimer

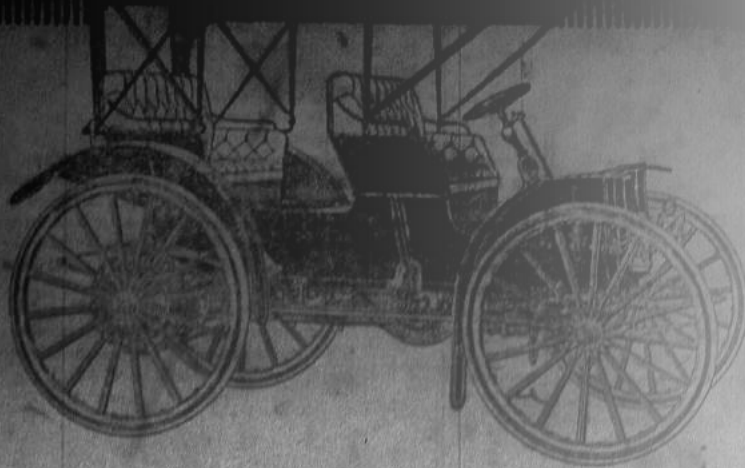
The majority of the research carried out for this book was through the microfiche files of The Border Mail which I had constant access to.

As mentioned elsewhere in the book, the motor car did not "come of age" in Albury or Wodonga until after 1920.

I mainly limited my research to The Border Mail as from its establishment in 1903 it has been the region's leading newspaper, both in terms of news and advertising.

As I have been an employee of the newspaper since 1964 I thought it courtesy to use it as my main research tool, with the exception of one or two other publications and what was given to me verbally by those that could remember certain eras or events.

Despite its limitations, I hope this book will give an impression of the remarkable achievements of those who have been part of the automotive history of both Albury and Wodonga.



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17 Bank St., Adelaide. 75 York St., Lancaster.

**The Beginnings**

1

## Chapter One: The Beginnings

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“WE met with a good reception here, a number of cyclists going out to meet us and in order to satisfy the residents, we were compelled to make a ‘public’ departure the next morning where a great crowd turned out to give us a send-off”.

That extract from the diary of Edward L. Holmes, entered on May 5, 1900, signified the arrival in Albury of the Thomson steam phaeton which was being driven by its inventor, Herbert Thomson, on its historic trip from Sydney to Melbourne via Bathurst.

Holmes was Thomson’s cousin and also his travelling companion on the trip.

So began Albury-Wodonga’s association with the motor car, even though the next one did not pass through the two border towns for another 18 months.

By 1902 the *Albury Banner* reported its opinion that the “*puff, puff of the motor car was to become a permanency in Albury*”.

In May, 1909, Albury Council decided to seek the passing of a state law to compel the registration of all motor vehicles and that they would be required to carry a number plate.

By 1911 Albury had about 30 motor cars and it was that same newspaper that suggested that they be controlled and suggested a maximum speed on corners of four miles per hour (6.5kmh).

This was “*to put the brakes on the chauffeurs who were speeding round corners*”.

The newspaper also reported “*the motor car has now become indispensable in any live business*”.

Thomson’s steam car never took on and after

just 13 examples were built, the steam phaeton slipped into Australian automotive folklore.

That very car though that passed through the region 100 years previously, made a triumphant return to the twin cities in the year 2000 where it was the star attraction at “Phaeton’s Run”, a three-day celebration of 100 years of motoring in Albury-Wodonga.

Museum Victoria loaned the car to the organisers of the event.

Three years before Thomson and Holmes motored through Albury-Wodonga on what was the first long-distance trip undertaken by a motor vehicle in Australia, Harry A. Tarrant produced his first car, and probably the first petrol-driven car manufactured in Australia, in a small workshop in Post Office Place, Melbourne, where Tarrant had been manufacturing stationary engines.

This was just 12 years after the world’s first automobile, the Benz Patent Motorwagen, was built by Karl Benz in 1885.

In 1897 a Melbourne consortium built a vehicle called the Pioneer, which was possibly the first four-wheeled vehicle powered by an internal combustion engine, but it was basically a mail cart with a kerosene-powered engine. Nothing was heard of it after it made its debut on February 26 of that year.

Tarrant was later joined by bicycle maker Howard Lewis (\*), and in 1901 at new premises located in Queensbridge St, South Melbourne, produced another car using a six horsepower Benz engine mounted in the rear.

This petrol driven automobile was simply called the Tarrant and was followed by a number of improved designs, including the first fully-enclosed body made in Australia.



Later models produced by Tarrant and Lewis included locally-designed and manufactured engines, gearboxes and rear axles and were unique vehicles except for imported radiator, magneto and carburettor.

The Tarrant Motor Co took on the Ford dealer/ assembler franchise in 1909 and later became associated with many other marques, including Sunbeam, Mercedes, Fiat and Rover.

It is unclear when the first Tarrant pattered around the streets of either Albury or Wodonga, or even if one ever came here at all, but locals were treated to a range of imported vehicles in 1905 when contestants in the Dunlop Reliability Motor Contest passed through the region.

One of the contestants was Harry Tarrant, but he was not driving a vehicle of his own manufacture.

He drove a 10 horsepower Argyll, competing in the Heavy Car Class.

Listed in the light car class were examples of De Dion, Swift, Oldsmobile, Talbot, Rover, Wolseley and Cadillac, while Innes, Panhard, Darracq, Richard Brazier, Decauville and the Argyll were inclusions in the Heavy Car Class.

Fifteen motorcycle riders were also involved in the event, riding such makes as Beauchamp, Relay-Minerva, Eureka, The Stolford, Kellow, Sarolea, Illawarra, Motosacoche, Minerva and Brown.

Participants reached Albury on Thursday, February 23, 1905, where, according to The Sydney Evening News, "*entertainment was arranged by the mayor*".

*"The welcome the motorists received, as in all other places en route, was very enthusiastic,*

*the inhabitants reserved a special warmth for Mrs Thomson (Wolseley - no relation to Herbert Thomson) and for Mr Fuller, Relay-Minerva motor bicycle, being a 'local hope'."*

Monsieur F. B. Maillard, a Frenchman driving the Richard Brazier, apparently spoke little English and when interviewed at Albury kept repeating "*bad roads, bad roads*".

He was reported to be "*one of the fastest/courageous/stupidest drivers in the event*".

He said through an interpreter that "*in Europe we tie our chauffeurs into the car so they can't fall out on rough roads!*"

Bad they were, being more horse and wagon tracks than roads.

When the contestants reached Melbourne on Saturday, February 25, two motorcyclists and three car drivers in both classes had scored the possible 2000 points, resulting in an elimination road contest from Melbourne to Ballarat.

Tarrant was the eventual winner in the Heavy Class, while J. H. Craven in an eight horsepower De Dion was the eventual Light Class winner.

B. James riding a Minerva won the "motor bicycle" class.

That was 1905.

Prior to Thomson and Holmes' arrival in the border towns in 1900, both Albury and Wodonga, like all country towns and villages of the time, were isolated by distance from Sydney and Melbourne.

The transport system of both towns prior to 1870 comprised horse-drawn wagons, buggies and passenger and mail coaches.

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The steamboat “*Albury*” reached its namesake town in 1855 but it was evident from early on that this form of transport was far too slow and depended on the flow of the river.

Horse-drawn coach was not that much better, but there was no alternative if you wanted to travel to Albury from Sydney or from Melbourne to Wodonga.

Prior to 1869 a coach trip from Sydney to Albury would take three days and four nights of travelling.

Stage coach companies such as Cobb & Co followed little more than wagon tracks, but distance and time was reduced later in 1869 when the railway reached Goulburn.

The traveller then only had to spend 41 hours in a coach!

All that changed however in 1873, or at least it did for those travelling on the Victorian side of the border to or from Melbourne.

That is when the railway finally reached Wodonga, with the Victorian North-Eastern Railway officially opened on Wednesday, November 19, by His Excellency, Sir George Bowen.

Immediately, horse omnibuses began plying between Wodonga and Albury.

Crawford & Co of Albury operated one such omnibus called the “*Ballarat*” which could carry 36 passengers — 18 inside and 18 outside.

The Great Southern Railway did not reach Albury until 1881 and was officially opened on February 3 of that year.

Passengers alighting from Sydney at Albury Railway Station and in need of “*a taxi*” had to

ride in a wagonette or in a sulky.

The same applied to passengers coming from the south.

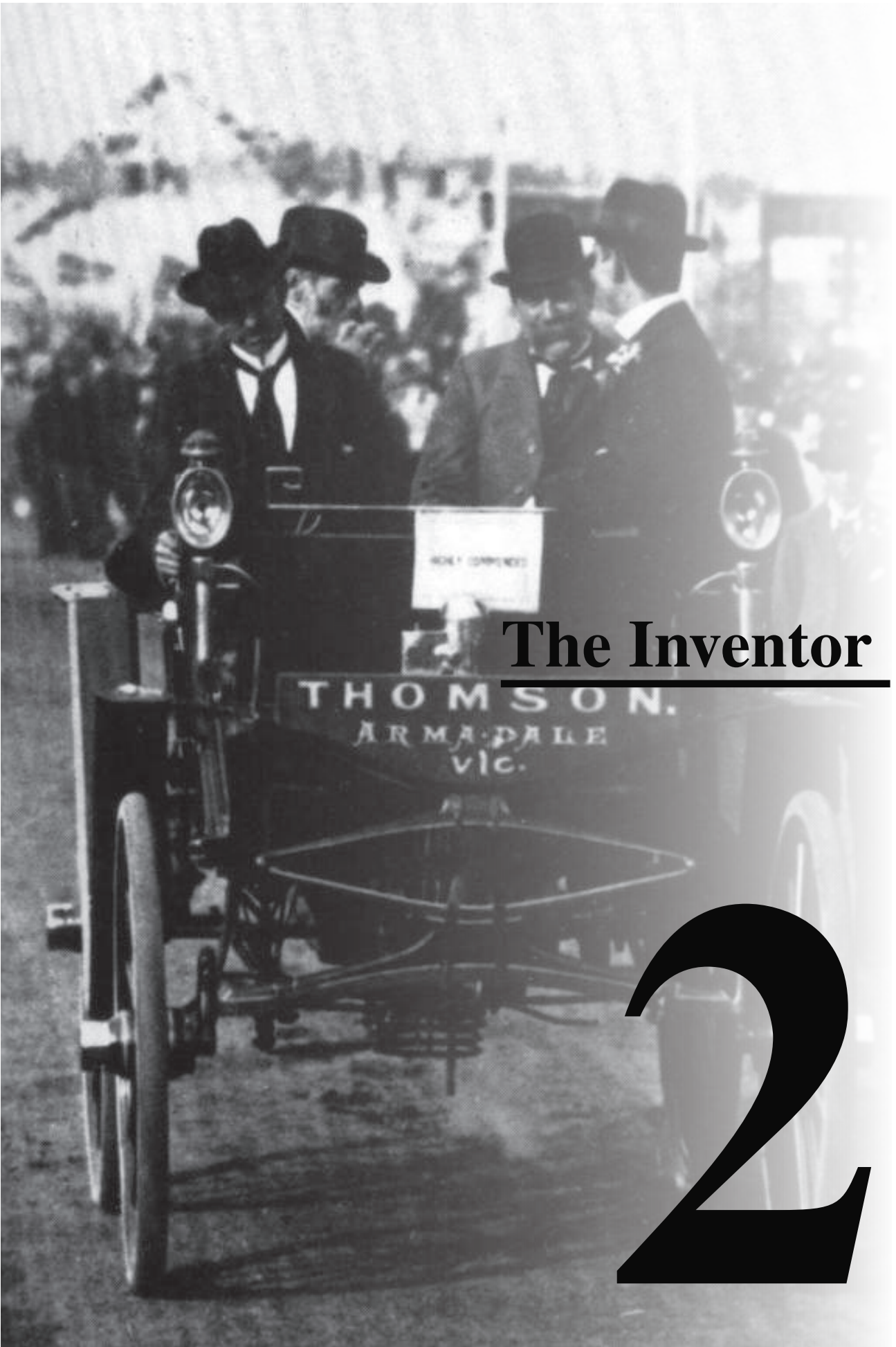
A hansom cab was introduced to the streets of Albury in 1886.

In 1881 plans for a railway bridge across the Murray River and a double track connecting Albury and Wodonga were drawn up and construction began the following year.

The railway line connecting New South Wales and Victoria was opened on Thursday, June 11, 1883.

But the state railways with their different gauges is another story.

\* Howard Lewis’s granddaughter, Mrs Judith Hooper, lives in Wodonga. Her grandmother, Mrs Dorothea Lewis, won the 1926 Mt Ridley Hillclimb driving a Fiat.



# The Inventor

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## Chapter Two: The Inventor

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**T**WELVE years after Karl Benz introduced the first automobile, the Benz Patent Motorwagen, to the world in Germany, a young Melburnian by the name of Herbert Thomson had set up shop in High Street, Armadale, not far from his father's engineering business.

At age 19 Herbert who, like his father had also trained as an engineer, had constructed a steam engine which was used in a launch which plied the Yarra River.

His business manufactured steam engines and boilers and it was in the same building that Herbert began making a steam car.

Herbert Thomson was born on July 13, 1870, at Prahran, the ninth child and seventh son of Henry Thomson, wheelwright and later contractor and his wife Isabella, née Walker.

Both of Thomson's parents were born in Scotland.

The Thomsons, with their two eldest children, had arrived in Melbourne in April, 1853 and when the young Herbert was old enough he worked for his father and helped him to install coal-producing bores at Yallourn and Altona.

The Armadale building in which Herbert Thomson began work on his steam car still stands, but a plaque marking the spot of where Australia's first self-propelled car was built has since been removed following constant theft.

The same year Thomson designed and began to build his steam powered motor phaeton, Henry Ford had introduced his "petrol driven quadricycle" in the United States.

Ford made millions of cars. Thomson made 13.

Convinced that motor cars would become the vehicles of the future, Thomson resolved to build a car in his spare time.

Having no recognised data to work from, progress was slow, each part having to be well studied and machined accordingly.

By mid 1899 news gradually spread that a novel horseless carriage had been seen about the streets of Armadale.

The rumours were soon confirmed when a proud Herbert presented his "steam phaeton" to fascinated crowds at several public events in July of that year.

Built over a period of three years in a backyard workshop, this remarkable invention was not only a sophisticated piece of engineering, it had few overseas parallels.

The car's initial public run was at a suburban cricket ground.

Naturally, with such a new invention, there was always room for improvement and by this time, having a practical as well as a theoretical experience to work upon, the car quickly became an "*article of commerce*".

Thomson had patented his innovations in Victoria, New South Wales and Queensland while his cousin, Edward Holmes, set up a syndicate to procure patents throughout the world and introduce the car generally "*with a view to establish the manufacture of cars*".

Quiet and smooth-running, the six-seat Phaeton was built by Melbourne coach builders King (later Martin and King) of fiddle-back ash and silky oak and strengthened with steel.

The upholstery was of coil springs covered in padding, then by calico and soft leather.

Lighting the way were two kerosene lamps.

The vehicle was powered by a vertical compound engine with two cylinders in tandem.

Each cylinder had a one and a half inch (38.1mm) x three inch (76.2mm) bore with a stroke of three inches (76.2mm) fitted with one slide valve which activated both pistons.

It developed a maximum five horsepower (3.73kW) at 1000rpm.

The steam generator comprised a tubular boiler of 12 inches (304.8mm) x 12 inches (304.8mm) x 16 inches (406.4mm). Average pressure was 250 pounds psi.

Feed water was heated to boiling point with exhaust steam prior to its entering the generator.

Fuel was ordinary kerosene with a flashpoint of 150 degrees Fahrenheit (65.5 degrees Centigrade). Both fuel and water were supplied automatically.

The vehicle's suspension comprised three elliptical springs, with the front spring traversed over the front axle.

Steering was done by a single hand lever con-

trolling the front wheels which were of 38 inch (96.52cm) diameter. The rear wheels were 48 inches (121.92cm) in diameter.

The wheels were fitted with the first pneumatic tyres made in Australia by Dunlop.

The Thomson steam phaeton, which weighed 16 hundredweight (813kg), had a top speed of 25 miles per hour (approximately 40 kilometres per hour) which was controlled by a hand-operated throttle valve.

Although the car had been exhibited at the Melbourne, Bendigo and Maryborough Agricultural Shows and had run upwards of 2000 miles (3219 kilometres) on its experimental trials, no authentic record existed of its adaptability to the Australian colonies and its enduring powers.

It was with the object of proving these to the public that the Thomson Motor Car Syndicate shipped the steam phaeton to Sydney.

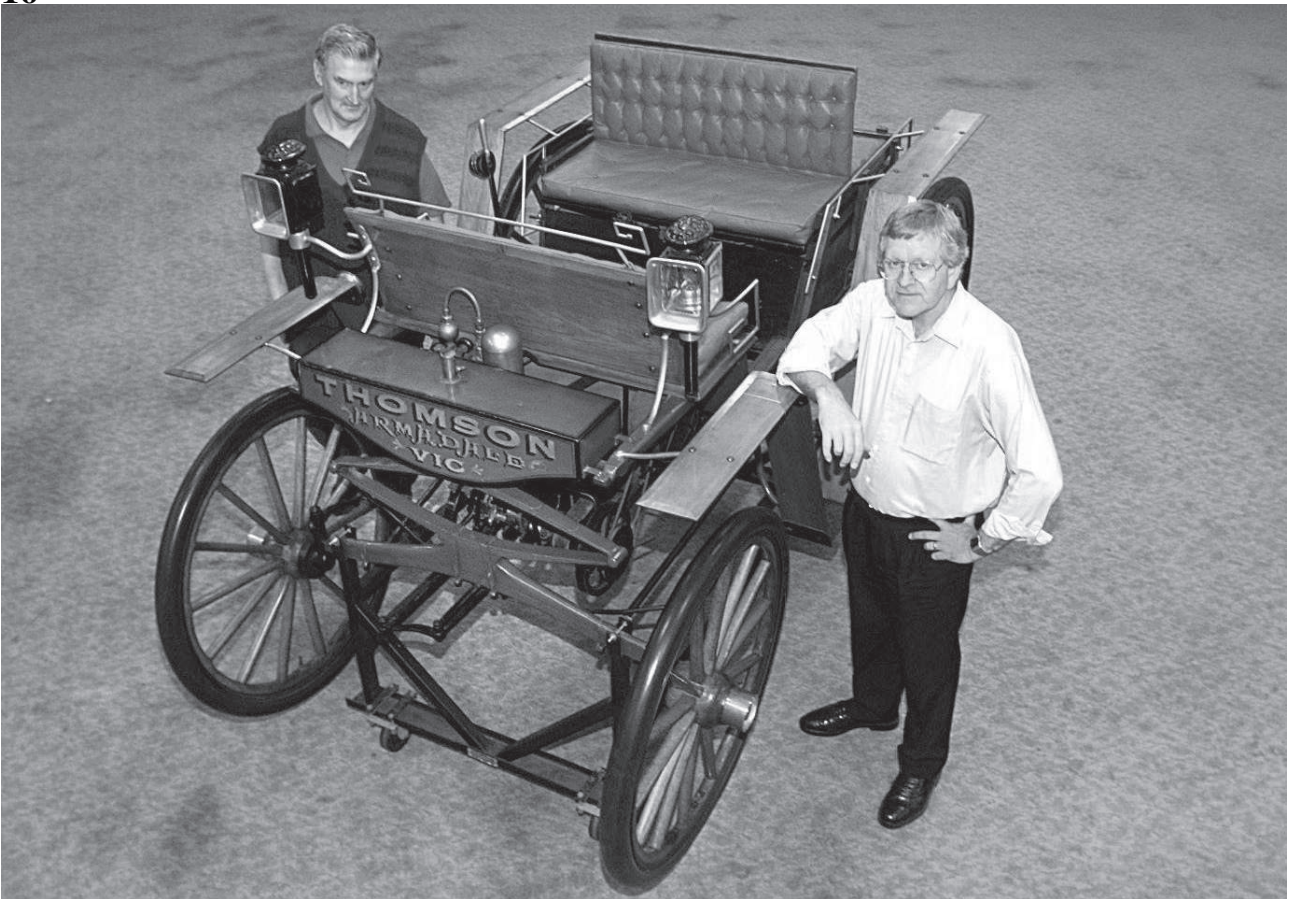
The car, along with Thomson and Holmes, sailed out of Melbourne bound for Sydney aboard the *mv Allinga*.

The year was 1900.

The car was to be exhibited at Sydney's Easter Agricultural Show and return to Melbourne by road.

However, so popular was the car's 10 days in Sydney that an invitation was accepted to visit the Bathurst Agricultural Show.





*Co-organiser of Phaeton's Run, Brian Shepherd (left) and the author with the original Thomson steam phaeton, Albury Civic Centre, May 4, 2000*



*Inventor Herbert Thomson at the wheel and his cousin, Edward Holmes, leave Bathurst (NSW), April 30, 1900, bound for Melbourne via Albury*



The car would then be driven from Bathurst to Melbourne, a distance of 493 1/2 miles, or 794.2 kilometres.

This was to be the first long distance trip ever undertaken by a self-propelled vehicle in Australia.

To attempt a “*record*” with such an experimental car over roads quite unknown to the drivers was out of the question and the objects aimed at “*were to give publicity to the car and return safely*”.

The pace therefore was moderate throughout, but for the purpose of reference and general interest, Holmes kept a close record of times of running, stoppages, mileages etc and the fact that in no case were “*hay motors*” (horses) brought into use, proves beyond doubt the entire suitability of the car for long distances, rough roads and Australia.

On completion of the trip, Holmes’s diary was put into booklet form titled “*The Pioneer Motor Car Trip of Australia*”.

The trying journey on difficult roads was completed in 56 hours and 36 minutes of driving time, at an average speed of 8.72 miles per hour (14kmh), which was attributed by Holmes to Thomson’s intention “*to err on the side of safety*”.

On one section, however, they reached 15 miles per hour (24kmh) and on another raced and won against a pair of horses over 12 miles (19km).

The journey took 10 days.

The car burnt 42 gallons (191 litres) of kerosene at a cost of one penny (one cent) a mile.

Thomson and Holmes reached Albury at 5pm on Saturday, May 5, six days after leaving Bathurst at 10am on Monday, April 30 and passing through Bathurst, Blayney, Cowra, Young, Cootamundra, Junee, Wagga Wagga, Cookardina, Germanton (Holbrook) and Albury.

The “Albury” entry in Holmes’s diary reads: “*Lunching at Woomargama (nine miles from Germanton\*), we now entered upon our last stretch of New South Wales road and kept up a good rattling pace, eventually arriving at the border town (Albury) at 5pm exactly, the last 37 miles occupying 3 hours 52 minutes.*”

*We had now covered 296 miles of our journey, feeling in tip-top health, but the car was hardly recognisable for mud and slush, nevertheless being in grand working order.*

*We met with a good reception here, a number of cyclists going out to meet us and in order to satisfy the residents, we were compelled to make a “public” departure the next morning, where a great crowd turned out to give us a send-off.*

*I saw our entry into Victoria, crossing the Murray River and its numerous wooden bridges and embankments then, after the usual customs formalities, we passed through Wodonga, the Victorian border town at 11.13am.”*

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After leaving Wodonga on Sunday, May 6, Thomson and Holmes passed through Barnawartha, Chiltern, Wangaratta, Benalla, Longwood, Seymour, Broadford and Beveridge, before arriving at Melbourne GPO at 12.23pm on Wednesday, May 9.

The Thomson Motor Car Co. Ltd, incorporated on June 18, 1900, bought Thomson's patent for one hundred and fifty £10 shares and produced 12 improved vehicles. They sold for 900 pounds each.

One of the vehicles raced successfully against a Benz imported to Melbourne by Harley Tarrant.

By 1902 Thomson's catalogue listed a variety of vehicles from seven different overseas manufacturers.

The company moved from Flinders Lane to Thomson's original workshop at 835 High Street, Armadale, but went out of business in 1912.

By this time Thomson had produced a motor vehicle for the metropolitan fire brigade and some steam-engines for merry-go-rounds, the best-known, which was located at St Kilda beach, was later purchased by the Commonwealth government and moved to Canberra.

Thomson became a consulting engineer.

Ironically, after the demise of the Thomson Motor Company, Herbert Thomson bought a Tarrant.

Herbert Thomson died on October 26, 1947, at Richmond, Victoria.

His 1899 car survives and resides in the Institute of Applied Sciences (Scienceworks) in Melbourne.

According to The Open Road of 30/6/1938, Pg.5, in 1900 or 1901 a Mr A. J. Creagh, a former Tamworth solicitor, ordered a Thomson steam car from the Melbourne factory after reading reports of the car.

Although it appears that the reports were not satisfactory, Creagh heard that improvements had been made and he received a favourable report from a friend in Melbourne.

After a delay of several months beyond the promised delivery date, the Thomson steam car was shipped from Melbourne to Sydney and then on to Newcastle.

It was arranged that a company representative would drive the car from Newcastle to Tamworth, picking up Mr Creagh at Maitland. The journey was to take two days — a Saturday and Sunday — but by 2pm on the Sunday the car had only reached Muswellbrook.

At the suggestion of the company representative, Creagh returned to Tamworth for Monday's opening of business.

On the Monday Creagh received a telegram from the company representative advising that the car would be sent to Sydney by train for "*attention*".

Creagh “took over” the car and placed it in the hands of an engineer at Newtown “*who had previously overhauled it*” (?).

The car was considerably altered and a trial journey to Bulli and return via the Bulli Pass and Appin was undertaken.

Following a flat tyre and broken reversing gear, the car was left in a shed at Tom Ugly’s Point.

Because of this Creagh decided not to persevere with the car but retained the engine “*in case a motor museum should at any time in the future be established*”.

An early Thomson engine is in the Powerhouse Museum, Sydney.

In honour of Thomson and Holmes’s epic journey and to celebrate a century of motoring in Albury-Wodonga, a motor show was held in Albury to coincide with the date the first car came to town.

Held on the weekend of May 5, 6 and 7, 2000, “Phaeton’s Run” celebrated the 100th anniversary of the arrival in Albury-Wodonga of the Thomson steam car, with guest of honour being the car itself.

It was loaned to the event organisers, Brian Shepherd and me by Museum Victoria.

The steam car which had been fully restored, was donated to the museum.

Following the decision to relocate the museum from Swanston St to Carlton, the steam car was shipped to Scienceworks in Spotswood where it went into storage.

Once museum directors gave permission for the vehicle to be transported to Albury-Wodonga, a three day event was organised to celebrate the centenary.

The steam car was given pride of place in the centre of the Albury Convention Centre and surrounded by vehicles of all vintages, including a replica of the very first motor car, the Benz Patent Motor.

The replica was built in the late 1960s by Melbourne electrical contractor, Jim French.

On the Friday evening, which was exactly 100 years to the day that Thomson and Holmes drove into Albury, motor sport champions of the region were honoured at a gala presentation ceremony at the Albury Performing Arts Centre.

Guest of honour was motor racing legend Bob Jane, while master of ceremonies was Adrian Ryan, a former race caller at the Hume Weir Motor Racing Circuit.

Also present over the weekend was Geoff Thomson, a nephew of the car’s inventor, and his wife Dawn.

Unbeknown at the time, Bathurst City Council was also in negotiations with Museum Victoria to have the vehicle shipped to Bathurst for the same reason, but they were, as they say, “pipped at the post”.

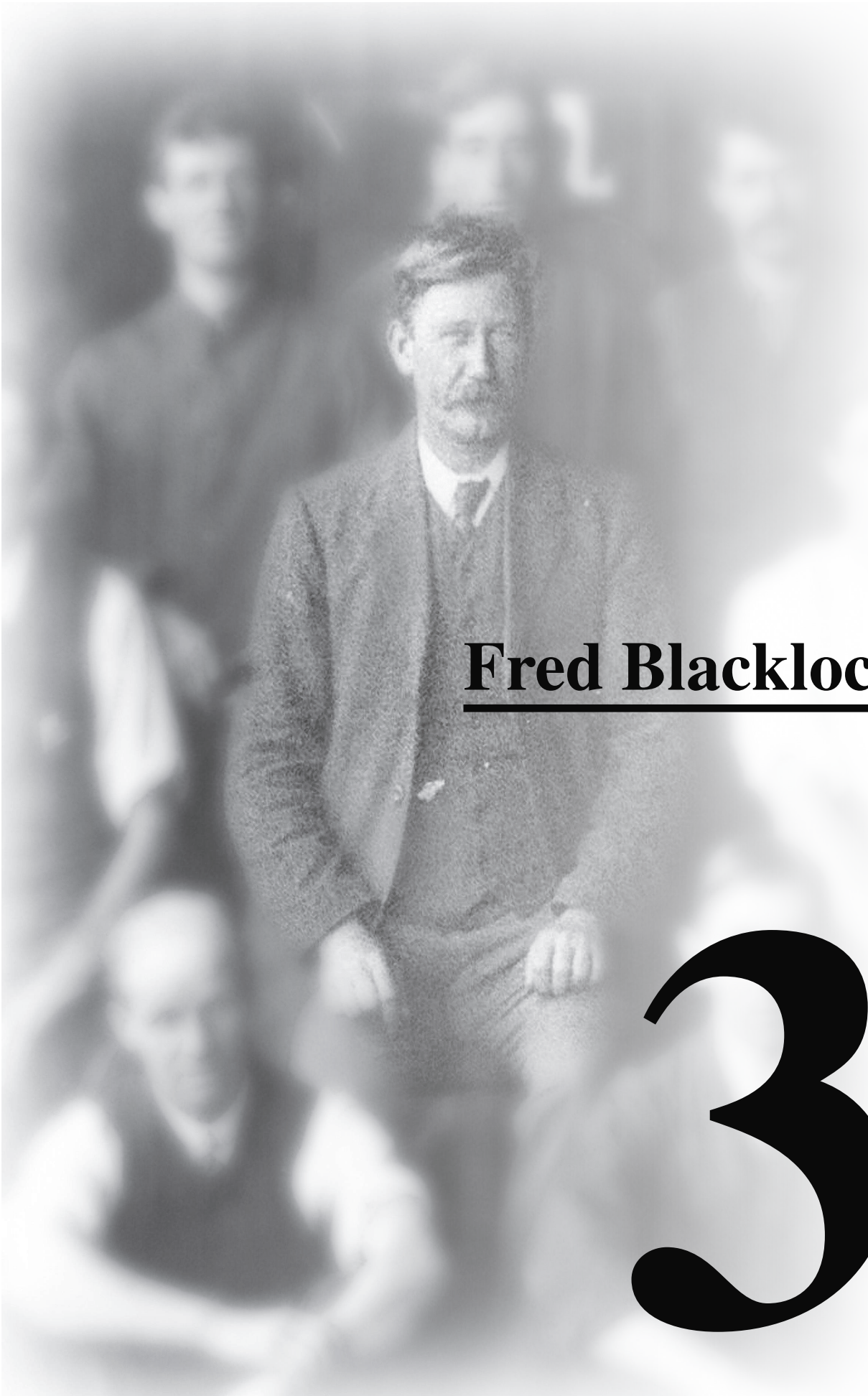
\* *Germanton was renamed Holbrook in 1915.*



*Herbert Thomson at the controls, his wife Mary Ethel beside him, his daughter Sarah in front and cousin Edward Holmes at rear, outside their home, Adelaide St, Malvern*



*A reproduction of Edward Holmes's diary issued for "Phaeton's Run" May 5, 2000. Original courtesy ScienceWorks, Melbourne*



**Fred Blacklock**

3

## Chapter Three: Fred Blacklock

---

**I**F any one person could be deemed the father of the Albury-Wodonga motor industry it is Fred Blacklock.

Blacklock was 28 years old when the Thomson steam phaeton stopped over in Albury on its historic drive from Sydney to Melbourne in 1900 and there is no doubt that Blacklock was one of the many curious local bystanders who witnessed the arrival and departure of Thomson and Holmes who, more than likely, overnighted at Soden's Australia Hotel.

The hotel had well constructed horse stables, one of which would have been perfect as a garage for the phaeton.

The steam phaeton must have left an indelible impression on Blacklock.

Frederick Charles Blacklock was born in Albury in 1872 in a cottage that stood off Dean Street on portion of the land now occupied by the Beehive Chambers.

At that time a flour mill operated by George Day and later by the Hayes Brothers was also on that site.

Blacklock's father, Charles Blacklock, was the mill's engineer.

Blacklock was an only child.

His parents died in Albury in 1907.

The young Blacklock was among the early possessors of a pneumatic tyred bicycle in Albury when that style of wheel supplanted the old bone shakers of the eighties and early nineties of the 19th century.

Like his father, Fred was also mechanically minded, but his first loves as a young boy were athletics and pedalling around on pushbikes, the first of "*the modern era*" probably arriving in Albury in late 1886.

Apart from his father, two other men also had an influence on the young Blacklock.

When he was 16, two marathon bike riders by the name of George and Edwards cycled through the region in 1888 on their marathon eight-and-a-half day ride from Sydney to Melbourne.

After completing his schooling Blacklock worked in Bill Haslem's carpentry business and he saved enough money to buy a pneumatic-tyred bicycle.

Blacklock only worked in the joinery business for a few years.

In 1892 a mate of Blacklock, James Scanlan, opened a bicycle shop at the rear of his father's plumbing business in Kiewa Street (now A. T. Jones) and Blacklock, who was by then a district bicycle rider of note, joined Scanlan in the business.



The depression of the 1890s did little to dampen the enthusiasm of Scanlan, Blacklock and their mates, who still cycled around town and played football for the Albury Tigers.

The bicycle business was doing that well that the two men decided to rent premises in Dean Street in what was Mate's Arcade and started their own bicycle factory.

In 1899 Fred Cossor and P. E. Mangan joined the firm's staff.

Cossor remained with Blacklock until Blacklock died 30 years later

Blacklock and Scanlan moved to larger premises in Townsend Street but Scanlan, a volunteer in the local Army unit, volunteered for the Boer War and left Albury in 1899, leaving Blacklock as the sole proprietor.

When Scanlan returned to Albury he took a position as a bookkeeper in the town.

Long-distance cyclist Alfred Fuller replaced Scanlan in the partnership.

Fuller had set a record of 19 hours 40 minutes cycling the 190 miles (305km) from Albury to the Melbourne GPO in 1897, but it was smashed by four hours in 1899 by a Ted Pearson, also of Albury who took 15 hours 20 minutes to cover the distance.

Blacklock and Fuller assembled the first colonial-built bicycle (The Raleigh) to win the Warrnambool to Melbourne wheel race.

It was ridden in the classic by employee Matthew Chappell in 1902 and Chappell also won the Blue Riband on a similar bicycle in 1908.

The "*century runs*" in those days were a popular pastime and both Fuller and Blacklock participated in them.

Blacklock and Fuller sold their The Relay bicycles not only in Albury-Wodonga and towns in the region, but as far afield as Queensland.

A number of Blacklock and Fuller Relays remain in existence.

One powered example, made in Albury circa 1903, is owned by a Melbourne collector.

It is still in very good running order and the original decals are still intact on its tank stating it was made by F. C. Blacklock and Co Albury.

While the "motorcycle" is Australian made, possibly the only Australian made part is the decal which was rather crudely stuck over the top of "Minerva" on one side of its fuel tank and on a vacant spot on the other side.

"*The Relay*" script is on the tank and matching the "*Minerva*" script in a reverse black over silver paint with gold pin striping.

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In its heyday it must have looked quite smart.

The paintwork may also have been done by Blacklocks but it is identical to a number of brand motorcycles of the time.

The engine was a “clip on” 306cc Minerva engine made in Belgium.

This engine was extremely popular and formed the basis of emerging marques like Triumph, Norton, Aerial etc.

Many other Australian makers used the engine and a kit of parts, sold by Brown Bros and others in England, comprising tank, frame, wheels and accessories.

This enabled firms such as Blacklocks to assemble and sell motorbikes under their own name.

One of these Minerva-powered motorbikes set the first recognised speed record between Sydney and Melbourne of 17 1/2 hours in 1904.

Having seen the Thomson phaeton a year earlier and then his first internal combustion car, an example of which passed through Albury and Wodonga in November 1901, Blacklock must have been hooked, as not long after the steam car had passed through town on its way from Bathurst, he imported Albury’s first motorcycle, a Belgian Minerva.

Blacklock’s motorcycle stirred the imagination of a number of other well-to-do locals and very soon Drs Schlink and Kearney, J. H. Dight, builders Frew and Logan and solicitor F. W. Tietyens were also going about their daily business on motorcycles.

It was about this time that a move was made by Blacklock back to Dean Street to premises once part of the Fanny Ceres flour mill.

Blacklock was quick to see the potential of the motor car and expanded his business as a motor garage, even though the town’s first car was still four years away.

Fuller, who lived in Carrington Street, retired after about 10 years association with Blacklock, but he did not retire from public life.

Fuller competed in the 1905 Dunlop Reliability Motor Contest riding a Relay-Minerva “motor bicycle”.

Now trading as Frederick C. Blacklock, the company repaired firearms as well as bicycles and motorcycles and sold goods from cartridges to sewing machines.

Blacklock married Katherine Sexton in 1903 and they visited Britain and Europe with Mr and Mrs Alf Waugh, later mayor and mayoress of Albury.

But it is in connection with the motor car industry and its development in Albury that Blacklock is more generally known to the majority of present day residents.

Blacklock followed up his purchase of the first motorcycle in town by importing the first locally owned motor car in 1905.

Blacklock's car was a 1904 single cylinder Minerva which was actually a French made La Minerve car assembled by the unrelated company Minerva in Antwerp.

Being Belgian built, the instructions were unreadable and many troubles and difficulties were encountered in getting it into motion.

But, Blacklock persevered.

Talking over his experiences a few years later, Blacklock said: *"I felt several inches taller when I got that car going and drove it down Dean Street.*

*"Its appearance created a mild sensation. There was no need to register it or to worry about licences then,"* Blacklock said.

Soon after mastering the car, Blacklock decided to hire it out and Charles Griffith became the first "victim" to risk his life in the new method of transport and to take the chance of reaching his destination.

Blacklock sold the car to Ben Hodson and a de

Dion, then the last word in cars, was purchased and used for hire.

This car's first trip was taken by solicitor Tietyens.

Perhaps its most memorable trip was when federal parliamentarians were looking for a site for the federal city in 1905.

With Fred Cossor at the wheel it was the only car to get to Tooma in the Upper Murray and back without any worry.

The expansion of Blacklock's business prompted him to seek a site giving him more room.

Just before the outbreak of World War 1, Blacklock acquired the freehold of the land on which an extensive garage, office, workshops and showrooms were to stand in Kiewa Street on the south side of The New Albury Hotel.

This site is now known as Centro Albury.

While preparing that site, Blacklock acquired the business and plant of Albury's first aviators, Messrs Robbins and Porter and carried on business in their premises in Kiewa St.

Robbins and Porter had built a monoplane in their workshop in just seven months. It made its trial flight at Bungowannah in July, 1913.

That year Blacklock started selling Ford cars.

A garage with floor space of approximately 11,000 square feet (1022 square metres) was erected by builders Frew and Logan behind the Dean St premises at one time used as a drapery shop by John Mullarky and Mr K. McLennan.

Steady expansion of the business continued and in 1923 new offices and showrooms were erected by C. Logan.

Blacklock, who held the Riverina agency for Ford cars, "*erected the fine garage for the exclusive use of that agency in Townsend Street, Mr N. M. Logan carrying out that contract*".

Logan built a two-storey frontage on Kiewa Street in 1924 and the site by then extended right through from Townsend Street.

The Kiewa Street frontage was rebuilt in the late 1940s in a "*ship*" style resembling The New Albury Hotel.

Blacklock's business activities extended over a wide area.

In 1914 Blacklock built the Theatre Royal on the site of an old skating rink in Kiewa St operated by bicycle shop competitor, Lou Harris.

Well-known Australian baritone singer and composer of the time, Peter Dawson, sang at the theatre in the first week of World War 1, but the theatre also showed Charlie Chaplin silent movies and held boxing and wrestling shows.

After the war Blacklock built the open-air New Royal Garden Theatre whose lessee, Phil Howard, staged movies and dances.

This later merged into an open-air ballroom and skating rink called the Royal Garden Palais.

Blacklock sold the Palais site in the 1920s.

The Blacklocks returned to Europe in 1922 with a party that included Dr Schlink's family.

They also visited the United States and, in particular, the Ford Motor Company factory in Detroit.

Prior to his visit to Detroit, Blacklock was a familiar figure at the Tarrant Motor Co in Melbourne when the first Model-T Ford was introduced into Australia.

Blacklocks was granted its Ford franchise in 1925, just after Bayford Motors in the Melbourne suburb of Preston.

At the time Blacklock was also selling Fiat motor cars.

When Ford was looking to establish a manufacturing plant in Australia, Blacklock visited Sydney where he spoke with a Mr French and other members of the Ford mission and emphasised the advantages of Albury, particularly on account of the break of railway gauge, cheap coal and electric power as a site for one of the proposed Ford works.

*A Relay-Albury bicycle built and used by Fred Blacklock circa 1895. Blacklock and James Scanlan built bicycles in Albury. Scanlon sold out to Blacklock who took on Alfred Fuller as a partner. The pair assembled the first colonial-built bicycle (The Raleigh) to win the Warrnambool to Melbourne wheel race in 1902*



*This motorised example of The Raleigh, made in Albury circa 1903, is owned by a Melbourne collector. It is still in very good running order and the original decals are still intact on its tank stating it was made by F. C. Blacklock and Co Albury. The engine is a “clip on” 306cc Minerva engine made in Belgium*

*Fred and Katherine Blacklock’s final resting place in the Albury Pioneer Cemetery in Waugh Rd.*

*The headstone was erected by the staff of F. C. Blacklock.*

*Fred Blacklock died in 1930.*

*Mrs Katherine Blacklock died in 1946*



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Blacklock was a large employer of labour, with his staff numbering in 1924 “from 45 to 60”.

His success in building up his great business was due to his integrity and application.

His watchword was “*service*” and “*that he always rendered in full measure*”.

Blacklock was on several occasions vice-president of the Motor Traders Association of Victoria and was held in high repute by his business associates in Sydney and Melbourne.

He was also a foundation member of the Automobile Club of Victoria, later the Royal Automobile Club of Victoria (RACV).

Fred Blacklock was never selfishly absorbed in his own affairs and played his part as a citizen in his native town’s activities.

He was a generous supporter of all local movements, served a term as an alderman (1907-1911) and was a committeeman on practically every public institution in Albury.

Blacklock took a keen interest in Rotary and was a member of the Albury Club, was a keen observer and possessed a literary gift to a certain degree.

He supposedly wrote many interesting letters for publication during his tours abroad.

Blacklock built “Gundowring House” on the corner of Stanley and Wilcox Streets, Albury in 1923 and he died there on April 20, 1930, aged 59.

After her husband’s death, Mrs Blacklock became proprietor, with the business managed by Robert Farrell and other family members in association with private interests, trading as Blacklocks Pty Ltd.

It continued to sell Ford sedans, but was expanded to include Ford trucks and tractors.

A 1937 photograph of the Townsend Street frontage shows K. Blacklock’s Hume Motors as an RACA service station and NRMA depot.

Katherine Blacklock died in 1946, aged 86 years.

The Blacklocks had no children

Had it not been for Fred Blacklock’s early curiosity, foresight and faith in the revolutionary new motor car, the first motor vehicles to be sold in Albury may not have come as early as they did.

Albury was one of the first towns in rural Australia to embrace the motor car.

But the history of Blacklocks did not stop with the death of its founder. Far from it!



Save  
.. on petrol  
on upkeep &  
dead-weight

WITH  
BEDFORD'S  
NEW-DESIGN  
ECONOMY  
ENGINEERING

ENGLISH BEL



# The First 67 Years

"Economy Engineering" Engine, for the same 20 gallon petrol tank, gives more horse-power and torque than any other type of engine, but saves up to 10% on petrol a week. Bedford's low-revving engine also means less piston travel per mile, and this in turn results in longer life for pistons, rings and cylinder block.

Bedford also brought the "new design" truck to Australia. With the engine moved well forward over the front axle, weight is more evenly distributed, the truck is more easily handled with its smaller turning circle, and there is less dead weight.

An example of how you save money by having less dead weight is found in a comparison with other 2-ton trucks, one instance proving that the Bedford 2-2½ ton 120" W.B. chassis allows as much as 1,944 lbs. (nearly a ton) more for body and payload.

These features mean extra value too! Bedford has a different chassis for every rating . . . braking is better proportioned between front and rear drums . . . full pressure lubrication is standard . . . and the all Steel Holden cab (on 30 cwt. and 2-2½ ton models) is fitted with a "V" windscreen of non-splintering Armourplate safety glass.

GENERAL MOTORS-HOLDEN

Chassis Prices: Utilities £218 Trucks £277  
(All plus Sales Tax) From . . . From . . .

Authorized Local Dealers in all parts of Australia  
Dealer for Albury  
**WEST'S MOTORS** Wanda Street  
Buy from your Local Dealer. Sold and Serviced by Bedford Dealers



## Chapter Four: The First 67 Years

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**P**ROGRESS in the development and popularity of the motor car in Europe, and to a lesser extent America, was rapid from 1895 onwards.

Not so in Australia.

It was not until 1900 that vehicles produced by Herbert Thomson and Harry A. Tarrant took to the streets of Melbourne, but it was to be another four or five years before Australia started to see more and more cars on city streets, with the odd one or two being delivered to country customers.

By this time Australia was starting to import cars from the UK and America in greater numbers and in order to protect the small local manufacturing base already established, the Australian government introduced a customs duty on imported vehicle bodies.

While this duty placed some pressure on imports, local manufacturers were still producing less than half the amount of these imports by 1910.

As the government recognised the growing importance of the automotive building industry, import tariffs increased.

As early as 1903 the Australian Motoring Association was formed, with branches in New South Wales, Victoria and South Australia.

Its role as an association was to protect the interests of those pioneer motorists who saw the motor car not as a novelty, but as the way of the future, despite the expense.

All that changed in 1909 when the mass production of automobiles became a reality.

Cars and motor lorries became more afford-

able and by 1914 there was an estimated 37,000 vehicles in Australia.

The boom of the Australian motor industry and the phasing out of the horse and cart was in full swing.

Even Blacklocks got into manufacturing and made a number of vehicle bodies for T-Model Fords, including one for Wodonga bus operator Patrick Mylon.

The onset of World War 1 threw a dampener over the industry, but once hostilities had ceased in 1918, it was full steam ahead.

But rural towns such as Albury and Wodonga were still using horse drawn means of transport as late as 1910 to transport people and goods, albeit in decreasing numbers.

There were two motor cars owned by Albury people in 1907, these being F. C. Blacklock and P. J. Frauenfelder.

Dean Street, which was tarred in 1903, was the only relatively smooth surface they got to drive on.

The Motor Traffic Act was passed in 1909 by the NSW parliament and required drivers of motor vehicles to secure a licence to drive.

Licence tests did not come into being until 1914.

By 1911 Albury had about 30 motor cars.

Although Fred Blacklock is recognised as the father of the Albury-Wodonga motor industry, a Beechworth coach operator also played a small part in the local industry's development.

In 1886 John Hiram Crawford, who operated horse-drawn coaches from Beechworth to many towns within the region, decided that Albury was the ideal location to re-establish his business and he purchased land in Kiewa Street north of St Matthew's Church.

Here he built double brick stables with a curved roof.

It was from these stables that Crawford and Co provided stabling for 30 horses and operated a fleet of omnibuses, coaches and wagonettes.

Crawford's business operated fairly successfully until after World War 1, but the motor car had already started to make significant inroads and Crawford and Co's business folded.

Little did Crawford know it, but he created what was to become Albury's "Parramatta Road", a main thoroughfare in Sydney known for myriad car yards.

Between 1903 and 1920, Kiewa Street was "home" to bicycle outlets operated by Thomas Mills, W. Kalbrunner, Goold Bicycle Co, L.V. (Lou) Harris and Robert Sharp.

During the same period and in the same street, garages were set up by Bill West in 1904, Robbins and Porter in 1911 (moving from premises located in Dean St), Prestney and Marsh in 1918 and Neal and Dickason in 1920.

Bill West was to survive until the early 1970s.

Crawford's former stables served as an auction mart for a couple of years and in 1922 it was converted into a tyre service and motor garage known as Advance Tyre Service.

It was operated by Reg Robinson (later to be called Advanx Tyre Service operated by Robinson and Pearse).

For the next 53 years the building remained firmly in the hands of the automotive industry in one form or another.

Elliott's Garage operated on the southern side of the building circa 1936.

By now it was obvious that the motor car was starting to become a part of both Albury and Wodonga's streetscapes.

An advertisement in The Border Morning Mail of January, 1923, for A. Dihood and Co's Advance Garage in Kiewa Street, which sold Oldsmobiles, stated:

*"Motor traffic is becoming so much a part of our daily life that the person who cannot drive a car is really much behind the time.*

*"We intend starting a motor school and guarantee a licence, or no charge will apply.*

*"We bar no one. Special care taken with lady patrons. We have a new car for the purpose".*

And it is the lady drivers of the day that deserve special mention.

Women did not drive in the early days mainly because engines had to be started with a crank handle which required very considerable muscular effort, apart from the necessity of knowing the car's mechanisms thoroughly.

But they soon got the hang of it and instead of being passengers, more and more women started to take to the wheel – and they dressed appropriately.

As passengers they would wear long, wide skirts and an enormous hat which was usually decorated with more flowers than you would find in a garden bed.



*An undated photograph of a bus crossing the old Union Bridge into NSW. The bridge, which crosses the Murray River, replaced the original wooden structure which was built in 1861 and demolished to make way for the one pictured in 1898. The current bridge was built in 1961 and converted to a four lane bridge in 1990*

*A 1932-1933 series Dodge operated by the New South Wales Ambulance Transport Service – Albury District Ambulance – photographed outside Albury Base Hospital in Wodonga Place, Albury, circa 1933. – Photograph courtesy Brad and Kim Jones*



*Edgar Passant & Co garage and showrooms, Olive St, Albury, 1961. Stan Steen's bicycle shop (formerly Chas Gribble) is on the right and St Matthew's hall is in the background on the left. The original Albury Motors once stood behind the demolition fence. – Photograph courtesy Albury LibraryMuseum*

*Eight Model T-Fords taking place in a Blacklock's promotional street parade down Dean St, Albury, in 1920. – Photograph courtesy Albury LibraryMuseum*





KINWA STREET, ALBURY.



**REPAIR WORK IS FAITHFULLY EXECUTED HERE!!**

The MOTORIST, MOTOR CYCLIST or CYCLIST, who wants repairs to his machine, will be certain of satisfaction when he entrusts his REPAIRS to us.

Here, Expert Mechanics—thoroughly skilled in the handling of every make of car or cycle—will quickly and skilfully effect REPAIRS that will permanently give satisfaction. Our charges are the lowest.

WE Stock all Motor Accessories and Leading Makes of TYRES and TUBES


WE SOLICIT YOUR PATRONAGE.

**LOU. HARRIS,** AT THE GARAGE,  
DEAN STREET, ALBURY.

DUNLOP, GOODYEAR, MICHELIN, BARNET GLASS, TYRES STOCKED FROM 4.

RELIABLE HIRE CARS A SPECIALITY.

MY UPKEEP COST IS SO HEAVY.



Buy scores of motor-car owners. But such should not be the case. A good overhauling of the car may save you pounds. Have it done now. Come to

**PRESTNEY AND MARSH'S MOTOR GARAGE.**

Our experienced and competent mechanics will "tune" your car up thoroughly. Our modern plant enables us to make parts on the premises. Call and talk the matter over. No obligation on your part. Electric Starters are specialties. All kinds of accessories in stock. Cars for hire.

**PRESTNEY and MARSH**

Agents for the Oakland Six, Goodyear and Dunlop Tyres.

KINWA STREET, ALBURY.

FOR EVERYTHING ELECTRICAL.

CONCERNING YOUR CAR?




IF IT REQUIRES EXPERT ATTENTION—  
The Mechanic and the Machinery for a Sound Satisfactory, Reasonably Priced Job Can be Relied Upon AT

**BLACKLOCK'S**

THE BIG UP TO DATE GARAGE  
EVERYTHING THE MOTORIST NEEDS ON HAND  
DUNLOP, GOODYEAR, MICHELIN, BARNET GLASS, TYRES STOCKED FROM 4.  
RELIABLE HIRE CARS A SPECIALITY.

**MOTOR RACES**

**HUME WEIR**



**Sunday, April 14, 1968**

Sponsored by R. M. SALES

HELD UNDER C.A.M.S. PERMIT No. V8234

OFFICIAL PROGRAMME

*Border Mail advertisements through the ages and a Hume Weir race program*



*An artist's impression of the new Baker Motors Group site which will be constructed in Young St, Albury. The Olive St, Albury, showrooms and service centre will close and the present Subaru showroom in Young St, Albury, will be demolished. The contemporary-style complex will complement the nearby Baker Motors Mercedes-Benz showroom*

This was all very well for those occasional social drives around town or to go to church on Sunday. but not on the open roads which were still nothing more than horse tracks.

But the women about town soon adapted to the conditions.

Before long the hat became smaller and the style of dress not so voluminous.

It was around this time Fred Blacklock bought land in Kiewa Street to the south of Dean Street and Cleaver Woods began developing a site he had bought in 1899 to the northern side of Dean Street at 532 Kiewa Street.

Wood erected a 39m x 12m double brick building which was to become Albury's first purpose-built motor garage, with Robbins and Porter its first occupants.

They were motor vehicle repairers and also built an aircraft in the building.

Fred Blacklock bought out Robbins and Porter in 1914 but that same building operated as a garage until 1936.

Although cars were not an uncommon sight in Albury or Wodonga prior to 1920, they were few and far between and mostly owned by the more affluent.

The populace was still trying to get itself back on its feet following The Great War and because of the expense, a car was out of the question.

The Austin 7, the smallest car available at the time, cost approximately 400 pounds, which was just over an average year's wage.

In 1920, 75,628 cars were registered in Australia, representing one car for every 70 people.

Albury's population that year was 7600 which, going by those statistics, meant that there was only 11 cars in town.

Albury, by then however, being one of the more affluent towns between Sydney and Melbourne, had more than that number, a fact borne out by photographs of the town's streets of the time.

Horses were still very much in use but by the end of the decade cars well and truly outnumbered them.

Advertisements in The Border Morning Mail from 1920 to 1930 substantiate this as more and more new car businesses opened up to accommodate the populace's thirst for the motor car.

The first parking regulation, which was introduced by Albury Council in 1926, was that there was to be no parking in Dean Street after 6pm on a Friday as that was late night shopping night.

By the mid 1930s hundreds of motor cars were trans-shipped at Albury Railway Station on their journey to Sydney, Brisbane or Melbourne.

This operation had to be carried out owing to the different railway gauges in New South Wales and Victoria, but this practice ceased in 1962 when the standard gauge continued straight through.

In 1910 the Canada Cycle and Motor Co Ltd opened its first branch outside the capital cities in Albury.

That same year it was taken over by Jas. A. Davey.

The company, which sold the I.H.C. (International Harvester Company) Motor Buggy, was



the first car company to use a display advertisement in The Border Morning Mail using an illustration. (See Chapter 1 frontispiece and back cover).

The buggy sold for 179 pounds.

In 1906 Patrick Mylon began his passenger bus service between Wodonga and Albury at a time when horse-drawn cabs were the mode of transport, but the majority of repair and bicycle shops were located in Albury.

It was not long before Mylon bought a T-Model Ford bus and in 1930 his son Jack started driving for his father.

In 1956 Jack Mylon took over the family business and formed Mylon Motorways which operated until 2008 when his son Bernie sold it to Melbourne company Dysons.

Dick Martin did not start his successful bus business in Albury until 1932.

Thirteen new automotive related businesses opened during the next 10 years, but it was between 1920 and 1930 that the real explosion happened.

Sixty-one businesses involved in selling bicycles, cars, trucks and auto accessories, or being involved in the automotive repair business, opened their doors in both towns and a Texaco oil depot was established in Olive St, South Albury, in 1930.

Car makes quickly making their presence felt in Albury and Wodonga included Cleveland, Chandler, Hispano Suiza, Dodge, Overland and Essex which were available in the various garages which had sprung up in town.

Albury Motors opened in Olive Street, Albury,

in 1923 as a partnership between Haydn Junghenn and Ted Henwood.

It sold Austin and Dodge vehicles and then Plymouth was added to the fold.

Just like Blacklock had assembled early Ford bodies in his workshop, Albury Motors began assembling Austin trucks in 1949, the operation taking 10 days to complete.

Junghenn, who retired at a relatively early age, moved to Melbourne where he bought into Southern Motors.

He is the grandfather of Brad and Kim Jones of Brad Jones Racing (on their mother's side). Henwood opened Riverina Implements in 1944.

Albury Motors has been reinvented twice since those days.

The first motor show to be held in Albury was held at Younghusband's Wool Store in Wilson Street in 1928.

Called the Albury and District Motor Show, exhibitors were Norman Dunn Pty Ltd, Riverina Motors, Albury Motors, F. C. Blacklock, West's Motors, Rugby Cars, F. Charles's Townsend Motors, Shell Oils, Bennett and Hornsby, Sutties Garage, Albury Auto Sales and Service and C. E. Brown.

Secretary of the organising committee was a young Cleaver Bunton who went on to become the city's longest-serving mayor.

A number of mail and hire car businesses were established in 1918, while motoring notes in The Border Morning Mail began running every Saturday from 1919.

The Australian auto industry, as in the rest of the world, was struck down by the Great Depression in the 1930s.

Many people working in the industry lost their jobs, with unemployment Australia-wide reaching 29 per cent in 1932.

The industry was dealt another blow with the onset of the Second World War in 1938.

But 1932 was a good year in some respects for Albury and Wodonga, with a number of businessmen prepared to face adversity and open businesses.

These included Martin's Bus Service, Toole's Motors (formerly W. Dobbie Motors), Bockman's Batteries and Seaton Car Sales, while out at Walla Walla, H. A. Jacob opened for business.

I mention H. A. Jacob as the Jacob Group of Companies is now a motoring giant in Albury-Wodonga.

Later in the decade some big names in the auto game began operations in Albury, including Preston Motors and Beaurepaires.

At the end of the war local car manufacturers took a new focus and once again shone the spotlight on the civilian car.

The manufacture of the first all-Australian motor vehicle occurred in 1948 with the introduction of the Holden and in particular the 48/215, affectionately known as the FX.

The car's Albury launch was performed by Mayor Cleaver Bunton for Preston Motors at the Palais Royal in Kiewa St.

At the time both Preston Motors and West's Motors were GM franchised dealers, but in 1953 GM decided to split the divisions, with Preston Motors handling Holden, Oldsmobile, Holden and Chevrolet utes and Chevrolet trucks, while West's were given Vauxhall, Chevrolet, Buick, Pontiac, Vauxhall and Bedford utes and Bedford trucks and buses.

Well-known Albury identity, Bert Seaton, opened Seaton Agencies in 1949 and in 1951 Seaton Car Sales, both being located in Dean St.

Later he bought the Globe Hotel in Dean Street.

In 1952 Geoff Gregory bought the Bannon and Glen garage in Mate Street, North Albury. He then moved to Townsend St, Albury.

He sold the business to Spencer Motors in 1964 but, in 1966, he bought it back again.

It became Arnold Motors in 1970.

In 1955 a 10,000 pound fire at Blacklocks destroyed its panel beating shop.

The late 1950s right through to the end of the 1960s again brought resurgence to the twin towns, Albury by this time being a major inland city.

Car yards, service stations, panel beaters, accessory outlets and motorcycle shops were springing up in quick succession, with some of them still carrying out business to this day.

The latter part of the swinging sixties was to be my introduction to the local industry.

# HAV-A-HUNDRED



**BIG OFFER!**

WE GIVE YOU

**£100** OR MORE

TRADE-IN ON ANY OLD BOMB CAR, MOTOR CYCLE, etc.

REMEMBER! £100 is Starting Price Only!

IF NO TRADE, WE GO CRAZY WITH FREE GIFTS

TRY US NOW

*-all you need to do is drive a*

# SIMCA! 1967 Onwards

The silken smoothness, the absence of vibration are things you will feel. The amazing quietness even at speed will be apparent to your ears. The rare combination of high performance with outstanding economy are factors you can measure. Only time will prove the longer engine life that the 5-bearing crankshaft helps make possible. The fact that this "Rush" engine holds the world's endurance record, 124,300 miles in 80 days at average 65 m.p.h., provides a pointer. A superbly equipped car, too. Lay-back seats, heater, demister, windscreen washers, De-Luxe hub caps, 4 doors. Why not drive Simca yourself—and feel the big difference?



Albury's Lowest Deposits and Easiest Terms

**SIMCA**  
BY  
**CHRYSLER**

SIMCA SEDAN £999 TAX INCLUDED  
STATION WAGON £1109 TAX INCLUDED

**RIVERINA MOTORS**

450 DEAN STREET, ALBURY

# 5

## Chapter Five: 1967 Onwards

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**I**N 1967 a number of the new car dealerships were long-established and very successful businesses.

Those that still exist are detailed in the following chapter.

When I began life as a motoring journalist, some of the big names of the game had ceased business.

These included West's Motors (swallowed by Preston Motors in 1964) and Olive Street Motors which was located opposite Albury Public School on a site once occupied by a boarding house.

Other thriving industries that operated on that site included a meat freezing plant which began in 1894 and a biscuit and jam factory.

When Olive Street Motors closed, Coles built a supermarket on the site. Other tenants have included McEwans, Billy Guyatts, Crazy Clints and The Warehouse.

Moorabbin car dealer Frank Ross, who established Olive Street Motors in 1962, closed the used car dealership in 1965 and started another under his own name in the former J. T. Fallon wine merchants building.

(This Olive St Motors is not to be confused with the original Olive St Motors operated by A. E. Baker on the opposite side of the street which closed in 1960).

Frank Ross Motors had its showrooms, spare parts and service division in Kiewa St, next door to The Border Morning Mail.

It was purchased by Preston Motors and closed in September, 1972.

Adairs Manchester now occupies the building which was once the home of Albury's "second" Ford dealership, Stradford Motors.

Operated by dealer principal, Kel Stradwick, who was the general manager of Olive Street Motors, Stradford Motors was located on the Olive and Swift Sts corner site which was the original home of the Dallinger coachworks and blacksmithing operation.

It was then bought by Fred Abbott who also sold Ford vehicles as well as farm machinery.

After Stradford Motors closed its doors, the building was leased by the federal government and served as a CES office and, later, a taxation office.

Directly opposite Stradford Motors was Milthorpe's which sold farm machinery and Toyota commercials.

Preston Motors was located at the western end of Dean St, next door to the ambulance station.

It had started life "around the corner" in Townsend St in 1937.

Preston Motors, which began operations in Melbourne in 1912 as Preston Carrying Company, moved into the Townsend St premises with a staff of four in 1937, taking over a garage owned by Jack Swanston.

Preston Motors mainly sold Chevrolet, Buick and Pontiac, all run under the care of Robert Jacka who was later to become the general manager of Preston Motors controlling all Victorian branches.

In 1948 when the first Holden rolled off the assembly line at Fishermen's Bend, a long association with Holden began.

In June of 1953, GMH split the way its products were being distributed in Albury.

Retaining its Townsend St site as a spare parts outlet, Preston Motors built new showrooms and offices and expanded its workshop in Dean St and the dealership moved there in 1956.

A succession of managers followed Jacka, including Ralph Callaghan, David Chapman and Bill Bambrook.

In 1959 Brian White was employed by the firm and in 1976 he took over as general manager, seven years later taking over the whole business.

In 1960 Preston Motors opened an outlet in Wagga Rd, Lavington and also one in High St, Wodonga

Like Blacklocks, Preston Motors trained dozens of apprentices, many of whom now own businesses in Albury or Wodonga.

Another successful dealership operating in Townsend St was Gregory Motors which is briefly mentioned in the previous chapter.

A former Vacuum Oil representative, Geoff Gregory was a pilot in the RAAF during World War II and served overseas.

After the war he returned to the company and made his way to Albury in 1952 and took over the Bannon and Glenn Service Station in Mate St, North Albury.

In 1954 he moved to Townsend St and started Gregory Motors. He sold Rover, Land Rover and Volkswagen vehicles before selling out to Spencer Motors.

He moved back into the business in 1966 but sold out to Marc Arnold three years later.

Arnold, a noted runner and trainer, had been sales manager at Gregory Motors and when Arnold bought the business he re-named it Arnold Motors, selling Volkswagen, Mazda and, for a short time, Suzuki.

In the mid-1980s, Marc Arnold decided to concentrate on one make only - that being Mazda.

When Arnold retired, the premises were taken over by Inland Auto Auctions, operated by Tony Alessi and now it is the site of Kmart Tyre and Auto Service

Convair Motors Chrysler, which started its operations in Dean St near the Cinema Centre, shifted to Young St near the railway station.

Albury Motors, dealers for Renault and Peugeot, was located in Macauley St and later moved to premises vacated by Syd Smith Motors in Townsend St, Albury.

There was a Modern Motors located in Dean St in the early 1930s operated by a W. Robins, but the Modern Motors in Townsend St was operated by the Quick family in premises previously known as P. E. Mangan's Albury Cycle Works.

It was located on the northern side of the Gloucester Hotel and was gutted by partners Syd Smith and Norm Crawford, converting the building into modern showrooms befitting the Jaguar marque.

Albury Motors, operated by George Wiltshire and Jim O'Shannessy, relocated from Macauley St to the former Syd Smith building and continued to sell Renault and Peugeot cars, adding Mercedes-Benz.

In 1977, John Baker bought the business and renamed it Albury Motors (77) Pty Ltd, adding Jaguar and Honda to the two French and one German brands.

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Albury Motors (77) Pty Ltd carried on a name synonymous with the motor trade in Albury-Wodonga.

Businesses carrying on under the name had done so since the early 1920s.

Dudley Scott and Dick Harris ran Albury Motors (77) Pty Ltd until 1980 when the subsidiary business was relocated to the Olive St site of owner Baker Motors, only without the Mercedes-Benz franchise.

The Townsend St building was then purchased by Myrtleford businessman Mike Andrews in 1980 whose business traded as Stockholm Motors.

By association with its very name, Stockholm Motors was the first company to introduce the Volvo brand to Albury-Wodonga and district.

Former AGC Finance manager, Sigi Cerveny, joined the company as a partner in 1981 and the Suzuki brand was added.

Andrews and Cerveny then moved the business to new premises in High St, Wodonga.

Albury Cars, which opened for business in 1957, operated out of premises in Kiewa St, Albury, selling Triumph, Toyota and Rambler cars, then moved to Mate St in North Albury after merging with Milthorpes.

Milthorpe's sold Toyota commercials while Albury Cars sold Toyota passenger cars and as Toyota wanted the two under the same roof, the Kiewa St operation was closed.

In 1983 Brian Lloyd, who started his career with Theiss Toyota in Campbellfield, in Melbourne, came to town, taking over Wodonga Toyota in Melbourne Rd, Wodonga.

Ten months later he expanded into Albury by buying Albury Toyota, taking over from the Quinlivans who had held the dealership since 1977 and trading as Albury Cars, one of Albury's older dealerships at the time.

Within five months Albury and Wodonga Toyota closed, Brian Lloyd centralising his complete operation in new and bigger premises just west of the former Wodonga showrooms.

The huge Toyota outlet was known for its big spending on advertising in all media.

Brian Lloyd sold out to the Jacob family in 1985.

Wodonga, unlike today, was poorly serviced by new car dealerships, with Hartwig and McLean being the first major dealer to set up operations in the town, selling Datsuns from a site in Melbourne Rd.

That was 1969.

In 1972 Ken Phillips opened Phillips Car Sales in High St, Wodonga.

Starting out repairing cars in the Melbourne suburb of Prahran in 1957, Phillips moved to Dederang in the Kiewa Valley in 1966 and within two years was successfully selling Mazda vehicles and Honda Motorcycles.

In 1973 he moved to Wodonga and took on the Honda passenger car franchise, a year later being appointed a Subaru dealer.

Outgrowing these premises, Phillips moved into the former Dunstan building in Tallangatta Rd in 1975 and took over a service station on the corner of David and Wilson Sts in Albury as his NSW outlet.



That same year he closed his Dederang premises and his Albury branch in 1977.

Phillips built the former Wodonga Toyota building on Melbourne Rd, Wodonga, but he never moved in, selling it to Brian Lloyd.

In 1978, Phillips moved into new premises on the corner of Osburn and Kendall Sts, Wodonga, selling Mazda, Subaru and Honda.

He relinquished the Mazda and Honda brands to concentrate on the LNC imports of Subaru, VW and Fiat.

Edgar Passant started his business in Olive Street in 1946 selling Commer and Thornycroft trucks then the Rootes Group of vehicles which included Humber, Hillman and Sunbeam cars.

He moved to premises beside the Albury SS&A Club in the early 1960s before selling out, the business then becoming Albington Car Sales which held the Nissan-Datsun franchise and also sold Yamaha and Kawasaki motorcycles.

The business, which was owned by Vic Trickey, moved to premises in Wagga Rd, Lavington, in the late 1960s.

Reg Petts' involvement in the local motor trade began in 1950 when he was apprenticed to Kevin McEvoy who owned and operated the Hume Highway Garage on the corner of Mate and North Sts in North Albury.

The business became McEvoy Motors and sold different brands of cars and trucks, including Fiat, Simca, Studebaker and Guy trucks, plus the garage also had a multi-pump fuel arrangement distributing such brands as COR, Plume and Atlantic petrol and oils..

McEvoy sold out to Clem Gabriel so Reg Petts, by this time a licensed motor mechanic, began his own All Truck Repairs business in Smollett St, Albury, in 1968.

All Truck Repairs moved to new premises in Union Rd, North Albury, in 1976 and in 1978 the Saab franchise was acquired and the business name changed to Reg Petts Swedish Motors.

Needing to expand, Petts bought premises in Wagga Rd, Lavington, in 1987 once operated by Paul Quick as a panel beating business.

The Daihatsu brand was added and the business traded successfully until Petts retired in 2004.

He sold the business to Peter Seaton and Michael Kamevaar which traded as Albury Alfa Romeo, Albury Citroen, Albury Fiat, Albury Saab and Albury Hummer.

In 1985 brothers Trevor and Jeff Bruce took over Albury Motorcycle World in Townsend St, Albury.

In 1986 the Bruce brothers moved the business to Nurigong St in South Albury and renamed it Online Motorcycles, selling and servicing BMW, Honda and Ducati motorcycles.

Following Jeff Bruce's death in a motorcycle accident, Phil McLean became a partner.

The business moved to the eastern end of Dean St and relocated to Young Street in 2006.

Its new showroom, spare parts and office was one of the largest dealerships between Sydney and Melbourne.

In 2008 Online Motorcycles closed its doors after going into voluntary administration.

One business which did have a huge impact on employment in 1971 was automatic transmission manufacturer Borg-Warner, which built a manufacturing and assembly plant in Kaitlers Rd, Lavington.

Production equipment and skills were transferred from Fairfield in Sydney and hundreds of locals were employed.

The company became part of the BTR organisation in 1987, initially registered as BTR Engineering (Australia) Limited and later traded as BTR Automotive.

BTR sold to ION Automotive in 2002 and in 2006 ION sold to Drivetrain Systems International.

I have avoided industry characters because there has been too many of them, but one man who deserves a special mention is George Seymour who started Albury Towing Service in 1959 from premises on the corner of David and Guinea Sts, Albury.

He then moved it to Young St, Albury

Although best known for his towing company, George was also one of the founding fathers of the Albury Car Club, which later became the Albury-Wodonga Districts Car Club.

As a young man, George worked at Blacklocks for a number of years in the mid to late 1930s before he headed off to Melbourne where he became involved in the aircraft maintenance industry, working at the time with the then unknown Reginald Ansett.

A mechanic by trade, George worked on a number of aircraft Ansett had bought, including a Flying Fortress, and George was with Ansett when Ansett Airlines was born.

The company began with a DC2 and a DC3 which had belonged to General Douglas Macarthur and which were overhauled by Seymour.

Seymour returned to Albury and became the workshop manager at Baker Motors in 1952 and then went to work with G.G. (Geoff) Gregory.

Gregory's had their own tow truck and when the business was sold to Spencer Motors, Seymour bought the truck and started his own towing business, leasing a shed from Les Patterson who operated the Neptune Service Station at the corner of David and Guinea Sts (now Shell Service Centre).

Seymour operated a garage from this shed for some time and it was from there that car club scrutineering was carried out.

In 1967 David Carrie and John Norwood opened Star Car Sales and Service Station (Shell Service Station) on the corner of David and Guinea Sts and dabbled in Fiat.

That same year Bob Crosby started selling Honda motorcycles and Austin Champ 4x4s from premises in High St, Wodonga, and the following year Paddy Lindner began selling Mercedes-Benz vehicles from his Union Bridge Motors site in Nurigong St, South Albury.

Well-known racing driver Bob Jane came to Albury-Wodonga in 1969, setting up a T-Mart tyre retail outlet next to the old Red Cross Hall in Dean St, Albury.

Murray Motors opened for business in 1969 in Townsend St, selling the Mercedes-Benz passenger car range as well as the versatile all-terrain Haflinger, while in 1970 the giant British Leyland Motor Corporation began operating out

of premises in Melbourne Rd, Wodonga, selling and servicing Leyland and White Trucks.

That same year Mike Johnston Motor Cycles began selling Yamaha motorcycles from premises in Smollett St, Albury, Bill Brennan opened Stateline Motorcycles in Mate St, North Albury (formerly Reg Dale Motorcycles) selling Suzuki, Kawasaki, Triumph, Hodaka, DKW and Sachs motorcycles (he then moved to Wilson St, Albury) and Roy and Steve Whitehouse opened Whitehouse Motorcycles in Wagga Rd, Lavington, later moving to David St, Albury, then to their present site in Young St, Albury.

The 1970s saw a flurry of businesses opening in both Albury and Wodonga, one of the notables being that of ex-Geelong footballer John Sharrock who opened a used car yard in High St, Wodonga, in 1971 before moving his business to the former Phillips Car Sales site in Osburn St, Wodonga.

Sharrock ran the business until he retired 39 years later in 2010, selling it to Norm Simpson.

Albury-Wodonga and Districts Car Club stalwart and father of V8 Supercar team owners Brad and Kim Jones, Phil Jones, who had worked as a salesman at Olive St Motors and Frank Ross Motors and others, opened Phil Jones Motors in Dean St, Albury, in 1971, before moving to Nurigong St, South Albury.

Between the two locations he sold Fiat, Alfa Romeo, Volvo, BMW, Jensen-Healey, Porsche, Citroen, Lancia and Jeep vehicles.

Also in 1971 Darrell Smailes Car Radio opened on the corner of Hume and Kiewa Sts, Albury and Peter Phillips opened Phillips Motors Pty Ltd in the former Albury Cars site in Kiewa St, Albury, selling Honda and Daihatsu, but the business was short-lived.

Spare parts giant Brookland-Machins moved into premises in Kiewa St, Albury, in 1972, Border Bandag opened its tyre centre the same year, as did New Power Motors and auto supplier Pacesetter Sales.

Other businesses to open in the 1970s included North Albury Tyre Service, Manfred Teissl's Bridgestone Tyre Service at Bandiana, Featherstone's Volvo Truck Sales in Mate St, North Albury, Jeff Eirth Truck Sales, New City Suzuki and Scotty Taylor Holden.

Scotty Taylor built a modern showroom and workshop in Melbourne Rd, west Wodonga, in 1975, selling Holden, Mercedes-Benz and Daihatsu vehicles and Franklin caravans.

He sold the business to Rod McRae in 1984 and headed to Tasmania.

Myriad used car yards were also established during the 1970s, many operated by notable sports people.

The charge continued in the 1980s which included Brad Jones and Phillip Cribb opening a paint and panel business off Creek St, Albury, John Hossack moved into the former Brian Lloyd Toyota building in Mate St, North Albury, selling four-wheel drive equipment and camping gear, the Shell North Albury Transport Terminal opened in Kaitlers Rd, Lavington, in 1982 and Dave Mallett and Lyle Williamson opened Albury Motorcycle World in Townsend St, Albury.

Des Gillett and Ray Stean formed a partnership and started Gilray Motors in Wagga Rd, Lavington, in 1983, the same year Max Carmody opened his mechanical repair business in Townsend St, Albury.

Saab Scania Australia Pty Ltd bought land in

Wagga Rd, Lavington, and established a truck sales outlet, Brian White took over Preston Motors and named the company Brian White Holden, Albury Toyota opened an outlet in Wagga Rd, Lavington, in 1985, Mal Rapsey's MJR Automotive began operations in Drome St, East Albury, also in 1985 and Kmart Auto opened for business in the former Arnold Motors/Inland Auto Auction site in Townsend St, Albury, the same year.

Russell Cooper's Wheeltown Car Sales opened in Melbourne Rd, Wodonga, in 1986 and two years later he took on the Subaru and Mazda franchises, selling from premises on the corner of Melrose Drive and Melbourne Rd, Wodonga.

Another newcomer to Wodonga in 1988 was the Anderson Motor Company, operated by Bob and Jacquie Anderson from purpose-built showrooms in Melbourne Rd from which they sold Audi, Volkswagen and Nikki, while Michael Blomeley and David Jackson began Max Charles Motors in Lavington in 1989.

Strathfield Car Radio moved to Albury in 1990, setting up shop in Hume St, while Taig Bros started selling International Harvester, Western Star and IVECO trucks from premises in Wagga Rd, Lavington.

Kevin Quinn, who had established Buffalo Motors in Mate St, North Albury, in 1984, opened Ansett Motor Auctions in Melbourne Rd, Wodonga, in 1997, and Bob Taylor established Boulevard Motors virtually next door in 2000.

The years 2000 to 2010 have been relatively quiet in terms of new automotive businesses opening in either Albury or Wodonga.

Tony and Cameron Brooks opened Brooks Motor Cars in Nurigong St, South Albury in

2001 selling Suzuki then later Ssangyong, Great Wall and Skoda vehicles, while Peter Seaton and Michael Kamevaar took over Reg Petts' old business in Wagga Rd, Lavington, retaining Saab and Daihatsu, but later adding Citroen, Fiat and Alfa Romeo.

The business closed in 2009 with the Citroen, Fiat and Alfa Romeo franchises moving across the border to Wodonga Car World which also became an agent for Winnebago camper vans in 2010.

Albury-Wodonga has always been a major centre for the trucking/transport industry considering its location on the busiest highway in the country.

With Albury in particular growing apace in the early 1900s, there was an urgent need to not only transport goods quickly to the town, but to deliver them quickly locally as well.

Trucks were needed almost as quickly as motor cars and in 1906 Patrick Mylon of Wodonga started selling Reo and GMC vehicles.

Albury company Neal and Dickason introduced the International and Chevrolet brands in 1920, while other makes such as Mack and Leyland were also doing service delivering goods about town.

The supply of top brand trucks and the service of them continues a long association with the transport industry. Wodonga's Twin City Truck Centre is a massive concern, with Taig Bros, Hartwigs, Border City Truck Centre and Jacob Hino also providing vehicles for councils, government instrumentalities and individual operators.

While both Albury and Wodonga have had their fair share of new car outlets over the decades, secondhand car dealerships have thrived and even to this day they do good business, despite their numbers.



## 2005 Veteran Reliability Motor Contest

for Veteran Motor Cars and Motor Bicycles commemorating the 100<sup>th</sup>  
Anniversary of the

- 1905 Dunlop Reliability Motor Contest -  
Sydney to Melbourne 21<sup>st</sup> to 25<sup>th</sup> February 2005



Organised by:

The Veteran Car Club of Australia - New South Wales & Victorian Clubs

Rules and Conditions of the Motor Car and Motor Bicycle Contest  
Route Instructions and Maps.



Honoring the  
1905 Contest  
and the  
Pioneer  
Motorists  
And  
Motor Bicyclists  
Of  
1905



Front cover of the 1905 Dunlop Reliability Motor Contest course guide and route instructions and those of the 2005 re-enactment event

While Fred Blacklock was the first local to own a motor car, he was also to become the first “used car salesman”, as he sold his Minerva to purchase a de Dion.

The Minerva was bought by a Mr Ben Hodson, but for how much it is unknown. It is also unknown of what became of Albury’s first motor car.

By 1904 Bill West had established West Motors and no doubt he would have been dealing in secondhand cars within a year or so as the popularity, and indeed the technology, of the motor car increased.

Bicycles were being traded on motorcycles and workshops started springing up everywhere in both towns as more and more cars, trucks and motorcycles took to the roads, with few of them known for their reliability.

There was a need for fuel and oil and for tyres and carrying companies were kept busy not only delivering goods in and around Albury and Wodonga, but to outlying villages and towns as well which were also enjoying the benefits of the motor car.

Albury Road Transport Pty Ltd began operations as general carriers in 1923, operating out of premises in Smollett St and plying the Hume Highway between Albury and Sydney and Albury and Melbourne carrying wool and fruit to the capital cities and returning with everything from food items to clothing.

Roadair was another large carrying company and was the predecessor of much larger businesses, such as H. R. Hanel and Albury Border Transport. Border Express is one of the giants of the Australian transport industry.

The twin cities are also represented by Hume Transport, O’Brien’s Transport, Albury

Freight Distribution Centre, Ron Finemore and Greenfreight, to name but a few.

They, along with other local carriers, are the lifeblood of Albury-Wodonga.

Truck transport is also relied upon for the delivery of new and secondhand vehicles to the border cities.

Many a secondhand vehicle is bought at auction in the capital cities and transported to Albury or Wodonga car yards for resale.

And locals have any number from which to choose.

The secondhand car market has been huge in both cities for decades.

As mentioned earlier, John Sharrock Motors had been one of the longest-established individual used car outlets in the twin cities.

Blacklocks has the longest association of being both a seller of new and secondhand vehicles, with all present new car outlets except the Alessi Group having a used car yard.

Where once Kiewa St in Albury and High St in Wodonga were the prime locations for used car yards, today they are centralised in Melbourne Rd, Wodonga and, to a lesser extent, Wagga Rd, Lavington.

This “strip” retailing was made popular in the late 1950s in Sydney where Parramatta Rd became – and still is – a one-stop shopping auto megamart if you are in the market for a used (or new) car.

Over the years there have been used car outlets in Mate St, North Albury, Urana Rd, Lavington, Dean, David, Olive and Townsend Sts, Albury, Waugh Rd, North Albury and as far south as Nurigong St, South Albury.



These were operated by some of the industry's better-known characters, such as Bert Seaton.

And it was just not the new and used car trade that produced characters of note.

Percy Williams who operated Wirlinga Auto Wreckers was one I remember well. His wrecking yard may have looked like a dog's breakfast, but Williams knew exactly where everything was. Nothing got passed him.

The year 2010 was the quietest ever in the local industry's history as far as the establishment of new and used car operations was concerned.

You will note the last entry in the chronology is that of Norm Simpson Car Sales.

Norm returned to the motoring scene after a lay-off to take over John Sharrock's used car yard in Wodonga.

The only other entries for 2010 are that of Albury-Wodonga Winnebago (Wodonga Car World), Jason Volvo Wodonga (Jacob Group) and Darren Mitchell's Border BM located in Griffith Rd, Lavington.

Motor bike lovers on both sides of the border have never gone without either in terms of model choice.

From as early as 1901 motor bikes have been part of Albury and Wodonga's motoring history, with Fred Blacklock again the first to own one and, like his first car it, also, was a Minerva.

Lou Harris opened Albury's first authorised motorcycle dealership in George St in 1910 when he was able to offer locals a single model Triumph.

So popular did the motorcycle become that

Harris had to move closer "to the action" and opened new and bigger premises in Dean St.

Bill Matthews introduced the BSA and Super X to Wodonga in 1911, while Robert Sharp began selling Harley-Davidsons in Albury in 1918.

Today, just about every brand of motor bike is available in both Albury and Wodonga.

They are available from Blacklocks Lavington, Phil's Garage in Lavington, Whitehouse Motorcycles in Albury and Wodonga, Buzz's Bikes and Bits and KTM Wodonga.

Since day one every car, every truck and every motor bike required a spare part at one time or another and again there has never been a shortage of spare parts and accessory outlets in both towns.

The first purpose auto accessory outlet in Albury was owned by an A. McKenzie who sold spare parts for most makes and models, along with Indian motor bikes, from premises in Dean St, Albury.

Motor Spares Ltd opened an outlet in David St, Albury in 1933, Replacement Parts/Repcos in Townsend St, Albury in 1951, A. G. Healing Ltd in Kiewa St, Albury in 1952 and Brooklands Machins in 1972.

Leading lights in 2010 included Burson Auto Parts in Lavington, Bernie's Auto Parts in Wodonga and Quinlan's Auto Spares Pty Ltd which has been operating from the same address in Townsend St, South Albury, since 1978.

But no matter how many cars, trucks and motor bikes there are in and around Albury-Wodonga, someone was and still is needed to repair them and the list of motor engineers and repairers in the twin cities is staggering.

Most probably never needed to advertise in *The Border Mail*, hence no listing in the chronology in the back of this book. Had they done so, the list would probably be double in size.

Tyre, windscreen, motor oils and spirits suppliers, panel beaters, auto electricians, radiator and car air conditioning specialists, exhaust system and tow bar sales and fittings and 4x4 experts work hand in hand with the rest of the local automotive industry to make it the hive of activity it is.

The Albury-Wodonga motor industry has been one of continual healthy competitive growth, not one of opposition.

Let us hope it continues in the same vein as it has for the next 110 years.



*Cars angled parked outside A.A. Bockman and Co, David St, Albury circa 1963. — Photograph courtesy Albury LibraryMuseum*



*Fire engulfs Convair Motors, Young St, Albury, on February 12, 1977. Convair Motors, which opened in 1964, was originally located in Dean St, Albury*



# Stradford's

**"AS NEW" USED CARS**

Buy from us with...

**NEW CAR CONFIDENCE**



**1969 Austin 1800 Auto. Sedan \$1990**

One owner, radio, 19,000 miles Dep. \$500

**1966 Morris Mini Moke \$590**

**1970 XW Falcon 500 Sedan**

6000 miles, one owner, as new, first to inspect will buy.

**1968 Hillman Imp Sedan \$990**

One owner, 15,000 miles Dep. \$250

**1969 Ford Galaxie Sedan \$4590**

390 motor, as new Dep. \$50

**1964 EH Holden Station Wag. \$1290**

One owner, 179 motor Dep. \$325



**1969 440 Cortina Sedan \$1990**

Lady owner, radio & heater, many extras. Dep. \$500

**1968 Cortina 240 Sedan \$1390**

Radio, heater, goes well, 26,000 miles. Dep. \$350

**1963 XL Falcon Deluxe Sedan \$790**

New 170 motor, 12/12 warranty



**1964 EH HOLDEN SEDAN**, special at this price

**1965 TOYOTA UTILITY**

**1964 EH HOLDEN SEDAN**, Auto Trans., 179 motor

**1965 HD HOLDEN UTILITY**, 179 motor, many extras

**1964 EH HOLDEN UTILITY**, Blue, one owner, 50,000 miles

**1965 XP 170 FALCON DELUXE SEDAN**, Silver blue, white top, heater

**1968 XT FALCON PANEL VAN**, Big 6 motor, as new

**STRADFORD MOTOR ty. l**

DAVID STREET,  
See Brian Weidner or Les Waldron.

ALBURY.

A.H., Brian Weidner 21

**The Current Crop**

6



## Chapter Six: The Current Crop

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**F**ORTY makes of motor vehicle are sold in Australia, 26 of those being available in Albury-Wodonga.

Unfortunately we don't get the top luxury brands such as Rolls-Royce, Bentley, Aston Martin, Jaguar or Maserati, or the exotic sports cars such as Porsche, Ferrari, Lamborghini and Lotus.

Mini, Renault, Smart, Morgan and Saab are not available either, but in the past six of these marques did grace showroom floors in either Albury or Wodonga.

Once upon a time Renault was sold by Albury Motors, the Globe Garage, S.W.A. Motors, Jack Skinner, Seaton Motors and Regent Motors, while Baker Motors was once an agent for Rolls-Royce.

Jaguar has been sold by B.M. Motors, Baker Motors, Seaton Motors, Syd Smith Motors, Albury Motors and Blacklocks, while Reg Petts Swedish Motors and Albury Saab have been local Saab outlets.

Mini was sold by the Jacob Group but Smart and Morgan never got a guernsey.

Still, 65 per cent representation in a country area is excellent, giving Albury-Wodonga and district buyers one of the best choices anywhere in rural Australia.

And they have been spoilt for choice since day one.

The same applies to heavy trucks, commercial vehicles and motorcycles.

It is a case of Back to the Future for the majority of new motor vehicle dealerships in the twin cities, with the "newest", Brooks Motor Cars,

being 10 years old, while the oldest, Blacklocks, is 118 years old.

Blacklocks is the longest continual registered business name, followed by Albury Motors.

Strangely, there has never been a Wodonga Motors.

The longest motor vehicle business to be operated continuously by the same family is the Baker Motors Group, which was established in 1946.

In 2010 17 new car, truck and motorcycle businesses operate in Albury-Wodonga, the majority having more than one franchise.

Unfortunately I have had little or nothing to do with either truck or motorcycle businesses.

New car dealerships operating in either Albury and Wodonga in 2010 are:

### Alessi Group

Continental Checkpoint, as the Alessi Group was once known, began business as a partnership on May 4, 1970, between Tony Alessi and John Norwood, concentrating mainly on the Alfa-Romeo and Fiat marques.

It operated out of premises in Hume St, Albury, formerly owned by Frank Adams and later Wodonga Engine Reconditioning.

The building which was occupied by Mick Hill Motors since 1945 is now the company's service and spare parts centre.

An old house which separated these two buildings was purchased and demolished to make way for a used car yard.

John Norwood retired from the business in 1973 but the business expanded to incorporate Citroen and Jeep and, in the mid-1980s, Suzuki was added along with Volvo.

The company remains the oldest Jeep dealership in the country.

New showrooms and a used car lot were added for the Mazda brand which was purchased from Wheeltown Motors and in the mid-1990s Tony Alessi and his wife Rosalind bought premises on the corner of Wodonga Place and Hume St, Albury, which was occupied by Beaurepairs.

Another new showroom and used car lot were added to accommodate the Chrysler, Jeep and Dodge franchises and since then the Audi marque has also been added.

The Alessi Group no longer has a used car division.

In 1993 Tony Alessi started Inland Auto Auctions in the former Arnold Motors premises in Townsend St, Albury, which operated successfully for 11 years.

Current alterations to the Hume St site will see an extension of the workshop area to 600sq m, the partial demolition and rebuilding of the spare parts/service reception building and the relocation of the Chrysler, Jeep and Dodge showrooms from Wodonga Place to Hume St beside the purpose-built Audi showroom.

The current Mazda showroom will extend into where the American brands were housed.

Tony and Rosalind's two sons, Domenic and Robert, now run the family-owned, multi-franchise business.

Marques sold by the Alessi Group in 2010 are Mazda, Audi, Dodge, Chrysler and Jeep.

## **Baker Motors Group**

The Baker Motors Group continues to be run by the family of the original owner, Alfred Baker.

Leaving his GM business behind in Naracoorte, South Australia, Alf Baker set up shop in Olive St, Albury, in 1946 selling Plymouths, with Morris and Austin vehicles coming via Lanes Motors in Melbourne.

He constructed a double storey showroom at the Olive Street site and set up residence in a flat above it.

He included for his comfort a games room on the roof which included a full-size slate billiards table.

The building is heritage-listed.

The forever-experimental Baker bought a saw mill in Olive St and a brick works in Chiltern which supplied most of the materials for the building of the original Mercy Hospital in Olive St.

Baker developed close connections with the Mercy community, joining the board and forming warm, if unlikely, friendships with some of the nuns.

Alf Baker passed away in 1958 and the business became the responsibility of his son John, who shared his father's love of enterprise but without the eccentricity.

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Aged 26 and full of fire, John Baker, or “JB” as he became affectionately known, threw himself into the automotive industry with gusto.

Baker Motors became the first Australian dealership to sell both Austin and Morris vehicles off the same showroom floor.

In the years that followed, Baker Motors sold the full complement of BMC vehicles (later to be known as Leyland and JRA).

Riverina Motors, situated at the eastern end of Dean St, Albury, was taken over in 1964, along with the Chrysler brand and renamed Convair Motors.

With Mitsubishi Motors’ move into Chrysler Australia, the trading name was again changed, this time to Baker Mitsubishi, with new and used cars sold from yards either side of the railway bridge in Young St and service and parts operating out of Olive St.

In 1974 Baker took on the Honda franchise which at the time consisted of only the Civic and in 1977 he purchased Albury Motors which came with the franchises for Mercedes-Benz, Renault and Peugeot.

Ten years later Baker Motors took a huge gamble and teamed up with the fledgling Korean Hyundai outfit and after selling the brand from its Albury dealership for some years the former Stockholm Motors site in High St, Wodonga, was purchased and Hyundai has lived there ever since.

In 1990 Subaru joined the fold to give the dealership one of the most comprehensive ranges of vehicles offered in the area.

Since 1979 John Baker’s five sons - Martin, Stuart, Ross, David and Simon - have joined the

business, each taking control of various parts of the group’s operations.

Martin is director and general manager of the Baker Motors Group, Stuart (a former Albury City Councillor), heads up the Subaru and used car divisions of the group, Ross is dealer principal of Baker Honda and Peugeot.

David is dealer principal of the Mercedes-Benz arm of the company.

Baker Motors was appointed the region’s official Mercedes-Benz dealer in 1989, however the company’s involvement with Mercedes-Benz goes back to 1977 when the franchise operated under the Albury Motors banner.

Baker Motors was named Mercedes-Benz dealer of the year in 1997.

A striking new Baker Motors’ Mercedes-Benz showroom was built in Young St, Albury, in 2003 at a cost of more than \$1 million.

The youngest of the Baker brothers, Simon, is the group’s financial services manager and dealer principal of the Hyundai brand.

In April, 1998, tragedy struck when John and his wife Margaret were killed in a light aircraft accident.

A fire destroyed the Convair Motors site in 1977 while another fire in 2005 caused tens of thousands of dollars worth of damage in the group’s Olive St, Albury, workshop.

At the end of 2010, Baker Motors Group unveiled an ambitious \$5 million plan to consolidate its Albury business in Young Street and



close the Olive Street showrooms and service centre it has occupied for well over 60 years.

A contemporary-style two storey building with car showrooms on the ground floor and offices upstairs will complement the Baker Mercedes-Benz showroom.

The present Subaru showroom will be demolished.

The new Baker Motors site will house up to 260 cars in showrooms and in the open.

## Blacklocks

Much has already been written in this book about the establishment of Blacklocks.

When Fred Blacklock died in 1930, the business came under the control of Mr Robert Farrell who managed the firm for 14 years until his death in 1944.

Mr Dennis Higgins held the reins until 1971 and it was he who oversaw the 1948 remodelling of the showroom and office area in Kiewa St in a “ship” style, similar to that of the neighbouring New Albury Hotel.

He was also responsible for buying back the Palais Royale site and selling the company’s used car complex on the opposite side of Kiewa St so as to consolidate Blacklocks on the one allotment.

A 10,000 pound fire destroyed Blacklock’s panel beating shop in 1955.

Mr Frank Farrell managed the business until 1975.

Prominent Footscray footballer Bob Spargo and

a board of directors ran the company for a number of years but eventually Mr Spargo bought the business outright.

After operating from the one site for almost 70 years, Blacklocks sold up in 1981 and moved across the border to Wodonga where the old saleyards once stood in Melbourne Rd.

The Kiewa St, Albury, site was demolished to make way for what is now West End Plaza.

To supplement its Ford brand, Daewoo was added in 1994 but the association was broken six years later.

So as to have a Ford presence in Albury, a Lavington branch was opened near the corner of Wagga and Union Rds at the five-ways.

This site was further expanded following the demolition of the National Australia Bank.

In 1998 Spargo sold the business to Melbourne businessman Tony White who moved it in 2005 further west along Melbourne Rd into state-of-the-art premises on land formerly owned by Twin City Truck Centre.

He also opened a new Lavington branch on the corner of the Hume Highway and Kaitlers Rd which was formally a McDonald’s restaurant site.

Early 2001, Ford Tickford Engineering (now FPV) appointed Blacklocks Ford as a dealer for its performance vehicles.

In 2008 Blacklocks acquired the BMW franchise which, until that time, was operated by Wodonga Prestige.

In 2010 new purpose-built showrooms were constructed at the Lavington site for BMW.

Blacklocks has added Land Rover, Honda and BMW motorcycles and Isuzu utilities to its fold.

Its general manager and dealer principal, Mr Paul Scammell, has been with the company for 40 years.

Blacklocks has the distinction of training hundreds of apprentices over the years, with many of them now operating their own successful businesses in and around Albury-Wodonga.

## Brooks Motor Cars

Brooks Motor Cars may be the “baby” of Albury-Wodonga new car dealerships, but the Brooks name has been associated with the local industry for the past 40 years.

Longer even.

After completing his apprenticeship with Pat Toole in Wodonga, Tony Brooks spent six years working as a mechanic at Preston Motors before stepping out and opening his own business, Dyno Automotive, in a shed off Creek St, Albury, in 1971.

The business was the first to install a chassis dynamometer in the twin cities, mainly for high-performance tuning.

It was at this time that he took on his son Cameron — who is now the dealer principal — as an apprentice.

The business then moved to premises at the rear of Online Motorcycles in Nurigong St, before moving further along the street.

Father and son moved to the present site on the corner of Kiewa and Nurigong St in 2000, changing the business name to Brooks Motor Cars.

It was then that Brooks Motor Cars went from being a repairer and secondhand car dealer to a new car dealership, taking on the Suzuki franchise.

In recent years Ssangyong, Great Wall and, more recently, Skoda has been added to the fold.

In 2011 Brooks Motor Cars will move across the border to 207 Melbourne Rd, Wodonga, into new, purpose-built premises which represent a \$3.5 million investment.

The business also specialises in the repair and sale of secondhand Land Rovers and Range Rovers.

Both Tony and Cameron have always been involved in motorsport, Tony is a former powerboat racer while Cameron has been involved in drag racing from an early age.

## The Jacob Motor Group of Companies

H.A. Jacob and Sons’ roots do not belong to Albury-Wodonga but to the southern Riverina township of Walla Walla, a 45 kilometre drive to the north east of Albury-Wodonga.

It was here where Hermann August (Harry) Jacob began working as a clerk for a coach builder and blacksmith in the town in 1915.

With several years of clerical experience and studying accountancy by correspondence, Harry began operating as a chaff and grain dealer in 1931 and in 1934 he bought a galvanised iron building in the town and acquired the H. V. McKay-Massey Harris machinery franchise.

In 1941 Harry’s eldest son Lionel joined the

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company, resulting in the formation of H. A. Jacob & Son Pty Ltd.

In keeping with the family involvement, Lionel's eldest son Neville joined the company in 1967.

In 1972 Harry passed away and Lionel became the managing director of H. A. Jacob & Son.

In 1975 H. A. Jacob & Son was appointed a Toyota franchise and began trading as Jacob Toyota in Walla Walla.

Two years later Jacob Toyota purchased Greske's Garage in Walla for use as a Toyota service centre and in 1978 a paint and panel beating workshop was added and a welding and fabricating division incorporated.

At the time H.A. Jacob and Son held several franchises, including Toyota, Massey Ferguson, Honda motorbikes and power products and Stihl chainsaws.

Expansion continued and in 1978 the company purchased Wakem's Garage in Henty and developed another sales and service department for Toyota trading as Henty Car Sales.

Jacob Toyota bit the bullet in 1985 and leased a small site in Waugh Rd, North Albury, from where used cars were sold.

Later that same year the company was given the opportunity to purchase the existing Albury and Wodonga Toyota franchise from Brian Lloyd Toyota.

The Albury Toyota site in Mate St, North Albury was closed and operations began under one roof in Wodonga in 1986.

In the same year the company won the Golden Toyota Dealer Award for Sales Achievement and it was also appointed a member of Toyota Financial Services (one of the founding members).

The Waugh Rd site was moved to Wagga Rd, Lavington in 1988 and was then renovated in 1991 to incorporate an extended parts and service division and allow for an improved new and used vehicle display area.

This location is currently closed pending future development.

In 1993 the Wodonga branch received a major facelift and in late 1994 the BMW franchise was added.

Coopers Auto Service in Corowa was purchased in 1995 to provide another modern facility while in the same year more property was purchased alongside the Melbourne Rd site and Jacob Motor Sales Pty Ltd began operations as Wodonga Prestige, selling the BMW vehicle range.

The company celebrated 20 years as a Toyota dealer on June 19, 1995.

With the take-over of Land-Rover by BMW, the dealership was appointed a Land-Rover dealer and then MG, while later the Daewoo franchise was taken on.

Demand for BMWs and Land Rovers lead to the setting up of Jacob Motor Sales Pty Ltd in Wagga in 1998 to service the Wagga/Griffith region.

The year 2000 saw the design and construction of new workshops in both Wodonga and Wagga and Jacob Body & Paint was relocated to Melrose Drive behind the United Discount Service Station which the company built in 1996.

The company's welding division was relocated to the same address and renamed Border Fabrication.

Between the years 2000 and 2005 The Jacob Group of Companies came to include a truck and detailing division, while the Walla Toyota location, Henty Car Sales and the Corowa outlet were sold.

With the demise of Daewoo in Australia and the move by Land-Rover and BMW to Blacklocks, Wodonga Prestige became a Volkswagen franchise in 2008.

The VW facility became the first rural stand alone showroom of its type in Australia.

In 2009 The Jacob Motor Group of Companies opened a state of the art Lexus showroom.

The Jacob group employs 250 people.

The group also holds the franchises in Wagga Wagga for Kia, Peugeot, Nissan, Volvo, Volkswagen and Audi.

It is still very much a family affair as Neville and Susan Jacob are both still full-time directors and their two sons Adam and Dean work for the company, as do their nephews Troy and Jason Lowe.

Jacob Toyota is the largest rural Toyota dealership in the country.

## **McRae Motors**

THE marriage between Preston Motors and McRae Motors took place in 1989, when Rod McRae and Brian White decided to combine their operations.

Until that time, Preston Motors had been operating in Albury since 1937, while McRae Motors had been operating out of the former Scotty Taylor Holden premises in Melbourne Rd, Wodonga, since 1984.

In May, 1985, McRae Motors built new showrooms adjacent to the GMH building to house both the newly-acquired Nissan and Mercedes-Benz franchises, while workshop facilities were also extended to cater for the additional volume.

The Daihatsu franchise which came with the Scotty Taylor take-over was relinquished.

In late 1989, with the merger with Brian White Holden, the Wodonga operations were closed down and the Nissan and Mercedes-Benz franchises moved to new showrooms in Townsend St, while Holden and BMW were sold out of the Dean St showrooms. Mercedes-Benz was relinquished in 1991 and Nissan was relocated to Dean St.

Four years later the BMW franchise was also relinquished and McRae White re-opened back in the former but redeveloped Wodonga showrooms with Volkswagen, SEAT and Audi.

The complete move back to Wodonga was undertaken in 1997, with the German and Spanish marques dropped in favour of Kia.

A new workshop was built on the site in 2004.

## **Wodonga Car World**

IT is 27 years since Wodonga Car World began operating out of a former used car lot on the corner of High and Osburn Sts in Wodonga, yet the company is one of the new kids on the block as far as new car sales on the Border is concerned.

Brian Reed established Wodonga Car World in 1983, with the business specialising in late-model, quality, low-kilometre used cars.

Brian's son, Tod, joined the business nine years ago as a joint director and now operates the High St site.

In 1997 land was bought in Melbourne Rd and a second used car yard was established and mid-year the Indian TATA brand of light commercials was introduced.

To supplement the TATA franchise, the fledg-

ling Proton brand was added in November that year and while the marque was a relative newcomer to Australia, it had already established itself in European and Asian markets.

To accommodate the Proton brand the Melbourne Rd centre was expanded to incorporate a spare parts and service department.

In 2009 Wodonga Car World took on the Alfa Romeo, Fiat and Citroen brands and in 2010 became the border outlet for Winnebago recreational vehicles.



*Alessi Group occupies a landmark site on the corner of Wodonga Place and Hume St, Albury. Started in 1970 as Continental Checkpoint selling Alfa Romeo and Fiat, the family-owned business has expanded to now include Mazda, Audi, Chrysler, Dodge and Jeep. The company has the longest association with Jeep than any other rural dealership*



*Baker Mercedes-Benz showroom on the corner of Dean and Young Sts, Albury. This striking building is the first purpose-built Mercedes-Benz showroom in rural Australia. It was built in 2003*

*The heritage listed Baker Motors showrooms in Olive St, Albury. Alf Baker constructed the showrooms in 1946 and set up residence in a flat above. The flat included a games roof on the roof which contained a full-size, slate billiards table. The showroom showcased a range of Austin and Morris vehicles but is now the showroom for Honda cars*



*Baker Mitsubishi showroom and spare parts division in Olive St, Albury. This building, along with the service division and Baker Peugeot and Baker Honda, will close once a new Baker Motors Group complex is completed in Young St, Albury*

*The Baker Hyundai/Baker Mitsubishi site in High St, Wodonga. The showroom was originally home to Stockholm Motors which sold Volvo and Suzuki*







*Baker Subaru, which stands on the old Convair Motors site in Young St, Albury, will be demolished to make way for a new Baker Motors Group complex. It will include showrooms for Mitsubishi, Subaru, Honda and Peugeot vehicles*

*Blacklocks Ford moved to its present site in Melbourne Rd, Wodonga, in 2005 after occupying a site closer to the city centre since 1981. Prior to 1981 Blacklocks was a landmark business in Kiewa St, Albury. It is the second longest-serving Ford dealership in Australia*



*Once a McDonald's Restaurant site, Blacklocks Lavington which is located on the corner of Wagga Rd (Hume Highway) and Kaitlers Rd, Lavington, not only sells Ford, but BMW, Land Rover and Isuzu vehicles as well as Honda and BMW motorcycles*

*New premises for Brooks Motor Cars in Melbourne Rd, Wodonga. The company is the twin cities newest new car dealership. It will be fully operational in 2011*





*Since moving to Wodonga in 1986, Jacob Toyota has grown at an alarming rate, so much so that it is now regional Australia's leading Toyota dealership. The Melbourne Rd showrooms underwent a total refurbishment in 2008*

*Wodonga Prestige in Melbourne Rd, Wodonga. This benchmark facility was the first rural stand-alone Volkswagen showroom in Australia. The complex also includes spare parts and service facilities*



*Lexus Wodonga in Melbourne Rd, is the end result of the gutting and rebuilding of the former Wodonga Prestige BMW site. The modern, purpose-built showrooms was completed in late 2009*

*Jacob Hino truck division in Melrose Drive, Wodonga. The Hino franchise was granted in 2001. Alongside is Jacob Body & Paint, a vehicle pre-delivery centre and Border Fabrications*







*McRae Motors in Melbourne Rd, Wodonga. This modern dealership sells Holden, HSV, Nissan and Kia vehicles. It started life as Scotty Taylor Holden in 1975. The dealership was also known as McRae-White*

*The Wodonga Car World site on the corner of High and Osburn Sts, Wodonga, has had a chequered past. The used car yard was once operated by Preston Motors, while the Fiat, Citroen and Alfa Romeo showrooms was owned by Bob Crosby who sold Honda motorcycles*



*Wodonga Car World's Melbourne Rd, Wodonga site which sells the Proton brand as well as a large range of used cars*



*The huge Border Express facility in Macauley St, South Albury, includes a training facility and modern offices. Border Express began operations in 1981*





*Mack Volvo Truck Sales Albury in Macauley St, South Albury*

*Drivetrain Systems International in Kaitlers Rd, Lavington, started out as Borg-Warner in 1971. It has undergone numerous name changes including BTR and ION. Although still known as DSI, it is now owned by the Chinese concern Geely which bought it in 2009*



*Phil Smart built this stand-out Harley-Davidson showroom and service centre in Wagga Rd, Lavington, in 2009*

*Taig Bros IVECO and Isuzu sales and service outlet in Wagga Rd (Hume Highway), Lavington. The company also has outlets in Shepparton and Wagga Wagga*







*Whitehouse Motorcycles in Young St, Albury. Operated by national motorcycle champion Steve Whitehouse, it is the Albury-Wodonga home of Yamaha, Triumph and Kawasaki motorcycles*

*Buzz's Bikes & Bits in Townsend St, Albury, is owned and operated by John Sutherland who started the business in 1984*



*Noted footballer Paul Spargo opened this used car outlet at the five ways in Lavington in 2004. It remains one of the most modern car yards in the twin cities*



*KTM Motorcycles in High St, Wodonga. John Hill started the original business in Myrtleford in 1996*





*Whitehouse Motorcycles High St, Wodonga, showroom and service facility. The full range of Suzuki and Yamaha motorcycles are sold here*

*Hume Transport depot in Panmure St, South Albury, which is operated by S.E. & J.D. Elliott Enterprises Pty Ltd. The family owned and operated company was established in 1973*



*Hartwig Trucks site at Travelstop Way, Lavington, sells Mercedes-Benz, Western Star, Freightliner, Sterling, Fuso and UD trucks as well as providing a 24-hour mechanical breakdown service to cater for Hume Freeway traffic*

*A B-double exits the Greenfreight depot in Chapple St, Wodonga. Greenfreight was founded by Fred Green in 1973 and began operations in the forestry and harvesting of softwood and pulp in the Myrtleford area. Greenfreight trucks cannot be missed due to their bright green livery and huge GF logo*

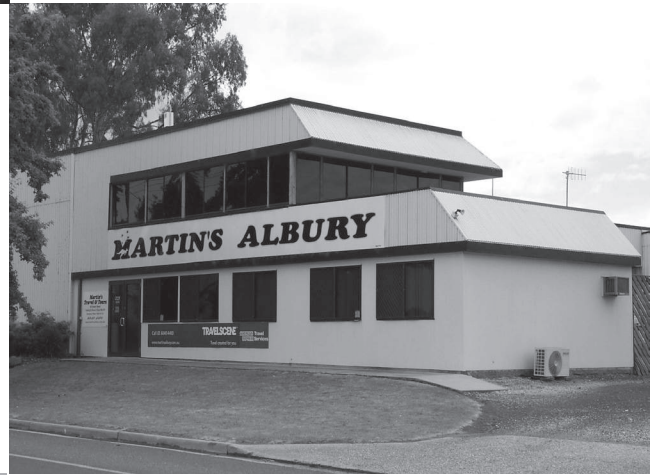






*Dyson's bus depot in Moloney Drive, Wodonga. Dyson's purchased Mylon Motorways in 2008. The company also operate coaches under the Cobb & Co banner*

*Martins Albury bus depot in Fallon St, North Albury. F and R Martin Pty Ltd and Martins Travel and Tours Pty Ltd are sister companies, working in conjunction to provide a comprehensive travel service. Martins travel opened in 1979 to support the growth of the coach operation, Martins Albury, which was established in 1932*



*There is no shortage of service stations in and around Albury-Wodonga. This modern Caltex outlet on the corner of Melbourne Rd and Sangsters Rd, Wodonga, started life as a Golden Fleece service station and roadhouse*

*Twin City Truck Centre, which is one of Australia's largest dedicated truck centres, in McKoy St, Wodonga. It was established in 1979 on land now occupied by Blacklocks Wodonga. The current site was built in 2005 and sells and services Kenworth, Isuzu and DAF trucks as well used trucks*





*Albury Freight Distribution Centre in Bennu Court, North Albury, is operated by high school classmate Helen Spittal. The company distributes freight and parcels Australia wide*

*Ron Finemore's transport operations in Sangsters Rd, Wodonga, stand on the former site of Lewington's Transport. The company's red and green liveried transports are a stand-out on the highways of Australia*



*O'Brien Transport in Atkins St, South Albury. Established in 1948, O'Brien Transport Services is the third generation product of a successful transport business. It purchased H.R. Hanel Transport which used to operate out of premises in Urana Rd, Lavington*

*Cars, pedestrians and a horse and cart share Dean St, Albury, near the Dean and Olive Sts intersection circa 1920. – Photograph courtesy Albury LibraryMuseum*



...racing circuit in Germany. It Continent.

# BANDIANA CLASSIC RACES

## THIS SATURDAY AND SUNDAY



Racing to Win

7

**BILL LOMAS**  
(above)  
(MOTO-GUZZI)

SEE IN ACTION  
1955 World's

350 c.c. Champion

and **DICKIE** ...

Border Morning Mail, Wednesday, January 25, 1956—11



## Chapter Seven: Racing to Win

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**C**OMPETITORS in any form of sport race to win.

Motor sport is no exception.

Since 1905 motor sport competitors from Albury-Wodonga and region have excelled in circuit racing (car and motorcycle), speedway, rallying, off-road racing, karting and motocross.

The twin cities has produced many champions in their particular form of the sport, some at regional level, some at state level and some at national level.

Some have competed successfully overseas, while many have taken that next step and immersed themselves in the sport in which they are dedicated.

One in particular is Albury-based V8 Supercar Championship Series team Brad Jones Racing.

But more about BJR later.

Prior to the day Fred Blacklock brought the first motorcycle to town, bicycle racing was the only form of competitive “modern” wheeled competition, but no doubt there had been the odd sulky race in both Albury and Wodonga.

The horse aside, the bicycle was the main form of transport in both towns from 1880, with many bicycle shops competing for business.

Scan down the list in the early years of the chronology section of this book and you will see what I mean.

Such were the number of bicycles in the town that the Albury Bicycle Club was formed in March, 1893, and it held its first carnival that year.

Fred Blacklock and his business partner, Alfred Fuller, were already bicycle riders of note, as was Ted Pearson who rode from Albury to Melbourne in 15 hours 24 minutes, beating Fuller’s previous record by four hours 15 minutes.

Blacklock employee Mat Chappell was another local champion.

He won the Melbourne to Warrnambool Classic in 1902 on a Blacklock and Fuller built Relay bicycle and followed that up in 1908 by winning the Blue Riband event over the same route.

Fuller is credited as being Albury-Wodonga’s first official motor sport competitor.

He entered the 1905 Dunlop Reliability Motor Contest which saw competitors ride or drive from Sydney to Melbourne from February 21-25.

Fuller entered a two and a quarter horsepower Relay-Minerva which was prepared in the Blacklock workshop.

He was competing against 15 other “motor bicycles” while 27 drivers competed in the Light Car Class and the Heavy Car Class.

One of the competitors in the Heavy Car Class was Edward Holmes who, five years earlier, had passed through the two towns as co-driver/navigator for his uncle, Herbert Thomson, in the steam-driven phaeton.

This time Holmes was at the wheel of an Oldsmobile, with eventual winner and builder of Australia’s first petrol-engine car, Harry Tarrant, driving an Argyll.

On entering Albury, Fuller received a hero’s welcome, as did Holmes and a Mrs B. Thomson

(no relation to Herbert), the event's only woman competitor.

A report on the event published in The Sydney Morning Herald on February 25 stated:

*"The heavy work on the previous day had played havoc with some of the cars. Mrs Thomson, Messrs Holmes, Maillard, Hutchings, J. Arnott and the motorcyclists, Messrs Fuller and Whale, all lost time at the start owing to repairs being necessary.*

*"Mrs Thomson did not get away from Albury until after midday, between 4 and 5 hours late. She then set out intent upon reaching Euroa before 9 o'clock at night in order to save the 250 points. Mr Moffat broke a spring a few miles out of Albury and was delayed for some hours. Mr Hutchings had a breakdown and abandoned the section."*

Fuller completed the event but B. James won the motor bicycle class on a Minerva.

That event, called the Veteran Reliability Motor Contest, was re-enacted 100 years later over the same dates in 2005.

Organised car and motorcycle racing in Albury-Wodonga dates back to 1927 when racing was held at Thurgoona.

Racing was held on a part of Bowna Rd, St John's Rd and the old Thurgoona Rd (O'Keefe's Lane) past St Hilaire.

A motorcycling speedway was established at a former racing track which was set up on Smithenbecker's property on the old Sydney Rd near Eight Mile Creek.

It was originally used in the early 1920s.

It was one mile, one hundred yards long (1.7km)

and was sponsored by the Albury Motorcycle Club.

An undated circa 1930 press clipping gives an account of one of the races (The Ford Scooter event) held on the track.

*"The side valve event was won by Len Edwards on an Indian Prince in 3min 52secs. The Under 600cc race was won by Harold Smith on an AJS in 3min 55.5secs, while an All Power race was won by Billie Morris on a New Imperial in 3min 39.5secs.*

*"The Ford Scooter event was won by Bob Dallinger with Billie Morrison as passenger."*

It is not known whether Billie Morris and Billie Morrison is one and the same person.

The Albury Motorcycle Club began racing on a cinder track at the Albury Showgrounds in 1928.

In 1930 midget racers took to the outside track of the Albury Showground.

Motorcycle races were also held in Union Lane (now Union Road) in Lavington in 1949.

**Only two meetings were held on what was known as the Wirlinga/Thurgoona Race Circuit. (This page background).**

The 4.219 mile (6.8km) road circuit was situated a few kilometres east of the city and comprised part of the old Hume Highway, a short section of the Riverina Highway, Orphanage Lane and another local road to link the track together.

The track started at the northern end of old Sydney Road then descended the edge of St John's Hill to the junction with the Riverina Highway.

The road then turned right at the corner of Orphanage Road and this was the location of the 1938 start/finish line.

The circuit hosted its first race meeting on March 19, 1938, to celebrate the 150th anniversary of Australia.

The event was so successful that a second meeting was held in June the following year.

Six months later World War II began and racing never resumed.

The fastest lap is held by Alf Barrett in an Alfa Romeo Monza 2.3, in a time of 2:50 (90 mph/144.8kmh).

Of the three feature events held at the circuit in 1939, two were won by Wangaratta's Jack Phillips in a Ford V8 Special, while the last was won by Melbourne driver Harold James (Hudson Terraplane).

It was to be another 19 years before the first race meeting was held at the Hume Weir Motor Racing Circuit.

Another local racing circuit which had a very short life was the motorcycle racing track at Bandiana.

The track took in some of the roads around the Bandiana Army base which was four or five times the size it is now.

The track was located at South Bandiana at what is now known as Gaza Ridge Barracks.

Like the Wirlinga/Thurgoona circuit it too hosted only a handful of race meetings, the first on January 30, 1955, the second on January 29, 1956 and the third and last on January 27, 1957.

That last meeting was awarded the title Australian Grand Prix, a race which claimed the life of Jack Godfrey.

The first meeting at Bandiana saw the appearance of five-time British champion Geoff Duke, while the Italian Moto Guzzi team, with British riders Dick Dale and Bill Lomas, competed.

The three meetings were organised by the North-East Centre of the Auto Cycle Union of Australia, with Bandiana Area Commander, Colonel J. T. Simpson, officially opening the track on January 30, 1955.

According to the January 31st edition of The Border Morning Mail, 10,000 spectators saw 360 entries gather for the race meeting.

World champion Duke on a Gilera won the senior classic, Maurie Quincey the junior classic, L. Diener the lightweight classic, Yarrowonga's J. Orr the Junior B Grade and B. Mack the junior sidecar classic.

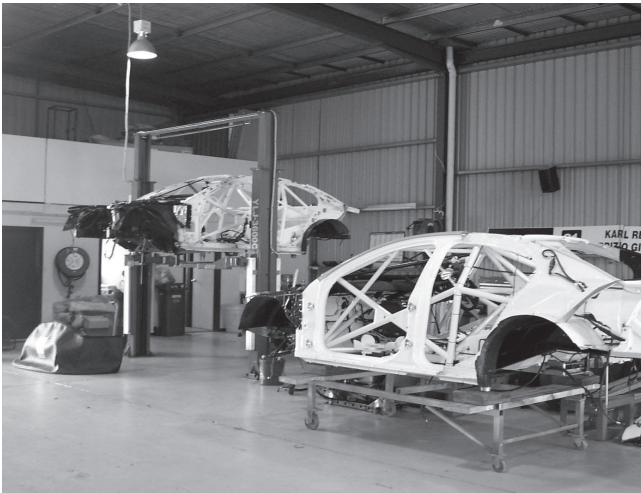
Eric Hinton won the solo handicap, beating Duke.

The following year (1957) the Moto Guzzis of Lomas and Dale cleaned up, with Quincey unable to keep in touch with the Italian bikes.

Speeds of up to 130mph (210kmh) were recorded. Competing on the day were Albury riders Roger Baker and Doug Fugger.

The Hume Weir circuit (**background overleaf**) near Albury, which was established in a disused quarry adjacent to the earthen embankment on the Victorian side of Hume Dam, was first used for racing on November 2, 1958.





*The shell of a VE Holden Commodore V8 Supercar awaits its running gear and body panels in the Albury workshops of Brad Jones Racing. The team prepared three Commodore chassis for season 2010*



*Albury motorcycle racer Stephen Whitehouse swept all before him in the national 250 GP class in 1990, 1991 and 1992 aboard a Yamaha TZ250. He owns and operates successful motorcycle sales and service outlets in both Albury and Wodonga.*



*Former Wodonga boy Nathan Pretty is one of the evergreens as far as the yearly V8 Supercar endurance races are concerned. co-driving at Phillip Island and Bathurst. He is a former kart champion and a successful AUSCAR, V8 and production car driver and is also a world champion jet sprint boat racer*



*Like father, like son. Grant Anderson has followed in his father's footsteps and is making a name for himself in sprintcar racing. Dad David is a state and national champion*



*Albury's Kristy Gillespie is a multi women's motorcross champion. Kristy is a two-time Australian and five-time Victorian motorcross champion as well as being selected in the World Women's Motorcross Elite Top 10*

It was an unsurfaced dirt track in the style of Tarrawingee (Wangaratta), Barjarg (near Benalla) and Wimmera (near Horsham in western Victoria).

Originally 1.28 kilometres in length, the track was lengthened to 1.6 kilometres for the December 27, 1959 meeting and tar-sealed between the January and March meetings of 1960.

It was used purely for minor country meetings until the famous international in early 1961 which featured (now Sir) Jack Brabham and Roy Salvadori.

Also competing at that particular meeting, which was won by Brabham, were Aussie greats Bill Patterson, Bib Stillwell and motor-journalist David McKay.

Household names which competed at the circuit over the years included Ian and Pete Geoghegan, Bob Jane, Peter Manton, Norm Beechey, Jim McKeown, Alan Hamilton, Bob Morris, Kevin Bartlett, Stan Jones, Spencer Martin, Brian Foley, Bob Minogue, Peter Macrow and Norm Gowan.

The circuit, despite being small and dangerous, attracted thousands of visitors, especially to its Easter race meetings.

It hosted the Riverina Gold Cup and, for motorcycles, King of the Weir.

The final meeting was staged on March 27, 1977.

Plans were put forward by Benalla Auto Club to Albury City Council in 1995 to build a motorsports complex at "Kenilworth" on the Olympic Highway north of Albury.

The complex was to comprise an international standard racing circuit, a drag strip and a speedway.

Plans for the motorsport complex were shelved in 1996

The Albury-Wodonga Kart Club boasts a world-class complex in Sheather's Road in Wodonga, while the Albury-Wodonga Motorcycle Club hosts national dirt bike events at its Lincoln Causeway site in Wodonga.

The twin cities is also rich in car and motorcycle clubs, had until 12 months ago a jet boat racing facility near Albury Airport and is also the birth place, or permanent home to many district, state and national champions.

Albury's Brad Jones, Andrew Jones (Brad's nephew) and David Reynolds (son of former part-time rally driver John) and Wodonga's Nathan Pretty have excelled in open wheeler, Production and V8 touring cars, while Albury girl Kristy Gillespie is a multiple state and a national motocross champion.

Pretty, whose sister Nicole also dabbled in V8s, is a national and world champion jet sprint boat champion, Wodonga's Mark Seaton is a former AUSCAR competitor and Albury's Amin Chahda runs a Future Tourer V8.

Scotty Taylor, who operated Scotty Taylor Holden in Melbourne Rd, Wodonga, was another local V8 driver who was a regular at Mt Panorama.

Doug Fugger, Graham Geddes, Stephen Whitehouse, Rob Phillis, Lyle Williamson, Gordon Barrett, Steve and Craig Trinder, Mike Johnson, Ashley and Mark Jones and Chris Seaton are just a handful of motorcycle champions who have competed on the national and world stage, while Wodonga's Reg Cowie is a national speedboat champion.

Marty Beckton, also from Wodonga and son

of another local part-time rally driver, Ged Beckton, went overseas to further his rallying career, while our latest champion, Albury's Mathew Fyffe, is the 2010 Formula OZ FX National C-grade motorcycle champion.

Albury's David West was also a former rally driver and David Anderson is a multiple sprintcar champion. Anderson's son Grant is currently competing on the national sprintcar circuit.

Cameron Brooks has competed in both drag cars and drag motorcycles, while Ron Osmand, Harry Wood and Doug Carle competed in the 1954 Redex Trial.

These are but a few of the champions produced by the twin cities and I apologise to those I have not mentioned.

A number of local businesses, such as Drummond Motorsport of Wodonga, which was established in 1985 to supply shock absorbers to the racing industry, have also been heavily involved in the motorsport industry, while Motorsports Training Australia, which was established in 2002, is a division of Wodonga TAFE.

Many of its graduates have gone on to work with leading motorsport teams across the country and around the world.

## **The Brothers Jones**

An inconspicuous building in Hope Court in North Albury is the home of Brad Jones Racing, Australia's only rural-based V8 Supercar outfit.

Identified only by a small BJR logo screwed to the wall and apart from the occasional appearance of a race car transporter parked out the front, few would guess this building houses a

multi-million dollar business that runs a three car operation competing in the Australian V8 Supercar Championship Series.

The business is operated by brothers Brad and Kim Jones, whose father Phil was a well-known car salesman in Albury and who was also president of the Albury and Wodonga Districts Car Club when it conducted race meetings at the now defunct Hume Weir motor racing circuit.

The Jones boys' grandfather was Haydn Junghenn who, with Ted Henwood, established the original Albury Motors in Olive Street, Albury, circa 1923.

While Brad Jones Racing employs a full-time staff of 38 and has an annual turnover of \$8 million, it was not always like that.

Far from it.

With a grandfather and a father both involved in the motor industry, it was only natural that Kim and Brad would follow in their footsteps, with Kim working with his father at Phil Jones Motors, while Brad, a spray painter by trade, was a partner with Phillip Cribb in Jones and Cribb Paint 'n Panel which was located off Creek St, Albury.

The motor sport bug had well and truly bitten by this time though, with both Kim and Brad already racing Formula Fords, albeit on a shoestring budget.

As a fledgling race team, the boys began preparing Production Cars at Kim's house under a carport before they moved to premises in Griffith Rd, Lavington, then to a workshop behind Vin's store in Urana Rd, Lavington.





*Like many V8 Supercar drivers, Albury's David Reynolds started his racing career in karts. Reynolds won the Australian Formula Ford Championship in 2004 then graduated to the Porsche Carrera Cup where he took the crown in 2007, the same year he made his V8 Supercar debut*

*Wodonga's Marty Beckton competed in the World Rally Championship between 1995 and 1999 and in the British Rally Championship during the late 1990s. He also competed in Australia and in Asia driving a Proton*



*Left: Albury combination of Harry Wood and Doug Carle competed in the 1954 Redex Trial in this Peugeot 203. Photo taken outside Wood's Motors in Kiewa St in 1954*

*Below: Wodonga's Reg Cowie at the wheel of The Tack in which he won the Southern 80 outright in 1979 and many other national events.*





*National and international touring car driver Brad Jones has raced just about everything on four wheels. With his brother Kim he owns Brad Jones Racing, the only rural-based V8 Supercar outfit in the country. He has raced Formula Ford, production cars, NASCARs, AUSCARS, touring cars and V8 Supercars.*

*Racing is always fast and furious at the Albury-Wodonga Kart Club complex in Sheathers Rd, Wodonga. The club was formed in 1985 and held its first meeting in 1992. The circuit hosts both club days and national events*



*The son of Brad Jones Racing co-owner Kim Jones, Andrew Jones (pictured here with his dad) is another Albury-born national champion, taking out the 2004 Konica Minolta V8 Supercar Championship (feeder) Series in a BJR Ford Falcon AU. He joined the main series in 2006 and became part of the BJR team in 2007. He is now a regular endurance driver for the team*

*Albury's, and one of Australia's top motorcycle racers, Robbie Phillis, made a name for himself on the world stage racing Superbikes. He won the Australian Superbike title several times and he also won the Australian 1000cc title in 1989 riding a ZXR750 Kawasaki winning himself a sponsorship from Team Kawasaki Australia in the 1990 Superbike World Championship*





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They settled in to their current premises in North Albury in 1992, the same year they employed their first staff member.

BJR recruits a lot of its young crew from the motorsport's division of Wodonga TAFE.

Kim first raced bikes at Hume Weir circuit, but a bike accident saw him switch to a Formula Ford which he began racing in 1978. Brad followed in a similar car the next year.

Kim stopped racing relatively early, partially in recognition of Brad's ability as a driver.

He took on the role of team manager and is arguably now one of the best in the business.

The team's peak in open wheel racing came in 1981 when Brad finished sixth in the national TAA Formula Ford Driver to Europe Series.

The pair, and money, faded as the 1980s developed but after a return via Bryan Thomson's Sports Sedan/GT team, it led to the Jones brothers becoming involved in the Mitsubishi touring car team, known occasionally as Mitsubishi Ralliart.

Racing with Mitsubishi gave Brad several opportunities to race overseas, racing Starion turbo touring cars in Japan and across Asia.

Eventually the brothers formed their own team called BJ Motorsport to further the Starion touring car operation, but by 1986 that was fading and Brad Jones became a hired gun driver for other touring car teams.

A way forward emerged with the creation of NASCAR racing in Australia, with the newly-redeveloped Brad Jones Racing one of the first teams involved in the fledgling stock car series.

Initially BJR raced only in AUSCAR, the second tier series where they quickly grew to become the dominant team, winning five consecutive titles from 1990 to 1994.

Occasional forays into NASCAR blossomed into a full NASCAR campaign in the 1994/95 season and the team was rewarded with a sixth consecutive title.

After running a Super Production Car Lotus to another title victory in 1994, BJR moved away from the fading Superspeedway scene into circuit racing and in 1995 entered the Australian Super Touring series as the official Audi team, with Jones winning two championships in a five year period.

The team competed in the Guia Race in Macau in an Audi A4 quattro between 1996 and 1998 where they took on the best Super Tourers in the world. A second place in 1996 and a third place in 1998 showed that the boys from Albury were a force to be reckoned with.

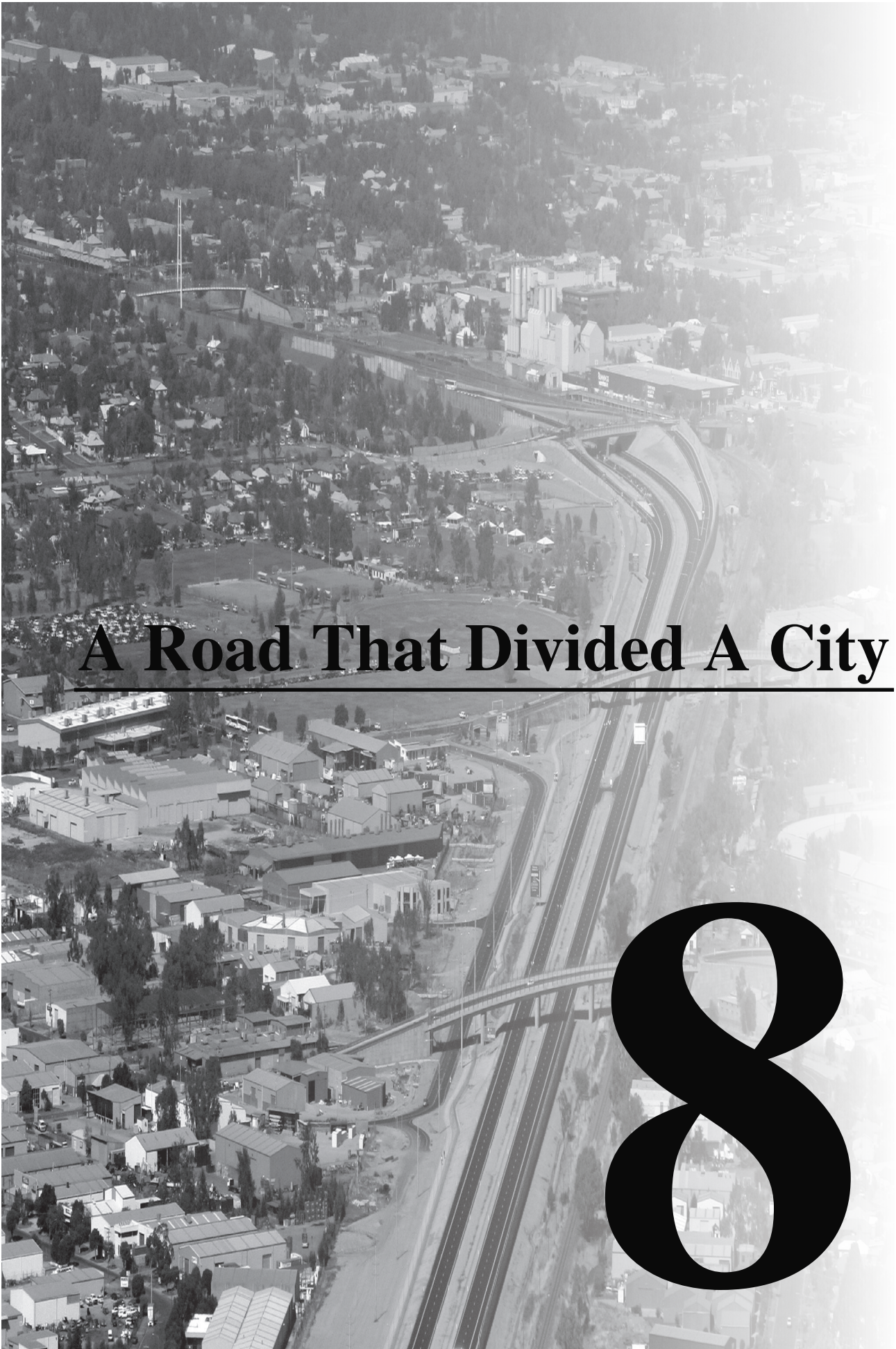
The team made its V8 Supercar debut running as a one car Ford team in 2000 and 2001.

From 2002 to 2004, BJR expanded its operation to two cars and in 2008 the team made the decision to change its manufacturer from its long-standing association with Ford to rival Holden.

In 2010 Brad Jones Racing expanded to a three car operation.

While Brad retired from full-time racing in 2007, his nephew Andrew (winner of the 2004 Konica Minolta V8 Supercar Series) and his son Macauley, a talented junior karter, continue the Jones name in motorsport.





# A Road That Divided A City

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## Chapter Eight: A Road That Divided A City

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AT 11am on Tuesday, March 6, 2007, the streets which made up the Hume Highway through Albury went eerily quiet.

Minutes earlier barriers were removed from both ends of the new “*internal bypass*” and traffic started rolling onto the new 17.4km stretch of freeway which finally took the heavy vehicles and through traffic which had been the bane of locals for almost a century away from the city centre for good.

Two days earlier Prime Minister John Howard had officially declared the road open.

It was the moment the people of Albury-Wodonga had waited 37 years for and they celebrated in style.

Twenty thousand people strolled or rode a bus or bicycle on the traffic-free section between Wodonga and Albury’s Alexandra Park where an all-day party was held.

Among the throng were some of the 4000 men and women who had worked on the Abigroup construction project either for the company, road authorities or sub-contractors over the two-years it took to complete.

Whether any of the Save Our City group, which opposed the internal bypass, were at the opening is unknown, but one assumes some would have been.

The prime minister’s presence was apt because it was he who in 2002 finally settled discussions as to the freeway’s final route.

One of the main, yet often overlooked or totally ignored, players in Albury-Wodonga’s history is M31, the Hume Highway — now Hume Freeway.

Once 20-odd kilometres of right and left hand turns and dog legs from the western edge of Wodonga to the north east of Lavington, “*the Hume*”, as it is affectionately known, has brought freight, tourists and tragedy to the towns for over eight decades, plus it has moved locals around between home and work or home and play for the same amount of time.

It was the main thoroughfare between Melbourne and Sydney, with Albury and Wodonga standing in its path.

As did other cities and towns, such as Benalla, Wangaratta, Gundagai, Yass and Goulburn.

The internal route has cut 15 minutes travelling time through Albury-Wodonga on a safer, wider interstate road.

The freeway was never meant to be a road for local convenience, but thousands of locals do use it on a daily basis.

The \$518 million bypass, with its 31 bridges, including the landmark Harold Mair Bridge near the Albury railway station, was the first part of Auslink, the National Land Transport Plan which committed to upgrading the entire length of the Hume Highway from Sydney to Melbourne to four lanes.

The bridge across the Murray River was named the Spirit of Progress Bridge after a competition to select a name.

The freeway, except for the bypassing of Woomargama, Holbrook and Tarcutta, was completed in 2009.

The internal link also included a 3.7km Bandiana link road which pushed the total cost of the Albury-Wodonga section out to \$524 million.

Work on the internal bypass started (or ended) at the Lincoln Causeway in Wodonga and ended (or started) at Table Top, north of Albury.

The freeway started at the northern end of High St, Wodonga, because that is where the four-lane freeway from Melbourne ended.

The Lincoln Causeway which connects Albury and Wodonga, was duplicated to a four-lane road in 1976 and Wodonga was bypassed in 1985.

At High Street the Hume Highway turned left onto the Lincoln Causeway where it then crossed the Murray River floodplain and the Murray River itself before crossing into New South Wales at South Albury.

It then wended its way through central Albury, North Albury and Lavington, dishing up 18 sets of traffic lights and five right angled bends along the route, not to mention the five-way intersection in North Albury and numerous school crossings.

It really was a truckies nightmare.

And then there was the infamous Young and Hume Streets “*roll over*” corner which caught out many a semi-trailer driver over the years.

As did the North and Mate Streets right angled corner.

Why there was not a catastrophe in Albury is anyone’s guess.

And who can forget the dreaded Fruit Fly block which was set up on the Lincoln Causeway in the 1960s to check every vehicle travelling from New South Wales to Victoria to see that fruit was not being taken into the state illegally.

But it was not always like that.

An overland route between Yass and Melbourne appears to have been first mapped in 1839 by W. H. Wells whose “*Plan of the Road between Gundagai and Port Phillip*” shows the major landmarks, creeks, rivers and mountains that had to be crossed on the journey.

Wells’ route was a scarcely defined bush track called the Port Phillip Road which closely followed the route taken by the Hume and Hovell Expedition of 1824.

Governor Lachlan Macquarie had earlier ordered the construction of a road, which became known as the Great South Road, in 1819 from Picton to the Goulburn Plains and he travelled on it to Goulburn in 1820, but it is unlikely that even a primitive road was finished at that time.

The road was rebuilt and completely re-routed between Yanderra (south of Campbelltown) and Goulburn by Surveyor-General Thomas Mitchell in 1833

The Main Roads Management Act of June, 1858, declared the Great Southern Road, from near Sydney through Goulburn and Gundagai to Albury, as one of the three main roads in the colony.

The word road was taking it to the extreme, as most of it south of Goulburn was described as only a “*scarcely formed bullock track*”.

The road was improved in the mid 1860s with some sections near Gundagai “*metalled*” and all creeks bridged between Adelong Creek south of Gundagai and Albury.

In 1914 the NSW section of the highway was declared a main road.



Until it was named the Hume Highway in 1928, it was known as the “*Great South Road*” in NSW and “*Sydney Road*” in Victoria.

It was named after Hamilton Hume, who with William Hovell, were the first Europeans to traverse an overland route between Sydney and Port Phillip, in what later became Victoria.

The highway through Albury did not follow the route it did until 2007, either.

The construction of the Hume Reservoir brought the abandonment of the original route of the Sydney Road north of Albury in the Hume Shire to avoid the area to be submerged.

The new route followed the main road to Wagga Wagga as far as Ettamogah, then crossed and followed the railway line to a mile north of Table Top, then easterly through the “*Table Top*” deviation to rejoin the old road near Mullengandra.

The new route was opened to traffic in 1933.

The site of the old village of Bowna was submerged.

When the level of the lake is low, the remains of one of the old bridges at Bowna Reserve can still be seen.

Prior to 1933, the highway entered Albury from the east, rather than from the north east which it does today.

In Albury’s infancy it had only seven streets.

A plan of the township of 1839 shows Woodonga Place (now Wodonga Place), Townsend Street and Kiewa Street as those running north-south, with Hume Street, Hovell Street, Ebdon Street and Nurigong Street as those running east-west.

People on both sides of the Murray River had to cross by a punt which was established in the early 1850s at the end of Hovell Street.

The punt, which had replaced a dug-out canoe, was insufficient for the heavy traffic from the Albury district into Victoria and political agitation for a bridge began in earnest in 1856.

After inter-state negotiations, tenders were called in November, 1859.

The successful tenderer, Kidd and Brickell, completed the wooden Union Bridge in September, 1861.

This was a double queen truss bridge 78 metres in length.

Tolls were payable and for much of the nineteenth century customs dues were also exacted at each end of the bridge, much to local irritation.

The Customs House at the Albury end was not closed until 1915.

By this time an iron lattice truss railway bridge had been constructed in 1884 to the south of the Union Bridge.

The road bridge was demolished in 1898 and replaced by the second Union Bridge, built by I. B. and W. Farquharson in redgum, ironbark and tallow-wood.

Despite competition from the railways, the Great Southern Road continued to be developed and became the main artery connecting Sydney and Melbourne.

The second Union Bridge was insufficient for post-World War II traffic and the present third

Union Bridge, ugly as it is, was built by the Department of Main Roads in 1961.

The second bridge was allowed to remain, just upstream, but, despite local efforts to preserve it as part of Albury's heritage, it was finally demolished in 1973.

The third bridge came under increasing pressure from traffic and in 1990 the Roads and Traffic Authority widened the carriageway to four lanes.

Albury has only one other bridge of note and that is the wrought iron arch bridge at the western end of Smollett Street.

It was constructed in 1888 over Bungambrawatha Creek.

Smollett Street was extended westward through the botanic gardens to give direct access from the Albury Railway Station to Howlong Road by a straight street.

The bridge is a rare example of a metal arch bridge in New South Wales and is the older of only two metal arch bridges in New South Wales, the other being the famous Sydney Harbour Bridge.

Heavy post-World War II traffic brought many semi-trailers through Albury and in 1949 the council suggested a second highway route through the city.

But it was not only Albury which had to suffer from increasing highway traffic.

So too, did Wodonga.

Even in the mid 1950s the highway traversed the Wodonga flats by means of a series of wooden bridges.

Apart from the Union Bridge, the only other bridge of substance was the steel structure spanning Wodonga Creek.

The highway continued along High Street, with traffic continually being interrupted by manual (later boom) railway gates.

Coming from Albury the highway turned right at the Melba Theatre (now Woolworths Supermarket) into Melbourne Road.

That same railway crossing remained until the rail bypass was completed in 2010.

The last passenger train rumbled across High St at 11.44pm on July 22, while the last freight train used the crossing at 1.50am the following morning.

By December, 2010, the Hovell St, High St and Melrose Drive crossings had been fully decommissioned.

An interesting article appeared in The Albury Banner and Wodonga Express on May 17, 1889.

*"The traffic at the level crossing over the railway at the Wodonga station has recently become so heavy that it has been found necessary to ask the Railway Commissioners to construct a subway or an overhead bridge. The line, it appears, is frequently blocked during the conduct of shunting operations. The Commissioners intend to make inquiries as to the necessity for a bridge and to consider the question of its construction in preparing their estimates."*

One hundred and twenty one years later!

The bypassing of Wodonga in 1985 took a lot of traffic away from the centre of town but the High Street railway crossing continued to play havoc with local traffic.

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As did railway crossings at Melrose Drive, Kelly Street, Hovell Street and Osburn Street.

In later years the railway crossings at Lawrence Street and Thomas Mitchell Drive became obsolete following the closure of the spur line from Wodonga to the Bandiana Saleyards.

This once busy line, which was progressively built between 1889 and 1921, terminated at Cudgewa, passing through Bonegilla, Huon, Tallangatta, Koetong and Shelley.

The last passenger service from Wodonga to Tallangatta ran on September 30, 1961.

On April 21, 1978, the last regular goods train ran, with closure of the line in 1981, except for the short section to Bandiana.

The line has now been partly converted into the High Country Rail Trail.

On May 8, 1943, a train collided with a bus at the Tallangatta Road (Thomas Mitchell Drive) level crossing, killing 25 servicemen and women from Bandiana who were aboard the bus.

The completion of the internal bypass also eliminated five dangerous railway crossings in Albury.

Over the years dozens of motorists had been killed at level crossings in both Albury and Wodonga.

The railway deviation across the Murray River flats and the railway bridge across the Lincoln Causeway have altered the landscape significantly.

The freeway project removed many landmarks from Albury, including a number of bridges

which, although old, narrow and dangerous, had been a part of the city since, in the case of the old brick railway bridge over Bridge Street in South Albury, 1883.

Also making way for the new road were dozens of old, and somewhat charming, houses in Parkinson Street, the Dean Street overhead bridge which curved across the railway line between Dean and Parkinson Streets, the iron footbridge at Wilson Street which was relocated to Picton in NSW and the Dairy Farmers Co-operative building in Fallon Street.

It had stood at the site since 1927.

One building which was spared from the bulldozer was the beautiful and historic Cambourne House in Wodonga.

It remains on an “*island*” hemmed in by the freeway and exit and entry ramps at the northern end of High Street.

The freeway project was very complex owing to a lot of it having to cross the Murray River floodplain.

Embankments and bridges had to be built approximately 10m above natural surface levels, with about 2.35 million cubic metres of material shifted for both the freeway and the link road.

Much of it was taken from a 15m-deep cutting on Huon Hill and from Corrys Hill in Thurgoona.

The design of the freeway allows for it to be expanded to six lanes and the Bandiana link to a four-lane divided road.

Interestingly, the freeway section between Albury and Wodonga is referred to as an internal boulevard.



Does this mean that at some stage in the future a proper external bypass will be built?

The disbanded Save Our City Action group and New Save Our City group would probably still like to think so.

The original group was formed in 1995 to fight for an external bypass.

Its campaign and that of the New Save Our City group dominated local political debate for seven years.

A poll conducted by The Border Mail in 1995 showed 82 per cent of 6042 respondents favoured an external bypass and only 15 per cent an internal one.

Debate raged for almost the entire seven years before Prime Minister Howard declared “*internal*”.

Almost five years later the bypass was completed.

The internal bypass eased congestion in both cities and reduced the risk significantly of any dangerous situations, such as a petrol tanker roll-over in the centre of town.

Albury in particular had good streets and traffic management from early 1900.

Dean Street was tarred in 1903 and the first parking regulations were introduced by council in 1926.

Among these were that there was to be no parking in Dean Street after 6pm on a Friday as that, as it is now, was late night shopping night.

Angle parking in Dean Street was phased out in September, 1972, but it returned in the

late 1990s except for that part of Dean Street between Olive and Kiewa Streets.

Albury’s first set of traffic lights were installed on the corner of Dean Street and Kiewa Street in 1967 due to the growth of motor traffic in the city.

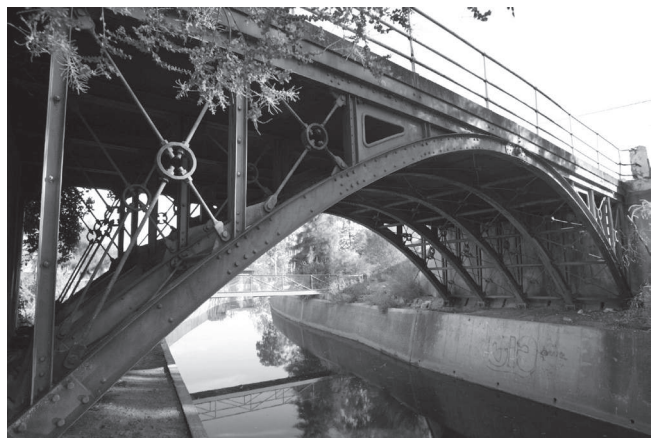
These were soon followed by lights at the corner of Dean Street and Olive Street and Dean Street and David Street.

The number of traffic lights in and around the suburbs now is bewildering, with Albury now known as “*the city of lights*”.

Albury-Wodonga combined has 45 sets of traffic lights and dozens of roundabouts.

The amount of traffic movements in and around Albury-Wodonga on a daily basis numbers in the thousands and is growing at a steady rate.

One would like to think that in the future an external highway is built.



*The wrought iron arch bridge which crosses the Bungambrawatha Creek at the western end of Smollett St, Albury. Built in 1888, it is the older of only two metal arch bridges in New South Wales, the other being the Sydney Harbour Bridge*



*Traffic congestion in Wodonga Place, Albury, in 2006. Transports fight with local and interstate traffic along the Hume Highway, part of which wended its way through South Albury, Albury, North Albury and Lavington*



*After 37 years of promises the internal bypass of Albury was officially opened by Prime Minister John Howard on March 4, 2007. Mr Howard is flanked by local federal members Sussan Ley (left, Member for Farrer) and Sophie Mirabella (Member for Indi)*





*Hand-operated wooden boom gates hold up traffic in High St, Wodonga, in 1954. To the left of the picture is the old signal box while the building centre of picture which is on the corner of High St and Melbourne Rd, is the Melba Theatre*



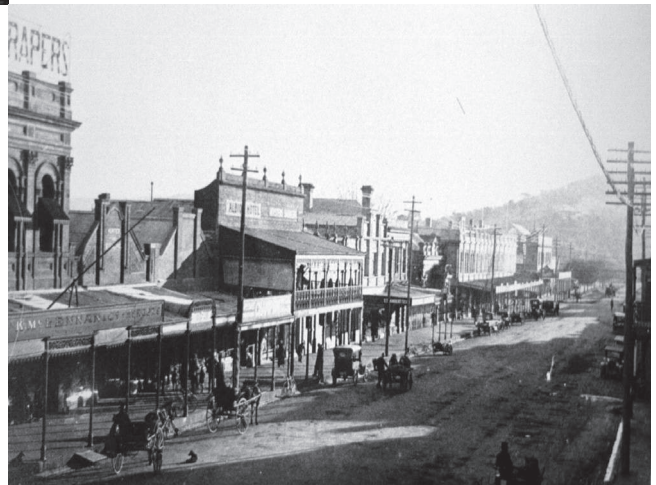
*Traffic banks up along Melrose Drive, Wodonga, in December, 2003 when railway crossing boom gates malfunction. This was a regular occurrence right up until the time the railway line relocation was opened in 2010*





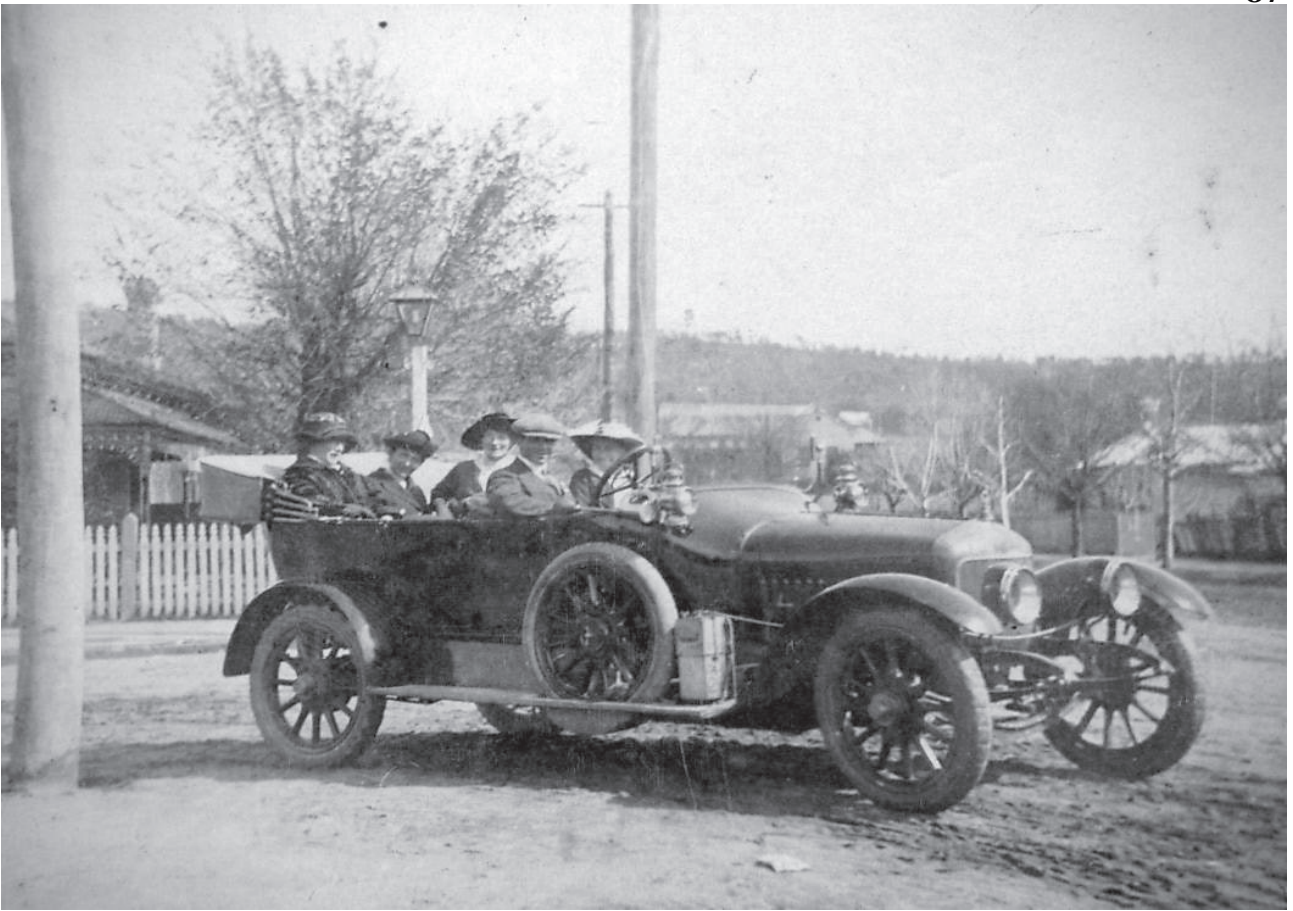
*At long last. The XPT crosses the Lincoln Causeway on the new rail bypass in 2010. For well over a century the main southern railway line cut across streets in both Albury and Wodonga. The opening of the rail bypass in 2010 eliminated all of those railway crossings*

*Dean St, Albury, looking west circa 1910. It was about this time the popularity of the motor car took off in the city. – Photograph courtesy Albury LibraryMuseum*



*Things that go bump in the night. Roll-over corner (cnr Young and Hume Sts, Albury) catches out yet another victim. This semi-trailer lays on its side after failing to negotiate the right angle corner which was one of the most dangerous in the city*





*Mrs Katherine Blacklock (rear left), Mrs Reid, Miss Keenilly and Mr (at wheel) and Mrs Frauenfelder take a drive around the streets of Albury in 1914. – Photograph courtesy Albury LibraryMuseum*



*Robbins and Porter Motor Garage, Kiewa St, Albury, circa 1912. It was built by Cleaver Wood in 1899 and sold to Fred Blacklock in 1914. Robbins and Porter built an aircraft in this building*





*Fred Blacklock and staff pose for a photograph outside Blacklock's workshop in Kiewa St, Albury, circa 1918*



*Mylon Motors' first T-Model Ford 15-seat passenger bus. The body was built by Blacklocks. Date of photograph unknown*



## MR. F. C. BLACKLOCK.

ALBURY, Sunday.  
Mr. Frederick C. Blacklock, one of the oldest and most successful business men in Riverina, was found dead in bed at his home in Wilcox-street this morning. Mr. Blacklock, who was a native of Albury, was 60 years old, and had not enjoyed good health lately. Death was due to heart trouble. He was a pioneer of the cycle business in Riverina, and later engaged in the sale of motor cars. He built up a large business, and employed a very large staff. The profit-sharing system adopted by him enabled the business to develop without any semblance of industrial trouble over a period of 40 years. He was formerly a member of the Albury Municipal Council, and was a charter member of the Albury Rotary Club, and a liberal supporter of local charities and the Roman Catholic Church.



Wodonga's worst road accident occurred on May 8, 1943, when a train smashed into a bus at the Tallangatta Rd (Thomas Mitchell Drive) level crossing. Twenty five service men and women from the Bandiana Army camp who were on board the bus were killed



Five Albury-ites take a drive around town in a de Dion in 1907. — Photograph courtesy Albury LibraryMuseum

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1953 AL110 INTERNATIONAL UTILITY: Ducoed cream. This is a one-owner unit in faultless condition throughout. Any test. Dep. £250.  
1954-55 COMMER (Hillman) UTILITY: Ducoed green, fitted with radio. This has only done 10,000 miles and is absolutely as new. Dep. £220.  
1951 AUSTIN A/40 SEDAN: Ducoed two-tone blue, fitted with seat covers. This is a beauty! Any trial. Dep. £170.  
1951-52 HOLDEN SEDAN: Ducoed pale green, red leather trim. All good tyres, long reg. This is very good. Dep. £220.  
1950 VAUXHALL WYVERN SEDAN: Ducoed cream, good tyres, long reg. Only done 80 miles since rings, etc., fitted. Dep. £160.  
1950-51 FORD PREFECT SEDAN: Ducoed navy blue, fawn leather trim, fitted with radio. Any trial. This is excellent. Dep. £135.  
1949-50 VANGUARD UTILITY: Ducoed fawn, new tyres front, 75 per cent new rear. Any test at all. Dep. £130.  
1947 MORRIS 16 SEDAN: Ducoed black, red leather trim, excellent tyres. Blowing slight smoke. Any trial at all. Dep. £110.  
1948 FIAT 1100 SEDAN: Ducoed green, fitted with seat covers. Dep. £85.  
1947-48 OLDSMOBILE SEDAN: Fitted with radio and seat covers, etc. This is excellent throughout. Dep. £220.  
1949-50 AUSTIN A/40 UTILITY: Ducoed pale green. This is a good, sound unit. Will take any test. Dep. £150.  
1940 WOLSELEY COUPE: Ducoed black, red leather trim, long reg. This is very original. Dep. £150.  
1938-39 HILLMAN SEDAN: Ducoed black, good interior, good mechanically. Dep. £90.

## GRAND PRIX WON BY J. PHILLIPS. MOTORISTS AT ALBURY.

The first interstate Grand Prix, which concluded the district's 150th Anniversary celebrations, was held on the Wirringa circuit, four miles from Albury, on Saturday afternoon. It is estimated that 10,000 people attended, the gate takings amounting to about £700. The Wangaratta driver, J. Phillips, in his Ford V8 won the event and also secured the fastest time, covering 150 miles in 2 hours 13 minutes 15 seconds. He was the only competitor who did not pull into pits. His average speed was estimated at 87 miles an hour, an average of 3 minutes 50 seconds for each lap (4 1/2 miles). His fastest time for one lap was 3 minutes 43 seconds.

Virtually among the scratch men, Phillips did not race to the lead until his 34rd lap, when his most serious competitors had dropped out of the race or had dropped behind through continual calls at pits to have defects remedied.

Pilgrims:  
J. Phillips (Ford V8): 2h 13m 15s. 1 and fastest time, G. Bonzer (Terraplane): 2h 17m 33s. 2, C. Burrows (Terraplane): 2h 21m 33s. 3.

Teams prize: Burrows, Bonzer, and Kleinig





*Above: A new Austin Seven A30 parked outside Albury Motors in Olive St, circa 1954*

*Left: Thick fog engulfs Dean St, Albury, mid winter 1970. – Photograph courtesy Albury LibraryMuseum*



*G.G. Gregory Motors showroom in Townsend St, Albury, circa 1962. Geoff Gregory sold the business to Spencer Motors but bought it back in 1966. Three years later he sold out to Marc Arnold*





*Murray Valley Passenger Service and Sharp's Tyre Works in Kiewa St, Albury, circa 1939. To the right is B.M. Motors*



*Ampol service station on the corner of Swift and Kiewa Sts, Albury, circa 1970. The site, formerly occupied by West Motors, is now the new Albury Library Museum*





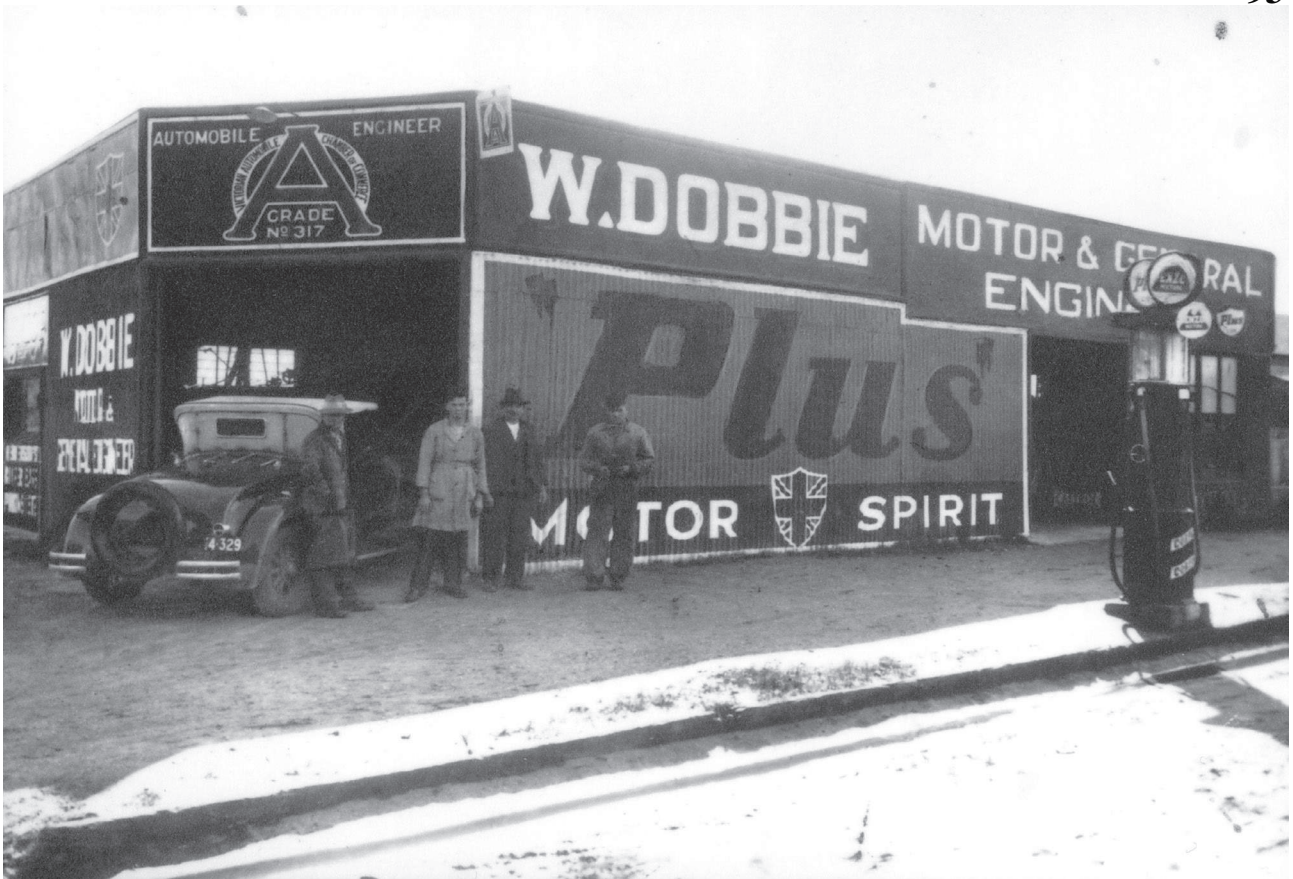
*A 16-seat Bedford bus operated by Albury carrier S. K. Carrick to carry passengers and parcels to Tallangatta, Tangambalanga and neighbouring areas circa 1948. The bus left Albury at 5.30am every day except Sunday*

*A Martin's REO bus parked outside the company's bus depot in Stephen St, North Albury, circa 1940. This is the fifth bus to be bought by Dick Martin who founded Martin's Bus Line in 1932*



*A Murray Valley Coaches Foden Viewmaster exits the company's Kiewa and Swift Sts, Albury, headquarters circa 1955. This building became the home of The Border Morning Mail from 1963 to 1997*





*A car is in for repairs at W. Dobbie Motor & General Engineering on the corner of High and Stanley Sts, Wodonga. Photo circa 1930. The garage was sold to Pat Toole in 1939*



*Staff stand outside Toole's Wodonga Garage on the corner of High and Stanley Sts, Wodonga, circa 1950. The garage was closed and the business renamed Toole's Disposals which sold surplus Army clothing and other items. It is set to close early next year.*





*Cars angled parked in Dean St, Albury. The first parking regulations were introduced by council in 1926. Angle parking in Dean St was phased out in 1972 but it returned in the late 1990s except between Olive and Kiewa Sts*



*Stan Heppner at the wheel of a three-wheeler electric van operated by Albury Municipal Council's Electricity Supply Department pictured in Dean St, Albury, in 1946*

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**FOUR EXCLUSIVE VEHICLES**



**NISSAN PRAIRIE**  
 A unique vehicle. Come in and check out the features of this front wheel drive, seven seater. Fitted with 5-speed, cloth trim. Ducco is vibrant red with contrasting silver tweed interior.



**MQ PATROL 7 SEATER**  
 Fitted with power steering, air-cond., cloth trim, cassette/radio, full wide wheel pack. Luxury for the enthusiast, but be quick.

**THE PROFESSIONALS**



**SKYLINE HATCHBACK AUTO**  
 This is a magnificent vehicle. Fitted with power steering, air-cond., 4-wheel discs, power windows, fully independent suspension, bronze with silver interior.



**SGL 9 SEAT COACH**  
 For the larger family, this top line coach is superb. Cloth trim, carpet, cassette system, 5-speed, 2 litre, tinted windows, white with tan trim.

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 492 DEAN ST. ALBURY.  
 (LATE CARTER'S MART)

<b>1955 STANDARD 8-h.p. SEDAN</b>	<b>£764</b>
New car. Full warranty. List price.	
<b>1954 ZEPHYR SEDAN</b>	<b>£1035</b>
This car is as new in every respect and cannot be faulted. A big saving on new price.	
<b>1954 SPACEMASTER SEDAN</b>	<b>£940</b>
Good, clean, original condition. Low mileage, well shod.	
<b>1954 FORD FREIGHTER 15-18 cwt. Utility</b>	<b>£1050</b>
Immaculate in appearance and outstanding performance. 12 months' reg.	
<b>1952 AUSTIN A/40 SEDAN</b>	<b>£685</b>
Very clean unit.	
<b>1951 MORRIS MINOR SEDAN</b>	<b>£575</b>
Absolutely original in every detail. Well shod. Good value at £575.	
<b>1950 YANGUARD SEDAN</b>	<b>£650</b>
One owner since new. Faultless mechanical condition.	
<b>1949 YANGUARD SEDAN</b>	
One local owner. You would have to see this vehicle to appreciate its condition.	
<b>1932 FORD 10-h.p. UTILITY</b>	<b>£85</b>
Reliable unit.	

**BUYERS OF GOOD USED VEHICLES. TRADE-INS AND FINANCE ARRANGED.**

**WE RECOMMEND THESE VEHICLES. CALL IN AND INSPECT.**

**A. Bell (Prop.) — 'Phone 170**

*A line up of part of the fleet of Albury Border Transport trucks in Young St, South Albury. The company was sold to Ansett in 1974*



*A new UD petrol tanker is handed over in 1963 to a H.R. Hanel transport representative outside Riverina Implements in Kiewa St, South Albury*

*An International Harvester prime mover and trailer of Roadair, one of Albury's major transport companies of the middle of last century and rival to H.R. Hanel. Photo taken circa 1952*



**6 TOP OF THE TOPS**  
**in used car buying**  
**COME ON, SAVE SOME MONEY**

 1958 Chevrolet 210 Sedan, 4 door, 210, 1958, 14295	 1958 Ford Thunderbird, 2 door, 1958, 1995	 1958 Chevrolet 210 Sedan, 4 door, 210, 15695	 1958 Chevrolet 210 Sedan, 4 door, 210, 14595
 1958 Chevrolet 210 Sedan, 4 door, 210, 12995	<p><b>We'll put you in the right car at . . .</b>  <b>CONVAIR CHRYSLER COUNTRY</b></p> <p>490 YOUNG ST. ALBURY PHONE 31-8181 LMD 1220          • FULL BACK-UP SERVICE • WE'LL TRADE ANYTHING • ALL TITLES          • GUARANTEED • FINANCE FINANCE</p>		 1958 Chevrolet 210 Sedan, 4 door, 210, 12695





*Mid City Service Centre corner David and Wilson Sts, Albury, is the longest continually operating service station in Albury. It was built in 1933 as the Servus Filling Station*

*“Brown Bomber” Constable A. Walsh pictured writing out a parking ticket in Kiewa St, Albury, in 1961*



*The original Continental Checkpoint premises in Hume St, Albury circa 1971. Over the years the site has been significantly extended and is now known as the Alessi Group selling Mazda, Audi, Chrysler, Dodge and Jeep vehicles. Photograph courtesy Tony Alessi*









*A row of petrol pumps of various brands outside Preston Motors in Townsend St, Albury circa 1950.*

*Schoolchildren wait behind the hand-operated railway gates in High St, Wodonga, circa 1954. Photo is taken looking northward*



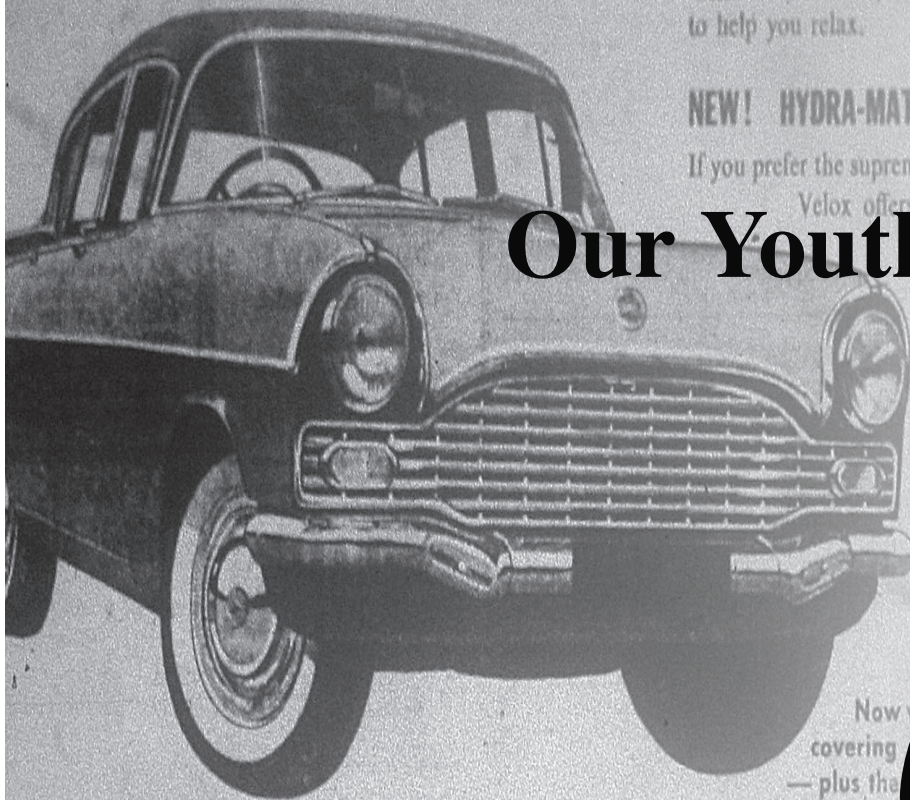
*The former Mick Hill Motors panel beating site which was swallowed up by Continental Checkpoint in its early to mid 1990s expansion program. Mick Hill started his business in 1952. Photograph courtesy Tony Alessi*



IT'S REALLY SOMETHING TO DRIVE

# VAUXHALL VELOX

THE CAR OF DISTINCTION



You know it the moment you settle down in its deep, foam-cushioned comfort. You feel it as the all-new silky six-cylinder, 113 b.h.p. engine anticipates your every driving whim. This is motoring of a different class. This is Vauxhall Velox.

Here is styling that is distinctive. Low-sweeping contours, a reflection of your taste and discernment. Here, too, is exhilarating 113 b.h.p. performance. Smoothest six of them all, and as dependable as only Vauxhall can make it.

Roadholding . . . safety? Drive Velox for yourself . . . see how you are in control at all times. Highway cruising, stable cornering, and easiness in parking — thanks to recirculating ball steering . . . and safe, sure braking. In traffic you change into 'first' *on the move*, with synchromesh on *all* gears to help you relax.

## NEW! HYDRA-MATIC® TRANSMISSION

If you prefer the supreme ease of automatic motoring, Velox offers as an option world-famous Hydra-Matic designed by General Motors gives you a 'special intermediate' ratio for extra control and safety, and its patented fluid coupling gives you smooth, positive changes throughout the speed range.

Hydra-Matic designed by General Motors gives you a 'special intermediate' ratio for extra control and safety, and its patented fluid coupling gives you smooth, positive changes throughout the speed range.

Now with protective W or 12,000 or plus the Plan covering 100 miles.

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VELOX (Manual) . . . £1,100  
VELOX (Hydra-Matic) . . . £1,200  
G.M.A.C. Hire Purchase

# Our Youthful Days





## Chapter Nine: Our Youthful Days

---

Our youthful days were spent driving everywhere and anywhere.

We usually congregated at a mate's place on Saturday to help do some mechanical repairs, or just wash and clean our cars ready for Saturday night.

Saturday night in Albury, like anywhere else, was the night to be seen doing "*Deanies*", which usually consisted of slow laps of the main street (Dean St) from Macauley St to Townsend St.

Up and down, up and down you went, then when that novelty wore off or the fuel gauge was starting to look decidedly sick, you angle parked into the kerb and watched others do the same thing. Or watched the girls go by.

It was harmless good fun and the same thing probably happened in every other city and town across the country in the mid to late sixties.

There was the odd "*drag*" when the first set of traffic lights were installed at the corner of Dean and Kiewa Sts in Albury, but the local constabulary were also on the prowl in their Mini Cooper Ss, which were a trite too quick compared to anything we were driving.

They were good blokes and we knew them all by their Christian names. Some were even members of the Albury District Car Club.

And as for bookings!

Don't know.

But they seldom nabbed any of the locals.

A stern warning was all that was needed.

Albury and Wodonga were different places then to what they are now.

There was little night life save for Hoyts Theatre, the Regent Theatre (as it was known then) and the Drive-In Theatre in Wodonga.

The Commercial Club and the Albury SS&A Club were nothing compared to what they are today and the Lavington Sports Club was in its infancy.

Typical young men, we tended to congregate at one of the many pubs, with The Astor Hotel, Ryan's Hotel or Soden's Hotel — all in Albury — our usual haunts.

I hung around with a dozen or so good mates, but as I worked night shift from when I left school, it was usually only weekends that we got to catch up.

I did get one night off a week plus Saturday, but if something was planned for a whole weekend you had to get home early ready to start work at 6pm or hope that it was your weekend to be rostered off on the Sunday night.

Week days was a case of me starting work when everyone else was finishing.

When the weekend did come around we tended to find each other without too much trouble, bearing in mind that mobile phones were still decades away.

Some of my best mates were Hairy, Jake, Billy X, Motty, Willis, Bill S, Burnsey, Tom, Radish and Ernie.

None of us were car freaks in the sense that we spent every hour pouring over them.

Far from it.

And when we went to the car races we had no affiliation with any particular make, mainly be-

---

cause there were more than two makes competing.

Our cars were varied and we respected each other's choice, which really came down to what we could afford.

Not all of us worked in the car industry, either.

Three of us were involved in the printing industry, two worked in the public service, a couple more worked at Preston Motors in Albury and one was an upholsterer.

Hairy owned a Morris 850, Jake a Valiant, Billy X an EJ Holden, Motty an EH Holden, Willis owned a Toyota Corona, Tom a Ford Galaxie, Garry S a Holden, the model of which I cannot remember, Bill S a HR Holden, Burnsey an EH Holden, Radish a Ford Falcon XY GT and Ernie a Ford Capri GT.

These are not in any order, just the ones I can remember.

Weekends were not entirely spent under the bonnet of someone's car, unless there was something serious to be fixed.

We usually got the mechanical bits and pieces done Saturday afternoon so as Saturday night and the rest of the weekend were free.

As mentioned, Saturday night was usually spent at one of the pubs, but if there was some serious drinking to be done we made certain that there was a designated driver. I cannot recall any one of us letting anyone down.

After the pub had closed or the movies had finished, we would either sit in Dean St and while away the hours or head off to an all-nighter or someone's place for a feed.

Jake's mum was a wonder in that respect. We would rock up at 10 o'clock, 11 o'clock or even midnight and before long you would have a hot bowl of home cooked chow mein in your lap.

Sometimes there were 20 of us, but that didn't faze "Mrs Jake" whose husband had died some years earlier. I really think she liked our company.

All our mums were good to us. No one ever went hungry.

Our group by this time consisted of male and female and we all got on well together.

Typical of the period, you usually had Sunday lunch at home before you again met up with everyone for a swimming trip to Lake Hume during summer, a leisurely drive to one of the region's towns in the autumn or spring or, during winter, we would leave early and head to the snowfields, Mt Buffalo being a favourite as it was closer and more accessible than either Falls Creek or Mt Hotham.

A couple of mates bought speedboats and some of us learnt how to water ski. I definitely would not have won a bridge-to-bridge!

Favourite swimming holes were Ludlow's Reserve at Ebden, "The Pines" at Lake Hume village or at Bellbridge near the Bethanga Bridge.

When the car races were on at the Hume Weir circuit we headed for there or if there was a major meeting on at Sandown Park or at Calder Park Raceway in Melbourne, we would head down the Hume on Saturday and return late Sunday night.

We usually stayed at the Chadstone Motor Inn on Dandenong Rd. Saturday night we would head into the city to check out the nightlife or go to Luna Park for some fun.

---

Another favourite place was the Matthew Flinders Hotel.

Our return journey always resulted in us calling into Wallan for dinner. This now-bustling town was at the foot of Pretty Sally on the old Hume Highway and we always got a good feed at the local café.

I was fortunate as it didn't matter how late I got home as I didn't have to start work until 6pm Monday evening. For everyone else it was up and at 'em by nine with very little sleep.

Our cars also formed a convoy as we headed off to places such as Beechworth, Yackandandah, Mt Beauty, Corowa, Yarrawonga, Tallangatta, Corryong, Mitta and the Dartmouth Dam and all stops up the Olympic Way to Wagga.

We were to a degree a curious bunch and saw our cars as a means to explore as well as them being our pride and joy.

In 1970 five of us decided to head west. Tom and Col were going to try their luck at Tom Price, so Hairy, Bill S and I decided we would go with them, but only as far as Perth.

After Perth they were on their own.

Hairy, Bill and I did the Perth touristy thing and then headed south to Bunbury, Busselton and Albany where we were fortunate to be able to visit the whaling station in its last year of operation.

I didn't go the following year when a few of the boys headed off again, only this time to drive right around the continent.

By this time most of us had girlfriends and, as is usually the case, our group started to slowly disintegrate.

But we caught up when we could, such as at birthday parties and barbecues.

Our car days also drew to a close as one by one we drifted apart.

While we as a group owned an assorted range of makes of cars, we did fantasise about those that were well and truly out of our reach.

I had my heart set on a Type 3 Karmann Ghia 1600 "razor edge", the larger version of the popular 1200/1300cc coupe.

The Type 3 was only produced in small numbers – 42,498 to be precise.

It never did come to Australia, but the ones that I did see that were privately imported only strengthened my resolve to have one parked in the driveway.

Alas, it was not to be.

Those that did own them refused to sell and when the odd one did come onto the market it was a virtual wreck and required the sort of money spending on it that I didn't have.

Dream cars have also been few and far between.

The Porsche 911 coupe has always been on top of my wish list, but age does weary you and I doubt if I would fully enjoy the car now as I would have 30 or 40 years ago.

There are only two other vehicles that I really had an affinity for, the Ferrari 250 GTO and the Alfa Romeo Giulietta SZ Zagato. The closest I got to them were photographs.

Both were designed for racing and both were produced in very limited numbers.



While my close-knit band of mates will remain as such, I am fortunate in that I have made many a good friend in the automobile industry, both locally and nationally.

When I first started writing about cars, local dealer principals and their sales staff couldn't help enough in getting me established.

Geoff Gregory (Gregory Motors), John Baker (Baker Motors), Bill Bambrook (Preston Motors), Kel Stradwick (Stradford Motors) and Dennis Higgins (Blacklocks) deserve special mention.

Later came Marc Arnold (Arnold Motors), Jim O'Shannessy and George Wiltshire (Albury Motors) and Reg Petts (Reg Petts Swedish Motors).

It was more than just them ringing to get an editorial feature written on a particular car.

They were fair dinkum in wanting to help me.

Most of my mechanical knowledge was gained from Eric Barber who, with his wife Jean, operated E.J. & D.J. Barber, a small workshop in Urana Rd, Lavington, which specialised in Volkswagens.

I lived a few doors down the road from Eric's garage and almost every waking hour that I was not working I was at the garage asking a myriad of questions, either of Eric or one of his staff.

Advice also came from many other quarters as well and it was always gratefully received.

And readers were quick to respond when I erred.

I guess my late teens were blessed thanks to those willing and brave enough to give me a

chance and to those local industry leaders who guided me along the way as I began my incredible journey.

And also to those factory and importers' public relations company executives who also took the gamble and willingly handed over the keys to press cars without any concern.

Over the years I have made hundreds of friends and enjoyed doing a lot of things, but when you look back on life the thing you cherish most is your youth and how you wish you were still back there. Well, most of the time!



*Baltic Simplex agent and Albury alderman Rupert Harrison with his son-in-law Kempsey Gillett at the wheel of a 1939 Ford Coupe (fitted with gas producer). The photograph was taken in Schubach St, Albury circa 1941. – Photograph courtesy Des and Verna Gillett*

**The Border Mail**  
 SATURDAY, FEBRUARY 21, 2009 \$1.60

# DARK DAY



AGONISING WAIT: Workers leave Drivetrain Systems yesterday uncertain of their future. Picture: RAY HUNT

**208** jobs were yesterday slashed from Lavington factory Drivetrain Systems International in a major blow for the Border economy.

**130** workers will keep their jobs ... for 8 weeks. Workers must now wait until Wednesday to learn who goes and who stays.

**Reports, reactions: Pages 2, 3, 4, 5, 36**

**OVENS AND MURRAY**  
**SAINTS SHOULD SIT OUT SEASON**  
 >> DAVID JOHNSTON: PAGE 106

**NAB CUP**  
**BLUES OFF TO FLYER**  
 >> REPORT: PAGE 107

February 9, 2009 and it was the end of the road for over 330 workers at Drivetrain Systems International at Lavington. Some have returned following a buy out by Geely Automotive. The transmission factory was established in 1971 and was then known as Borg-Warner. It has also traded as BTR and ION



*Baker Motors Group is run by the grandsons of Alfred E. Baker who established Baker Motors in Olive St, Albury, in 1946. — Photograph courtesy Baker Motors*



*Albury Motors showroom in Townsend St, Albury, in 1971. Pictured left to right are Gordon Mackinlay, Una Tilley, George Wiltshire, Lanes Motors Mercedes-Benz representative Ken Mathews and Jim O'Shannessy. — Photograph courtesy Gordon Mackinlay*





*A Mylons, Wodonga, taxi waits outside the Australian Mutual Provident Society in Dean, St, Albury for a fare back to Wodonga circa 1928*

*The original Olive Street Motors circa 1957. It was part of Baker Motors. Olive Street Motors closed and was reopened under new owners in 1962 on what is now Sam's Warehouse. – Photograph courtesy Baker Motors*



*Bob Lamond at the wheel of his 1910 Brush competing in the 100th anniversary re-run of the Dunlop Reliability Trial from Sydney to Melbourne in 2005*

*Albury Motors display at the Albury Showgrounds circa 1950. Vehicles include an Austin A40 and an Austin A90 Sports. – Photograph courtesy Brad and Kim Jones*







*Baker Motors showrooms in Olive St, Albury, circa 1954. The business was established in 1946 and has expanded to include branches in Young St, Albury and High St, Wodonga. – Photograph courtesy Baker Motors*

*A load of Austin truck bodies waits outside Albury Motors in Olive St ready to be unloaded and assembled. Photo circa 1947. – Photograph courtesy Brad and Kim Jones*



*New Dodges lined-up waiting delivery outside Albury Motors, Olive St, Albury, circa 1938. Passant Car Sales is next door. - Photograph courtesy Brad and Kim Jones*

*These 1942 to 1944 ex-Army Dodge trucks lined up at Bandiana Army Camp were sold to private buyers by Albury Motors. – Photo courtesy Brad and Kim Jones*



Send a submission to the Editor, The Border Mail, PO Box 100, Melbourne, VIC 3000. We reserve the right to edit or omit any material for space or time constraints. Payment of some good, hard-

Landholders are also pushing for a wider application of the ground baiting program.

bourne tomorrow and Wednesday. One of the motions being put to the conference is for the re-introduction

tion of aerial baiting. The motion will be referred to the association's Federal Council.

# REVISED 2004 WINTER PRICES

## 2001 HOLDEN VX ACCLAIM WAGON

GUS-232. Auto, 91,434 kms, AC, power steering, dual airbags, cruise control, side airbags, power windows, CD player, remote locking, ABS, traction control, white in colour.

**\$19,800**



## '01 MITSUBISHI TJ ADVANCE SEDAN



KYV-482. Auto, 103,391 kms, AC, power steering, dual airbags, cruise control, CD player, ABS, very well looked after sedan.

**\$13,800**

## '00 HOLDEN VT II COMMODORE S-PACK



WW7-591. 94,480 kms, auto, AC, PS, alloy wheels, single airbag, cruise control, PS suspension, power windows, remote locking. Looks good.

**\$19,800**

## '00 FORD AU FAIRMONT SEDAN



WNG-138. Auto, 98,982 kms, air cond, power steering, alloy wheels, dual airbags, cruise control, power windows, CD player, remote locking, luxury motoring.

**\$15,800**

## '02 TOYOTA CAMRY SEDAN



ECO-806. Auto, AC, power steering, single airbag, front power windows, remote locking, white in colour, very low kms, 3.0 litre engine.

**\$17,800**

## '00 MITSUBISHI MAGNA EXECUTIVE SEDAN



WSM-058. Auto, 91,564 kms, AC, power steering, airbag, cruise control, remote locking, very quiet sedan. Out 4 gears.

**\$13,800**

## '00 HOLDEN VT II BERLINA SEDAN



OG8-075. Auto, AC, power steering, alloy wheels, dual airbags, cruise control, CD player, remote locking, ABS, granada mica in colour.

**\$18,800**

## '01 FORD AU II FORTE WAGON



QUR-481. Auto, air cond, power steering, dual airbags, front power windows, CD player, this wagon is on factory gas, very economical.

**\$15,800**

## '00 TOYOTA CAMRY WAGON



GM2-276. Auto, 95,345 kms, air cond, power steering, cruise control, front power windows, remote locking, silver in colour, 3.0 litre V6 engine only.

**\$17,800**

## '99 SUBARU FORESTER WAGON



EE-3848. Auto, air cond, power steering, cruise control, power windows, remote locking. A steal at this price.

**\$17,800**

## '00 TOYOTA HILUX DUAL CAB UTE



OPJ-712. Auto, air cond, power steering, dual airbags, ABS brakes, 2.7 litre engine, ideal work truck.

**\$15,800**

## '01 HOLDEN RODEO 4X4 DUAL CAB TURBO DIESEL



505-FT0. Manual, 122,573 kms, AC, power steering, white in colour.

**\$22,800**

## '01 HOLDEN RODEO DUAL CAB 4X2



384 kms, AC, power steering, alloy wheels, very nice ride.

**\$20,800**

## '02 HOLDEN VX II EXECUTIVE SEDAN



BCB-638. Auto, 66,129 kms, air cond, power steering, single airbag, cruise, CD player, remote locking, silver in colour, low kms.

**\$19,800**

## '03 FORD BA XR6 SEDAN



YUJ-620. 5810 km, auto, AC, PS, alloy wheels, dual airbags, cruise, one car warranty, power windows, CD player, rear spoiler, remote locking, ABS brakes.

**\$33,800**

## COURIER GL 4X4



Manual, air conditioning, power windows, Limited slip diff.

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- Trade-ins welcome
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- Finance available

# The Author

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## Chapter 10: The Author

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IT was to be 67 years from when the Thomson Phaeton passed through Albury-Wodonga before the local motor industry and I came together in an official capacity — Friday, April 28, 1967, to be precise.

My first article was published on that day under my own by-line and as motoring editor of The Border Morning Mail (now The Border Mail).

The test vehicle on that day was a Volkswagen 1600 Squareback (wagon) and we also published a “spy” photograph of a then yet-to-be-launched HB Holden Torana which eagle-eyed Border Mail photographer Bill Barnes spotted with its wraps half off at the Albury Railway Station.

A trainload of these new Vauxhall-derived small cars was on its way north to Sydney.

The Border Mail front page headline of that particular Friday was: “Father hurls three children over cliff”.

So, how did this all come about? Just how do motoring writers fall into their roles?

My first recollection of Albury was as a six year old clambering off the Sydney-Albury Express one extremely hot February morning in 1955 with my father, mother, my sister Kaye and Sylvester, the family cat.

Albury Railway Station in those days was a hive of activity, as passengers travelling on through to Melbourne had to disembark at Albury and board the broad gauge train on the opposite side of the platform for all stations south.

Steam hissed from the pistons and smoke billowed from the funnels of both steam trains as they sat idle waiting for their passengers to

board and cargo to be loaded for their respective destinations.

The long Albury station verandah collected most of, if not all, the smoke and soot and funnelled it along almost its entire length, enveloping all and sundry.

It was a sight familiar to train travellers the world over, but it was the inconvenience of having to switch trains at Albury that really annoyed the interstate traveller of the era.

My father was a soldier who had been posted from Sydney to Bandiana, an army base five kilometres to the east of Wodonga.

After being collected from the station we set out on the eight kilometre journey to Bandiana which was to become our home for the next three years.

The Murray River was crossed by the now-demolished steel and timber Union Bridge and I vividly remember a myriad of small bridges that crossed the floodplain between Albury and Wodonga.

This is the same floodplain, and most likely the same bridges, that Thomson and Holmes had crossed in 1900.

That stretch of road is now known as the Lincoln Causeway, named in honour of Wodonga runner Merv Lincoln who competed in the 1956 Olympic Games held in Melbourne.

Wodonga’s High Street level crossing was still controlled by manually-operated railway gates, the railway line to the migrant camp at Bonegilla was in constant use and the occasional train still ran to old Tallangatta and on up to Cudgewa in the Upper Murray.



The steam engine was quickly being phased out by the diesel at that time and diesel engines were constantly shunted to Bandiana to have their bogies swapped over to broad or narrow gauge, depending on what line they were operating on.

My three years at Bandiana Public School ended when we moved to a new home in Lavington and the remainder of my school days were spent at Albury North Public School and North Albury High School, now James Fallon High School.

My interest in those days lay more in trucks and buses than cars, especially as the Hume Highway ran right past Albury North Public School.

Antill Ranger and Thomas Nationwide Transport (TNT) were trucking companies that were regular sights on the highway, as were trucks from the Lavington-based H.R. Hanel, Wridgways Removals furniture vans and Pioneer Coaches.

Commer, International, Dodge, Chevrolet, Fargo, De Soto.

These were names I remember well, more so than Holden, Ford, Morris and Vauxhall.

Our first car was a tri-coloured Jowett Javelin, which was followed by a Ford Zephyr, a Vauxhall Victor and an EJ Holden.

My interest in cars was still not strong at that time, although I knew where all the car yards were and what they sold.

It was not until 1966 when I bought my first car, a burnt orange 1200cc VW Beetle of 1958 vintage, that I started to take more interest and found myself studying up all I could on the history of the car and also what made it tick.

I bought the car from Eric Barber, a VW specialist who operated E. J. & D. J. Barber from premises on the corner of Urana Road and Heathwood Avenue in Lavington.

Eric taught me a lot about how cars worked and he was to remain a life-long friend.

That Beetle was traded for another, of 1300cc capacity, only this time it was my first brand new car.

It wasn't as powerful as most of the cars my mates owned, so in order to make it perform, the pistons and cylinders were replaced and the heads machined to take the bigger-bore 1600cc bits.

I was already a member of the Albury and District Car Club, so the Hume Weir Racing Circuit was the ideal place to try the longer striding legs of the stroked Beetle.

It was a good base to learn the skills necessary for track and trail and within 12 months I found myself sitting behind a typewriter nervously compiling my first road test.

Three years earlier I had applied for a job as a copyholder in The Border Morning Mail's proofreading department, going straight from school onto night work in the days of hot metal printing.

In 1967 John Duncombe, the then Mail's motoring writer, resigned to join Radio 2AY, so on the spur of the moment I approached the advertising manager, John Barton, who steered me in the direction of Jim Clarke, the Chief-of-Staff.

Jim decided he would "give me a go" for three months to see how I went.

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So here I was, an almost 18-year-old “bush” motoring writer mixing it with the likes of household names such as David McKay, Bryan Hanrahan, Clyde Hodgson, Evan Green, Chris de Fraga, Pedr Davis, Peter Robinson and Bill Tuckey.

In the meantime, Jim resigned to take up an appointment in Canberra.

No one told me I wasn’t wanted any more, so I carried on regardless.

I was officially appointed to the position in 2003!

I was relating the story to Border Mail Chief-of-Staff (now deputy editor), Di Thomas, who was looking for a few interesting stories from long-serving staff members to include in editorial content in a feature on The Border Mail’s 100th anniversary.

Needless to say, she did acknowledge my role as motoring editor and made it official.

The duly long apprenticeship was finally completed!

Knowing the product fairly well, I settled on a VW Type 3 Squareback for my first road test, which was loaned to me by Gregory Motors, which was located in Townsend Street.

I drove it around for a day, careful not to put any dents in it and not too many miles on the clock, had it photographed and then sat down at the typewriter to appraise it.

That first edition also carried the story on the HB Torana, Holden’s first small car.

A scoop!

I couldn’t believe my luck. My first road test and a scoop on my first page!

My motoring duties soon led me becoming involved in gymkhanas, rallies and motor racing, not to mention covering race meetings at Hume Weir Motor Racing Circuit.

Those were the halcyon days, the days of the monster sports cars and the FJ Holdens, Mustangs, Monaros, GT Falcons, Chevys, Porsches, Cortinas and Minis.

The drivers who raced at Hume Weir read like a who’s who: Brock, Moffat, Jane, Manton, McKeown, Hamilton, Martin, Harvey and Matich, Bartlett, Bond and Morris, the Geoghegan brothers and Beechey, to name but a very small few.

The Easter meetings drew crowds in their thousands to watch these gladiators take on this tough little circuit which wended its way around the bottom of a disused quarry and which had household name sections such as The Cutting, Rollover Corner, The Sweeper and The Hairpin or Scrub Corner.

I had been to the circuit in 1961 to watch Roy Salvadori and Jack Brabham race against each other, but I do not remember who else competed on the day.

The racetrack at Tarrawingee near Wangaratta had closed, but the Benalla Auto Club had established a new circuit at Winton, so race meetings there also came under my motor sports reporting umbrella.

In between time I was still proofreading and spending my leisure hours hacking about in a number of open wheelers and in my “stroked” Beetle with some success.

But driving around and around a race circuit had little appeal, so I decided to have a go at rallying which, although a lot more fun, proved to be very expensive, especially when marriage was in the air.

So my brief race/rallying career ended, but the thrill factor was still there as I was still test-driving cars and on the odd occasion there would be media races leading up to some of the big car racing events at Winton, Sandown and Calder.

Racing an open wheeler, a tin top or even a go-kart against your peers was enough to keep the adrenalin bubbling along.

But in 1974 I pulled the pin on the whole motoring thing, as I wanted to concentrate more on learning everything about newspapers, especially on the production side.

Marriage, building a new home and raising a family took precedence and I was more or less living the easy life. Go to work, come home, go to work ...

Early in 1984 I was called into the production manager's office.

John Hutchieson asked if I wanted to learn more about the newspaper industry, given that there was nothing else to take in from the production side.

Unbeknown to me, John Barton (JB to everyone) had asked "Hutch" if he could take me into his department to take over the duties of national advertising manager and oversee the daily layout of the newspaper.

I jumped at the chance.

Here was an area I had not gotten involved in

but wanted to, plus it meant after 19 and a half years I would be working when the sun was up. "Oh, by the way," JB said, "I want you back writing the motoring."

In some respects I had done a complete circle.

This time though it was different, as there was more to do. A lot more, as it turned out.

After being thoroughly trained in the job by Leonie Ledwidge, I returned from holidays one day to find she had been moved to the classified department.

I was stuck with the lot - national advertising, the layout and writing.

For just on two years I battled away without a break, but enough was enough.

I approached JB and asked that Leonie come back to help.

He agreed and the "A Team" was back in business.

Leonie looked after the layout while I attended to the national advertising and catalogue side of things.

That freed me up to get into compiling annual motoring supplements as well as spending a bit more time on my weekly motoring pages.

That was in the Swift Street office in Albury, but when The Border Mail moved to Wodonga in 1999, things were to change again. But not for a few years.

The national advertising role I retained, but was taken off part-time layout duties in early 2001 as I was appointed property writer and also writer for The Border Mail's Out and About tourist magazine.



There was also a weekly motoring column and a feature property to write for The Post (now Midweek Xpress), the company's free newspaper, which is delivered to every household in the twin cities.

The Border Mail's motoring column grew from 1984 from one, to two, to three or four pages, interspersed with annual "what's new" features based around the Melbourne International Motor Show as well as lift-outs for the Bathurst 1000.

In later years motoring became a weekly four or eight page feature with a full front-page photograph and it also featured a regular motor sport column.

That layout ran successfully until 2001 when an editorial change saw motoring split, with the weekly road test going into the Saturday lifestyle lift-out, motor sport went to a full page on Friday and everything else went into The Post.

Coming on board on certain Fridays as guest writers were V8 Supercar racers Brad Jones and (later) his nephew Andrew Jones, Brad previewing up-coming rounds, Andrew reviewing them.

In early 2007 the motoring page moved to a Friday and motor sport to Thursday.

Motor sport returned to its Friday allocation in early 2008, with Team BOC drivers Andrew Jones and Cameron McConville sharing the writing duties.

David Reynolds also contributed when he moved into the V8 Supercar league in 2009, while Bathurst winner Jason Bright was guest columnist in 2010.

In 2009 motoring moved back to Saturday to

become part of the Pulse lifestyle lift-out section.

I have been asked on many occasions how I manage to fit everything in to a given week.

"With much difficulty," is my stock reply, but if you are organised and diligently work to your deadlines then it does, somehow, manage to all fall into place.

What you also have to factor in is how much time you can afford being off on a vehicle press launch somewhere.

You usually have to put two days aside, even if the launch is done locally.

And many are, due to the many fantastic drivers' roads in the Albury-Wodonga region.

Those two days can cause many a late night either at the office or at home trying to play catch up.

Then again, I have met many wonderful people during these excursions and in some cases the places we visit have even come in handy for ideas for Out and About.

I don't own a car. I don't need to.

But since that first "monkey bum red" Beetle, 13 other cars have been registered in my name — most of them Volkswagens.

The 1958 Beetle was followed by a 1968 VW 1300 Beetle, a VW 1600 Type 3 Fastback, a VW 1600 Superbug, a VW Passat sedan, a VW Passat wagon, a VW Golf, a Mazda 323, an XY Ford Falcon, a Subaru Leone sedan, a Subaru wagon, an Alfa Romeo Type 33 and a Volvo 740.

Why the love of Volkswagens?

It all had to do with Eric Barber and the fact that he just happened to be at Weule's Used Cars in Urana Road, Lavington, at the same time my mum and I were in there looking around.

That night he knocked on the door and said he had a car for sale which just might suit me.

It was the 1958 Beetle and he wanted two hundred and fifty pounds for it (\$500).

I hadn't even considered a VW but as it was a good buy it was driven to 594 Heathwood Avenue where it sat for a couple of months, coming out only on weekends when my father had time to teach me how to drive.

On September 21, 1966, I went to the Albury Police Station to get my licence.

Constable O'Mulveeney took me for the test and even though I got one question wrong (what is the distance you dip your headlights to oncoming traffic?), he signed the paperwork and it was straight up to the motor registry office to make it all official.

I then drove my father back to work at Latchford Barracks at Bonegilla. After I dropped him off I was "free". No-one had to sit beside me anymore.

I was the only one of my circle of friends who owned a Volkswagen.

It was not what the Beetle could do, but how it did it

And it had a heater!

I had my one and only accident in that car, which necessitated a new bonnet and bumper bar and while those repairs were being carried out I decided it needed a new coat of paint.

The "monkey bum red" was converted to blue with a white blaze down either side.

That car and the other VWs which followed were reliable and economical and the "stroked" 1300 was one really quick motor car.

Not one of them ever let me down.

I still remember when Volkswagen was assembling in Clayton, Melbourne, going to their offices in Dandenong Road, Carnegie, to pick up press cars.

In the foyer was a small plaque which read: "*Few things in life work as well as a Volkswagen.*"

How true.

My secondhand XY Falcon was a disaster. After just three months it was traded.

Everything that could go wrong with a car went wrong with that one.

My last personal car was the Volvo 740 GL.

Not the sort of car you would expect a motoring journo to own, but it offered the now family of five space and comfort, with plenty of room in the boot for all our trappings.

That car had 350,000 kilometres on the odometer when I sold it.

It was as reliable as any of the VWs.

The industry standard of loaning press cars for a week has seen 2000-odd vehicles of many shapes and forms reside at the Starr residence.

More than one has been worth more than the house and everything in it!

The cars lent to me by local dealerships back in the late 1960s — early 1970s were straight off the showroom floor so care had to be taken to run up as little mileage as possible and not to dent them.

Today, manufacturers and importers have press fleets which they lend out for weeks at a time, but even they don't like them brought back in a sorry state.

It was also customary to have a young lady drape herself over the car for photographic purposes (frowned on today), but because of the very nature of the printing process back then, everything was in black and white.

Today, every photograph is in process, or full colour.

Since my entry into motoring journalism, just about every make of motor car has been tested — or at least driven — at some stage.

They range from a Rolls-Royce to a Goggomobile and even a de Tomaso Pantera.

Ah, the life of a car jockey!

While I have been told on many occasions that I have “the best job in Albury-Wodonga”, after you have completed your road test evaluation you still have to go back to the office, sit down at your computer and write about what is still essentially a box on wheels.

Embellishing on that every week sometimes gets very difficult!



*Blacklocks garage, Kiewa St, Albury, circa 1914. The Theatre Royal, which was built by Blacklock, became a cinema and in 1920 an open-air garden theatre was built at the rear. Centro Albury now stands on the site. – Photograph courtesy Howard Jones*



# C hronology

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**The author takes no responsibility as to the accuracy of the following dates. The majority of them reference the first time the particular business advertised in The Border Morning Mail/The Border Mail early general news section.**

**Readers with exact details are invited to contact the author at:  
starrdarryl@bigpond.com**

## 1892-1910

- 1892 Blacklocks** (Frederick C. Blacklock, Bob Spargo, Tony White), Kiewa St, Albury, High St, Wodonga, Melbourne Rd, Wodonga, cnr Wagga and Kaitlers Rds, Lavington – de Dion, Oakland, Hudson, Essex, Triumph, International Trucks, Terraplane, Ford, Daewoo, Fiat, Volvo, Jaguar, Land Rover, Crusader and Newlands caravans, Ssangyong, BMW, BMW motorcycles, Honda motorcycles, Piaggio, Vespa, Gilera scooters
- 1901 Lobbe & Sharp**, Macauley St, Albury – bicycle agents
- 1903 H. C. Mott and Co**, Albury – Crossley's Otto Gas and Oil engines
- 1903 Thomas Mills**, Kiewa St, Albury – Red Bird bicycles
- 1903 W. Kalbrunner**, Kiewa St, Albury – New Century bicycles
- 1904 Goold Bicycle Co**, Dean St, Albury – Red Bird bicycles
- 1904 West Motors (Bill West)**, Kiewa St, Albury – Cleveland, Chandler, Hispano Suiza, Holden, Vauxhall, Chevrolet, Overland, Pontiac, Buick, Bedford
- 1906 Mylon Motors (Patrick Mylon)**, High St, Wodonga – REO and GMC trucks
- 1910 Canada Cycle and Motor Co Ltd** (Albury branch – taken over by Jas. A. Davey same year)
- 1910 L. V. (Lou) Harris**, George St, then Dean St, Albury – Red Bird bicycles, motor vehicle repairs, Triumph motorcycles

## 1911-1920

- 1911 J. W. Barrow's Pearl Cycle and Engineering Works**, Olive St, Albury
- 1911 H. C. Pannach**, Olive St, Albury – Barb bicycles
- 1911 Robbins and Porter**, Dean St, then Kiewa St, Albury – motor vehicles repairs, aircraft
- 1911 J. R. Sexton**, Olive St, Albury - bicycles
- 1911 W. E. Matthews**, Sydney St (High St), Wodonga – bicycles and motorcycles - BSA and Super X
- 1918 R. H. Carter**, Dean St, Albury - bicycles
- 1918 R. G. Foley and Co**, Dean St, Albury - tyre repairs
- 1918 M. H. Buntz**, High St, Wodonga, coachbuilder and tyre fitter
- 1918 Prestney and Marsh**, Kiewa St, Albury - Overland
- 1918 Robert Sharp**, Dean St, Albury and Sydney St (High St), Wodonga – bicycles, Harley-Davidson, BSA motorcycles
- 1919 Beath and Boyd**, Swift St, Albury - Dodge
- 1920 Chas. A. C. Gribble**, Dean St, Olive St, Albury – Buick, Douglas motorcycles, Speedwell bicycles
- 1920 Neal and Dickason**, Kiewa St, Albury – Overland, Essex, Hudson, International trucks, Chandler, Cleveland, Chevrolet



*Thomson's motor works, High Street, Armadale, Melbourne, circa 1900*

## 1921-1930

- 1921 Irwin Bros**, Olive St, Albury – Excel bicycles  
**1922 A. Dihood**, Dean St, Albury - Oldsmobile  
**1922 Advance Garage**, Kiewa St, Albury  
**1922 H. W. Neale**, Kiewa St, Albury – Cleveland, Chandler, Italia  
**1922 S. A. Webb and Co**, Olive St, Albury – mechanical repairs  
**1923 Albury Auto Cars**, Dean St, Albury - Nash  
**1923 Albury Motors (Haydn Junghenn and Ted Henwood)**, Olive St, Macauley St, Albury then Townsend St, Albury, Olive St, Albury – Austin, Dodge, Mack Trucks, International Harvester trucks, Peugeot, Renault, BMW, Morris, Plymouth  
**1923 Albury Road Transport Pty Ltd**, Smollett St, Albury – general carriers  
**1923 C. Farrin Webb**, Townsend St, Albury – Invincible, J.A.P. motorcycles  
**1923 D. J. Barry**, Townsend St, Albury – Durant, Rugby, Wolseley  
**1923 Lynch and Jones**, Smollett St, Albury - Gray  
**1923 O. E. Scholz Central Garage (Otto Scholz)**, Olive St – Dort, Chrysler, Citroen, Republic trucks (later sold to racing driver Harry Beath)  
**1923 Sales and Service Station**, Townsend St, Albury – Studebaker, Chevrolet, Buick  
**1923 The Big Store**, Dean and David St, Albury - Austin  
**1925 Carkeek's Garage**, Wodonga - Gray  
**1925 Cayce Paul Motors**, Kiewa St, Albury - Studebaker  
**1925 C. Reis and Co**, Albury – Benz  
**1925 Ern Butcher**, Olive St, Albury – Douglas motorcycles  
**1925 E. A. Johnson**, Smollett St, Albury – Ajax, Nash  
**1925 Fitzalan Parkinson Motors**, Townsend St, Albury - Buick  
**1925 Fuller Motors, Dean St**, Albury - Crossley, Oldsmobile, REO, GMC, Leyland lorries  
**1925 G. N. Smith**, Olive St, Albury - AJS motorcycles  
**1925 Guy and Son**, Albury – REO trucks  
**1925 H. Wilson's Motor Garage (Harold Wilson)** - corner Kiewa and Smollett Sts, Albury - Vauxhall, Riley, Alvis, Bean, Morris  
**1925 A. McKenzie**, Dean St, Albury – Indian motorcycles, auto accessories  
**1925 M. S. McKechnie (Malcolm McKechnie)**, Townsend St, then Dean St, Albury – Standard, Alvis, Bentley  
**1925 Parkinson Motors**, Townsend St, Albury – Buick, Chevrolet  
**1925 R. Marshallsea**, Albury - Studebaker  
**1925 Townsend Garage (Frank Charles)**, Townsend St, Albury – Morris, Austin, Buick, Chrysler  
**1925 W. H. Moulder**, Albury and Wodonga – Star cars  
**1926 Advanx Tyre Service (Robinson and Pearse)**, Kiewa St, Albury  
**1926 Albury Cycle and Motorcycle Depot (G. N. Smith)**, Olive St, Albury - AJS, Waratah, Royal Enfield, Douglas Colonial, Velocette motorcycles  
**1926 Barry's Motors**, Dean St, Albury – Armstrong Siddeley  
**1926 Bartel Motors**, Wodonga (later Carkeek's) – Crossley, Rover, Oldsmobile  
**1926 Lowe and Henry**, Kiewa St, Albury - Rugby  
**1926 P. E. Mangan's Albury Cycle Works**, Townsend St, Albury – Cameo Clipper, Country Star bicycles  
**1926 P. M. Salles**, cnr Dean and Townsend Sts, Albury – Oldsmobile, Crossley  
**1926 Sam Bartrop Motorways**, Olive St, Albury – Bean, Clyno, Nash, Vauxhall  
**1926 Standard Motors**, David St, Albury – Overland, Oaklands, Pontiac, Hupmobile, Bentley, Swift  
**1927 Auto-Needs (W. H. Pratt)**, Dean St, Albury – Rudge-Whitworth, Triumph motorcycles



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1927 **Albury Auto Sales and Service Co**, Dean St, Albury - The Overland, Whippet, Falcon  
Knight, Nash, Ariel, Rover

1927 **C. W. Boyle and W. H. Pratt**, Dean St, Albury – Rudge-Whitworth, Triumph motorcycles

1927 **Lowe and Henry**, Kiewa St, Albury – Studebaker, Erskine, Rugby

1927 **Norman Dunn Pty Ltd**, Kiewa St, Albury – Chevrolet, GMC

1927 **Riverina Motors (H. J. Beath)**, David St, Dean St, Olive St, Albury – Chrysler, Morris, De Soto,  
Fargo, Fiat, Messerschmitt, Studebaker, Fiat

1927 **W. H. Pratt**, Dean St, Albury – parcel and passenger service

1928 **Bennett and Hornsby**, Dean St, Albury - Studebaker

1928 **C. E. Brown**, David St, Albury – Sunbeam, Armstrong Siddley, Standard

1928 **Dick and Mutsch**, David St, Albury – coach and motor body builders, general blacksmithing,  
rubber tyreing, motor spring repairs

1928 **J. L. O'Neill**, Wodonga - passenger and freight service

1928 **J. A. Lindner and Sons**, David St, Albury – mechanical repairs

1928 **James Gerrard**, George St, Albury – passenger/parcel service

1928 **Suttie's Garage**, cnr Smollett and Kiewa Sts, Albury - Rugby

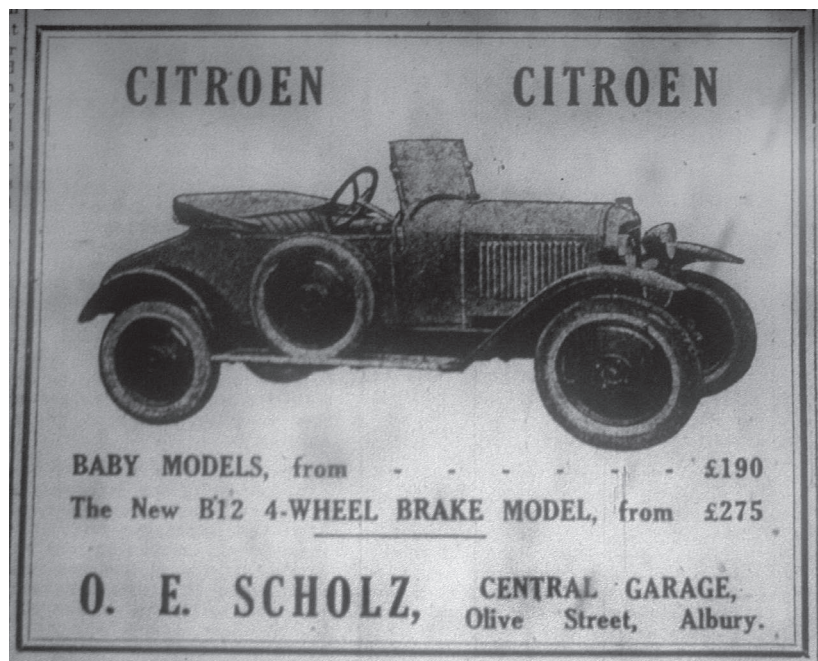
1930 **Central Motors (R. G. Mitchell)**, Kiewa St, Albury – Studebaker, Erskine, Singer

1930 **Federal Motor Garage (Buntz Bros)**, High St, Wodonga

1930 **Gordon Motors**, David St, Albury – Graham Paige

1930 **Hume Motors**, Townsend St, Albury (part of Blacklocks)

1930 **Regent Motors (Smith Bros)**, Dean St, Albury - Austin



## 1931-1940

- 1932 **Hurren's Cycle Works (Charles Hurren)**, Olive St, Albury – BSA, Malvern Star bicycles
- 1932 **J. A. Barnes**, Kiewa St, Albury – motor engineers
- 1932 **Jacob Group (Herman Jacob, Lionel Jacob, Neville Jacob)**, Commercial St, Walla, Melbourne Rd, Wodonga and Wagga Rd, Lavington - Toyota, BMW, Mini, Volkswagen, Lexus, Hino, Daihatsu
- 1932 **Jenks Motors**, Kiewa St, Albury – Morris, Chrysler, Plymouth, Chevrolet
- 1932 **Martin's Bus Service (Dick Martin)**, Stephen St, North Albury, David St, Albury, Fallon St, North Albury
- 1932 **Miley's Motors**, Dean St, Albury – spray painters
- 1932 **Smith Bros**, Kiewa St, Albury – tyre repairs
- 1932 **Tooles Motors**, High St, Wodonga - White trucks
- 1933 **Albury Motor Wreckers and Grinders**, Townsend St, Albury – Healing bicycles
- 1933 **Bockman's Depot**, then A. A. Bockman's Better Built Batteries (Arthur Bockman), David St, then Hume St, Albury - batteries
- 1933 **Dayble's Garage**, Olive St, Albury
- 1933 **Grills Motors (J. H. Grills)**, Olive St, then Kiewa St, Albury – Chevrolet, Pontiac, Auburn, Stewart trucks
- 1933 **Modern Motors (W. Robins)**, Dean St, Albury – mechanical repairs
- 1933 **Motor Spares Ltd**, David St, then Dean St, Albury – Master Sports bicycles
- 1933 **Servus Filling Station**, renamed 1937 Paco Service Station (Allen Fietz/John Whybrow) cnr Wilson and David Sts, Albury
- 1934 **Bert Seaton**, Dean St, Albury – motor accessories
- 1934 **Lanes Motors**, Olive St, Albury - Chevrolet, exchange engine service
- 1934 **Maples**, Dean St, Albury – Maples bicycles
- 1934 **Murray Valley Coaches**, Kiewa St, Albury
- 1934 **Regent Service Station and Motor Garage (W. Horne)**, Dean St, Albury - Austin
- 1934 **Roy Dixon**, Dean St, Albury – Speedwell bicycles
- 1934 **Toft's Radio and Sports Depot**, Dean St, Albury – Hartley bicycles
- 1935 **Battery Distributors**, Kiewa St, Albury – batteries and tyres
- 1935 **Globe Garage (E. B. McKeown, Keith Wood)**, Kiewa St, Albury – secondhand cars, Chrysler, Plymouth, Morris, Peugeot, Lloyd, Goggomobil, Wolseley, Riley, Goliath, Borgward, Renault
- 1935 **J. Swanston's Townsend Motors (Jack Swanston)**, Townsend St, Albury – Chevrolet, Oldsmobile, Maple Leaf
- 1935 **Ralph Robb**, Dean St, Albury – Speedwell bicycles
- 1936 **Champion Electric Service/J. A. Champion**, Olive St, Kiewa St, Nurigong St, Albury – auto electrician
- 1936 **Elliott's Motor Garage**, Kiewa St, Albury
- 1936 **F. A. Abbott and Co (Fred Abbott)**, Kiewa St, then corner Swift and Olive Sts, Albury – Ford, International Harvester (later Stradford Motors)
- 1936 **Gillespie's Motors**, Olive St, Albury – used cars
- 1936 **Hartley's Radio and Sports Depot**, Dean St, Albury – Hartley's bicycles
- 1936 **J. A. Wilson** – Speedwell bicycles, BSA motorcycles
- 1936 **Sam Cossor**, Townsend St, Albury – general vehicle repairs
- 1937 **Blight's Hume Highway Garage and Service Station (C.A. Blight then Wally Vickers)**, Mate St, North Albury
- 1937 **A. S. Anderson**, Wilson St, Albury – manufacturer of Comfy camping trailers
- 1937 **Beaurepaires**, cnr David and Dean Sts, Young and Dean Sts, Wodonga Place and Hume Sts, Albury, then Dallinger Rd, Lavington - tyres and repairs

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1937 **K. McLaughlin and Co**, Olive St, Albury – Stewart, Willys

1937 **Nolan Bros Sports Depot**, Dean St, Albury – NBS bicycles

1937 **Preston Motors**, Townsend St, Albury and Dean St, Albury – Holden, Vauxhall, Chevrolet, Pontiac, Nissan, BMW

1938 **Barnes and Britt Motor Garage**, David St, Albury

1938 **B.M. Motors**, Kiewa St, then Olive and Swift Sts, Albury – Hudson, Terraplane, Standard, Vanguard, Diamond T, Vanguard, Jaguar, Triumph

1938 **Collins Motor and Agency Co**, Olive St, Albury – Willys, Studebaker, Singer, Graham

1938 **Gribble's Austral Cycle Depot**, Olive St, Albury – Speedwell bicycles

1938 **Sharp's Tyre Works**, Kiewa St, Albury

1938 **Regent Service Station**, Dean St, Albury – Healing bicycles

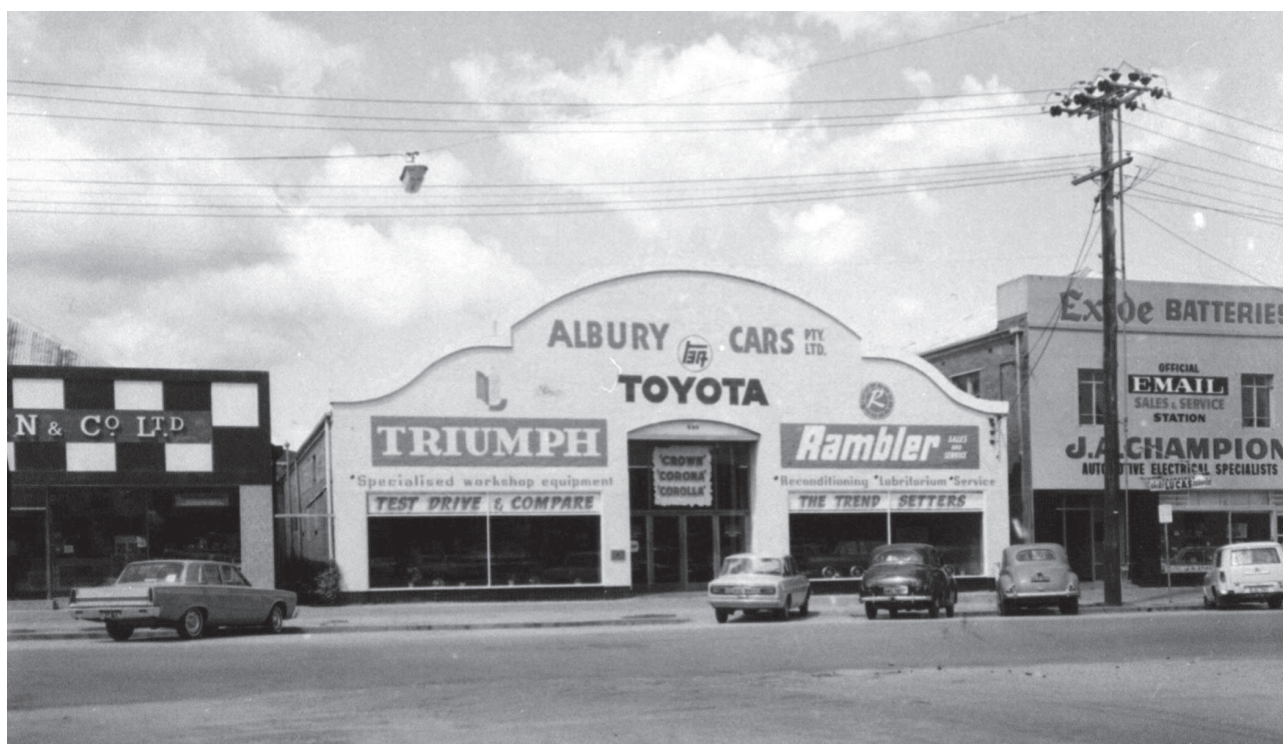
1938 **W. P. Horne**, Dean St, Albury – Healing bicycles

1938 **Abikhair's Garage (Jimmy Abikhair)**, cnr Mate and Fallon Sts, North Albury

1938 **Thomas Miller**, Smith St, North Albury – motor trimmer

1939 **J. E. (Jack) Gleeson**, David St, Albury, service and repairs

1940 **O'Neill's Radio and Car Service**, Sydney Rd, Wodonga



*Albury Cars, Kiewa Street, Albury 1968*



## 1941-1950

- 1941 R. E. Martin**, Olive St, Albury – Preston Star bicycles
- 1942 Bruce Small Pty Ltd**, cnr Dean and Olive Sts, Albury – Malvern Star bicycles, Royal Enfield, CZ motorcycles
- 1942 Marsh Helm's Cycle Works**, Dean St, Albury, Sydney St (High St), Wodonga – Hartley bicycles, Francis Barnett, Matchless
- 1944 Albury Tyre Service Pty Ltd (Arthur McDavitt)**, Kiewa St, Albury
- 1944 Riverina Implements (Ted Henwood, formerly of Albury Motors)**, David, then Kiewa St, Albury – Rover, International, Atkinson trucks
- 1946 Baker Motors (A. E. Baker, John Baker and sons)** Olive St, Albury – Fargo, Globe Trotter Caravans, BMC, Rolls-Royce, Mitsubishi, Hyundai, Subaru, Rover, Jaguar, Land Rover, Honda, Chrysler, Mercedes-Benz, Mazda commercials, Leyland trucks, Daihatsu
- 1946 Border Motor Panel and Lacquering Service (D. W. Gittings)**, Union Bank Lane, Albury
- 1946 Edgar Passant**, Olive St, Albury – Humber, Hillman, Sunbeam Talbot, Commer and Thornycroft trucks
- 1946 Riverina Motors and Motorcycles (D. Fugger)**, Kiewa St, Young St, Albury – AJS, Velocette, Douglas, Triumph, Panther, DKW
- 1946 Ted Easton Cycles**, Dean St, Albury – Healing bicycles
- 1946 Wiltshire Motors**, Volt Lane, Olive St, Albury - Ford
- 1947 D. J. Delarue**, Volt Lane, Albury – Leyland trucks
- 1948 Albury Spring Works**, Townsend St, Albury
- 1948 Haines and Becker**, Olive St, Albury – Kolloidal-Graph fuel additive
- 1948 Hume Highway Garage (Kevin McEvoy)** cnr Mate and North Sts, North Albury – Singer, Fiat, Alvis, Simca, Studebaker, Guy trucks
- 1948 Quick and Flynn ("Tiger" Quick and Jack Flynn)**, Wilson St, Albury, Wagga Rd, Lavington – Willys, Armstrong Siddeley and Mack trucks
- 1948 A. G. Robinson**, David St, Albury – Jowett Javelin, Bradford trucks
- 1948 Star Car Sales and Service Station**, Guinea St, Albury – Fiat. Now Shell Service Centre and Car Wash
- 1948 S.W.A. Motors**, Smollett St, Albury – mechanical repairs, Renault
- 1948 Bannon and Glen/Bannon and Forrest**, Mate St, North Albury - Rover and Land Rover
- 1949 Don Sutton**, Dean St, Smollett St, Albury – used cars
- 1949 Motor Traders (Vic) Pty Ltd**, Kiewa St, Albury, spare parts
- 1949 O. Klinberg**, Dean St, Albury – real estate agent, car and truck sales
- 1949 Ritz Car Sales**, Dean St, Albury – used cars
- 1949 R. W. Baker**, Sydney (High) St, Wodonga – BSA, Ariel, Sunbeam motorcycles, Master Sports cycles
- 1949 Seaton Agencies**, Dean St, Albury – auto auctions
- 1950 Paramount Cycle Works (John Ellis)**, Kiewa St, Albury – Master Sports and Road Chief bicycles
- 1950 Vickers and Watson**, Townsend St, Albury – Royal Enfield, JAWA, BSA motorcycles, Speedwell cycles

**1951-1960**

- 1951 AERCOY**, Hume St, Albury – mechanical repairs
- 1951 Albury Radiator Service (Keith Smith)**, David St, Townsend St, Albury
- 1951 Border Service Station (Peel family)**, cnr Ebden St and Wodonga Place, Albury – Simca, Freighter McGrath trailers, Lloyd-Hartnett, Albion
- 1951 City Auto Port (A. J. Monson)**, cnr Dean and David Sts, Albury – service station, Matador
- 1951 Clifton Motors (J. Cossor/C. Hoare)**, off Creek St, Albury – Jeep, Matador
- 1951 E. Gowland's Garage**, Wodonga – mechanical repairs
- 1951 Jim Matthew's Cycle Works**, High St, Wodonga, Jack Hore Place, Wodonga – Matchless, Indian, Francis-Barnett motorcycles, Peugeot, Hallmark, Swift, Rex bicycles
- 1951 Jack Skinner**, Townsend St, Albury - Renault
- 1951 Mead and Cargill**, Swift St, Albury – panel beaters, spray painters
- 1951 Modern Car Company**, Kiewa St, Smollett St, Albury
- 1951 Murray Caravans**, Ebden St, Albury
- 1951 R. W. Baker**, High St, Wodonga – BSA motorcycles, Master Sports bicycles
- 1951 Replacement Parts/RepcO**, Townsend St, Swift St, Young St, Albury, High St, Wodonga, Wagga Rd, Lavington
- 1951 Riverina Caravans**, Wodonga Place, Albury
- 1951 Riverside Motors**, Wodonga Place, Albury
- 1951 Seaton Motors Car Sales**, Dean St, Albury, High St, Wodonga, Melbourne Rd, Wodonga – Goliath, Peugeot, Renault, Simca, Chrysler, Jaguar
- 1952 A. G. Healing Ltd, Kiewa St**, cnr Dean and Macauley Sts, David, Swift, Kiewa Sts, Albury – spare parts
- 1952 Albury Car Exchange (A. B. Caban)**, Kiewa St, Albury - Citroen
- 1952 Bill Lane**, Ebden St, Albury – used cars
- 1952 Carter's Building**, Dean St, Albury – Goodyear tyres, Mayflower
- 1952 Clempson's (Andrew Clempson)**, Hume Highway, North Albury – Master Sports cycles, car radios
- 1952 G. G. Gregory Motors (Geoff Gregory)**, Mate St, North Albury, Townsend St, Albury - Volkswagen, Rover, Land Rover, Porsche, Studebaker, Volvo, Audi, Mazda
- 1952 G. W. Gordon**, Dick Rd, East Lavington – mechanical repairs
- 1952 Joe's Service Station**, Melbourne Rd, Wodonga – Perkins diesel engines
- 1952 Mick Hill Motors**, Hume St, Albury – panel beaters
- 1952 North Eastern Auto Wreckers**, High St, Wodonga
- 1952 O'Reilly Motors**, High St, Wodonga – mechanical repairs
- 1952 W. Fowler's Garage**, Swift St, Albury – mechanical repairs
- 1953 Albury Car Exchange**, Kiewa St, Albury
- 1953 Albury Universal Service**, Kiewa St, Albury – driving school
- 1953 Hav-A-Kar Motors (Ernest Jabara)**, Dean St, Albury
- 1953 Hoffman's Motor Service**, Lavington
- 1953 Lavington Car Sales and Service Station (Reg Weule)**, Urana Rd, Lavington - used cars
- 1953 McDonald and Horak**, Kiewa St, Albury – motor trimmers
- 1953 Myers Brothers**, Corella St, North Albury – mechanical repairs
- 1953 Ron Baker's Showrooms**, High St, Wodonga – Master Sports cycles
- 1953 Rupert Johnston**, Kiewa St, Albury – mechanical repairs
- 1953 Star Service Station/Star Auto Repairs (Les Paterson, Alan Miller)**, cnr Guinea and David Sts, Albury, Atkins St, South Albury - Fiat
- 1953 Wodonga Used Cars (W. Richardson)**, High St, Wodonga
- 1954 Albury Towing Service (George Seymour)**, cnr David and Guinea Sts, then Young St,

## Albury

- 1954 A. H. Rich**, Kiewa St, Albury – car detailing  
**1954 B.M.S. Engineering Co**, Olive St, Albury – mechanical repairs  
**1954 Border Caravans**, Wodonga Place, Albury, Wagga Rd, Lavington – Carapark, Viscount  
**1954 Hume Rubber Co**, cnr Townsend and Hume Sts, Albury  
**1954 Lavington Motors**, Urana Rd, Lavington - Volkswagen  
**1954 Lewis Motors**, Mate St, North Albury  
**1954 McBean and Lawson (R. A. & J. McBean)**, High St, Wodonga – auto electricians  
**1954 Milos Motors**, Melbourne Rd, Wodonga  
**1954 Motel Service Station (Jim O'Shannessy)**, Hume Highway, North Albury  
**1954 Riverside Auto Sales and Wreckers**, Wodonga Place, Albury  
**1954 Syd Smith The Car Doctor**, rear Seaton Motors, High St, Wodonga - Jaguar  
**1954 T&P Motors (Arthur Taskis, Don Petts)**, Wagga Rd, Lavington  
**1954 W. A. Mead**, Swift St, Albury – panel beater  
**1954 Wodonga Spring Works**, Gordon St, then High St, Wodonga  
**1954 Wodonga Used Cars (E. K. Wood/P. Williams, then W. Richardson)**, High St, Wodonga  
**1955 Ampol Service Station**, Waugh Rd, North Albury  
**1955 Auto Body Works**, Urana Rd, Lavington – panel beaters  
**1955 Bell's Cars Sales (Athol Bell)**, Dean St, Albury  
**1955 Bert Hanley Motors Co**, Waugh Rd, North Albury  
**1955 Lewis Auto Auctions**, Mate St, North Albury  
**1955 Mate St Autos**, Mate St, North Albury  
**1955 M. Rava and Co**, cnr Dean and Olive Sts, Albury – Malvern Star bicycles  
**1955 Myors Brothers Golden Fleece Service Station (D. & R. Myors)**, Mate St, North Albury  
**1955 Newmarket Motors (J. Klippel)**, cnr Old Sydney Rd (Borella Rd) and East St, East Albury  
**1955 Ron Beardmore**, High St, Wodonga – Mercedes-Benz, Skoda  
**1955 W. & H. Schmadicke (Bill Schmadicke, Paul Brown)**, Charles St, then Borella Rd, Albury –  
 VW service  
**1955 Transport Parks Pty Ltd Service Station**, Hume Highway, Wodonga  
**1956 Albury Motorcycles (L. Gulson, Reg Dale)**, cnr Mate St and Logan Rds, North Albury,  
**1956 Albury Trucking Station (Ron Hately, Bernard Dyball)**, Hume Highway, North Albury  
**1956 Alf Gale**, Kiewa St, Albury – motor trimmer  
**1956 Caltex Service Station (Ted Macklan)**, High St, Wodonga  
**1956 Gabriel Motors (Clem Gabriel)**, Cnr Mate and North Sts, North Albury  
**1956 J. M. Brown**, Union Bank Lane, Albury – motor trimmer  
**1956 Modern Motors (A. L. and E. M. Quick)**, Wagga Rd, Lavington – mechanical repairs  
**1956 North Albury Caravans (Ben Brunner)**, Corella St, North Albury – Roma caravans  
**1956 Squire's Motorcycle Sales and Service**, Alamein Ave, North Albury – Francis-Barnett  
**1956 Syd Smith Motors (Townsend St, Albury)** – Jaguar, Alfa-Romeo, Honda  
**1957 Albury Cars and Tractors/Albury Cars**, Kiewa St, Albury – Mercedes-Benz, Triumph,  
 Rambler, Toyota, Standard  
**1957 All-Ways Service Station**, Tallangatta Rd, Wodonga  
**1957 Ampol Service Station**, cnr Wagga Rd and Dick's Lane, North Albury  
**1957 East End Service Station**, Tallangatta Rd, Wodonga  
**1957 Gowland's Atlantic Service Station**, Tallangatta Rd, Wodonga  
**1957 G. Whitaker and Co**, South St, Wodonga – sub Ford dealer for Blacklocks  
**1957 H. B. Sales**, Townsend St, Albury  
**1957 Highway Service Station (Con Greven, then Jack Flynn/Jim Myors)**, cnr Mate and  
 Bellevue Sts, North Albury  
**1957 Miley's Car Sales (Paul Miley)**, Cnr Olive and Swift Sts, Albury – Holden



- 1957 **Motor Tyre Service**, Cnr Townsend and Ebden Sts, Albury – Goodyear tyres
- 1957 **Olive St Motors (A. E. Baker)**, Olive St, Albury – Austin, Chrysler
- 1957 **Preston Motors**, High St, Wodonga
- 1957 **Roy Hull Mechanical Repairs**, Centenary St, East Albury
- 1957 **Trailer Traders**, Macauley St, Albury – Hawthorn Caravans
- 1957 **Union Bridge Motors**, Nurigong St, Albury – Mercedes-Benz
- 1957 **Union Road Motors**, Union Rd, North Albury
- 1957 **Wodonga Auto Wreckers (Keith Wood)**, High St, Wodonga
- 1958 **Albury Engine Reconditioning Co**, Hume St, Albury
- 1958 **Albury and Riverina Diesel Service (Leo Kull)**, Wodonga Place, Albury
- 1958 **Burns Trimming Service**, Mate St, North Albury – upholstery and canopies
- 1958 **Capitol Auto Electrical Service Pty Ltd**, Townsend St, Albury – AWA car radios
- 1958 **East End Autos (Rupe Smith)**, Dean St, Albury
- 1958 **F. N. Edwards**, David St, Albury – mechanical repairs
- 1958 **Glen Batteries**, Young St, Albury, auto batteries and auto electricians
- 1958 **J. A. Lindner and Sons**, David St, Albury – mechanical repairs
- 1958 **Junction Service Station (George Benstead)**, Mate St, North Albury
- 1958 **Landliner Caravans**, Wagga Rd, Lavington – Viscount Caravans
- 1958 **Mac's Motel Service Station**, Hume Highway, Lavington
- 1958 **Milthorpe's Pty Ltd**, Mate St, North Albury and High St, Wodonga – Toyota commercials
- 1958 **National Tyre Service**, Wodonga Place, Albury
- 1958 **Riverina Motorcycles**, David St – BSA, Honda motorcycles
- 1958 **U.B. Autos**, Wodonga Place, Albury – used cars
- 1958 **Urana Rd Bodyworks**, Urana Rd, Lavington
- 1958 **Zeinert and McLeod Service Station**, cnr Kiewa and Smollett Sts, Albury and cnr Osburn and High Sts, Wodonga
- 1959 **A. & G. Smith**, Townsend St, Albury – Rabbit Rollomatic Scooters
- 1959 **Arthur Pickett's Ampol Service Station (Arthur Pickett, Max and Dudley Liston)** cnr Young and Guinea Sts, Albury
- 1959 **F. A. Avery Pty Ltd**, David St, Albury – Lukey Mufflers
- 1959 **Ebden Motor Repairs (Jim Brooder/Greg Sargeant)**, Ebden St, Albury – panel beaters
- 1959 **E. J. and D. J. Barber**, Urana Rd, Lavington - Volkswagen service
- 1959 **Golden Fleece Service Station (George Jory, Trevor Graeber)**, cnr David and Buckingham Sts, North Albury
- 1959 **Golden Fleece Service Station (Bob Hope)**, cnr Young and Swift Sts, Albury
- 1959 **Humeway Shell Service Station**, Hume St, Albury
- 1959 **John D. Duncan Cars Sales**, Wantigong St, North Albury
- 1959 **Lapco Parts**, Olive St, Albury – Chrysler/Dodge/De Soto/Plymouth/Simca
- 1959 **Lavington Service Station (Stan McClounan)**, Hume Highway, Lavington
- 1959 **Motel Car Sales**, Wagga Rd and Union Lane, North Albury – used cars
- 1959 **A. H. Rich**, Kiewa St, Albury – car detailers
- 1959 **Royal Servicentre (Bob Tilley)**, cnr Townsend and Hume Sts, Albury – Borgward
- 1959 **Shell Service Station (Wal Patterson)**, cnr Young and Smollett Sts, Albury
- 1959 **West End Car Sales**, Dean St, Albury
- 1960 **Ampol Service Station (Ron Moss)**, Stanley and Kiewa Sts, Young and Wilson Sts, Hume St, Albury – exhaust systems
- 1960 **BM Panel Works**, Urana Rd, Lavington
- 1960 **BP Service Station and Café**, Melbourne Rd, Wodonga
- 1960 **Cox Brothers**, Dean St, Albury – Electra bicycles
- 1960 **Golden Fleece Transport Station and Roadhouse (Eric Mugeli)** cnr High and Huon Sts, Wodonga

- 1960 Grand Prix Motors and Motorcycles (formerly Riverina Motorcycles)**, David St, Honda motorcycles, Lloyd cars, Messerschmitt, Goggomobil
- 1960 J. L. McDonald and Son**, Kiewa St, Knights Rd, North Albury – upholstery repairs
- 1960 Kiewa St Service Station**, cnr Kiewa and Smollett Sts, Albury – C. & A. McDonald (formerly Zeinerts)
- 1960 Leo Boers' Atlantic Service Station**, cnr Young and Swift Sts, Albury
- 1960 Malvern Star Stores**, Olive St, Albury – Malvern Star bicycles
- 1960 Martin's Ampol Service Station**, Wagga Rd, Lavington
- 1960 McDonald and Weel**, Kiewa St, Albury – motor trimmers
- 1960 Motel Service Car Sales**, cnr Waugh Rd and Union Rd, North Albury
- 1960 Nelson Brothers**, Olive St, South Albury – Caltex distributor
- 1960 Preston Motors**, Wagga Rd, Lavington
- 1960 Phil Azzi's Caltex Service Station (Phil Azzi)**, High St, Wodonga
- 1960 Railway Auto Port (Wal Patterson)**, cnr Young and Smollett Sts, Albury
- 1960 Roy Weule**, Urana Rd, Lavington – car detailer
- 1960 Security Used Cars**, cnr Wagga and Union Rds, North Albury
- 1960 Stan Steen**, Olive St, Macauley St, Albury – Speedwell bicycles, Honda motorcycles, Honda cars
- 1960 Wirlinga Auto Wreckers (Percy Williams)**, Old Sydney Rd, Thurgoona
- 1960 Zeinert Motors (Doug and Thelma Zeinert, then (1979-2008) Barry Richardson and Bill Scammell)**, High St, then Thomas Mitchell Drive, Wodonga – mechanical repairs



*Eight new 48/215 (FX) Holdens lined up outside the original Preston Motors in Townsend St, Albury in 1949. The company built new premises in Dean St beside the ambulance station. – Photograph courtesy Albury LibraryMuseum*

**1961-1970**

**1961 Border Brake Service**, Wodonga Place, Albury

**1961 Greg's Motor Sales and Repairs (Greg Anderson)**, Mate St, North Albury – Fiat, mechanical repairs

**1961 North Albury Auto Electrical Service**, Union Rd, Wagga Rd, North Albury

**1961 Paco Service Station**, cnr David and Wilson Sts, Albury

**1961 Pickett and Sargeant (Arthur Pickett, Stan Sargeant)**, cnr Young and Guinea Sts, Albury – tyre retailer

**1961 Riverina Radiators**, Olive St, Albury

**1961 Total Service Station (R. Young)**, cnr Hume and Townsend Sts, Albury

**1962 Albury Car Wreckers**, Wagga Rd, Lavington

**1962 BP Kiewa St Service Station (J. and K. Berkel)**, cnr Kiewa and Smollett Sts, Albury

**1962 North East Petroleum (David Bent)**, Young St, Albury, Hovell St, Wodonga - Shell distributor

**1962 Olive St Motors (F. Ross)**, Olive St, Albury

**1962 Regent Motors (Albury Pty Ltd)**, cnr Olive and Swift Sts, Albury – Rover, Land Rover, Volvo, Renault, Citroen, Nissan Datsun

**1962 Viscount Esso Servicentre (Frank Parnaby)**, cnr Young and Hume Sts, Albury

**1962 Winstanley's Tyre Sales**, Young St, Albury

**1962 Wodonga Tyre and Rubber (Roy Winstanley)**, Hume Highway, Wodonga

**1963 Blacklocks North Albury Used Car Yard**, Mate St, North Albury

**1963 Border Brakes and Steering Service**, Kiewa St, Albury

**1963 Esso Servicentre (Doug Carle)**, cnr Young and Swift Sts, Albury

**1963 Electric Motor Rewinding Co**, Wilson St, Albury

**1963 Gillett and Forrest (Kempsey Gillett/Alex Forrest)**, Ampol Distributors, South St, Wodonga

**1963 Humeway Service Station**, Hume St, Albury

**1963 Monson's Bus Services**, David St, Sth Albury

**1963 Murray Valley Radiators**, Atkins St, South Albury

**1963 Raisbeck's Driving School**, Albury

**1963 Reg Dale Motorcycles**, cnr Mate St and Logan Rd, North Albury - Honda

**1963 Riverina Motors Used Cars**, cnr Dean and Young Sts, Albury

**1963 Trevor Graeber's Ampol Service Station**, cnr Swift and Kiewa Sts, Albury

**1964 Albington Service Station (Vic Trickey)**, Wagga Rd, Lavington

**1964 Border Sales and Service**, Hume Highway, Albury, cnr Waugh and Union Rds, North Albury, Nurigong St, South Albury – Leyland, Daihatsu, Mercedes-Benz trucks

**1964 City Way Auto Port**, cnr Dean and David Sts, Albury

**1964 Convair Motors (John Baker)**, Dean St, Young St, Albury – Chrysler, Hillman, Dodge trucks

**1964 Goldie's Car Sales**, cnr High and Huon Sts, Wodonga

**1964 Hagan's Auto Electrical (Arthur Hagan)**, Olive St, Young St, Albury, Wagga Rd, Lavington, corner Melbourne Rd and Mulqueeney St, Wodonga, Kaylock Rd then Wagga Rd, Lavington

**1964 Joe Ratcliffe's Hospital Service Station**, Dean St, Albury

**1964 Lavington Towing and Crane Hire Service (Vic Trickey)**, Wagga Rd, Lavington

**1964 Matthew's Motors (Tom Matthews/Tony Bullivant)**, Urana Rd, Lavington

**1964 McMahan's Service Centre**, cnr Hume and Townsend Sts, Albury

**1964 Mobil Oil Depot (Bill Featherstone)**, Young St, Albury

**1964 Pemberton Auto Port (Frank and Gwen Hosie)**, cnr Thurgoona and Pemberton Sts, Albury

**1964 Percy Williams Auto Wreckers**, Sydney Rd, Thurgoona, later Bridge St, Albury

**1964 Reg Weule Used Cars**, Urana Rd, Lavington

- 1964 R.M. Sales (Ron Moss)**, Olive St, cnr Wilson and Young Sts, Hume St, Albury – Lukey Mufflers, spare parts
- 1964 Stradford Motors (Kel Stradwick)**, cnr Olive and Swift Sts, David St, Albury, Wagga Rd, Lavington – Ford
- 1964 Smithenbecker Motors (Alan Smithenbecker)**, Macauley St, Albury – Studebaker, Peugeot, Mazda
- 1964 Spencer Motors**, Townsend St, Albury – Mercedes-Benz, Rover, Land Rover, Volkswagen, Volvo
- 1964 Spencer Motors (Albury)/Regent Motors (Albury)**, Townsend St, Albury – merged under Spencer Motors banner
- 1965 Albury Cars**, High St, Wodonga – used cars
- 1965 Albington Car Sales (Vic Trickey)**, Wagga Rd, Lavington – Isuzu
- 1965 Albury Speed Shop**, Townsend St, Hume St, Albury – performance parts
- 1965 Berkel's Car Sales**, Wagga Rd, Lavington – used cars
- 1965 Frank Ross Motors (Frank Ross, J&R Auswald, M. Blomeley)**, Swift St, Kiewa St, Albury — Holden
- 1966 A. Bounader**, Watson St, Wodonga – tyre distributor
- 1966 Colquhoun Linder & Co (Bruce Colquhoun and Paddy Lindner)**, Nurigong St, South Albury – Land Rover, Rover, Volvo
- 1966 Doug Carle's Amoco Service Station**, cnr Young and Guinea Sts, Albury
- 1966 Wodonga Cycle Centre**, High St, Wodonga – Yamaha, Suzuki
- 1966 Dunlop Tyre Service**, cnr Hume St and Wodonga Place, Albury
- 1966 Esso Guinea Service Centre (George Knobloch)**, Guinea St, Albury
- 1966 Eric Collins Motors**, Corella St, North Albury – mechanical repairs
- 1966 Frank Ross Motors**, Five Ways, Wagga Rd, Lavington
- 1966 Goodyear Tyre Service**, Ebdon and Townsend Sts, Albury, Wagga Rd, Lavington
- 1966 Karinna Motor Accessories (Bill and Len Moon)**, David St, Albury
- 1966 Leo Kull Diesel and Auto Electrical Service**, Melbourne Rd, Wodonga
- 1966 Modern Motors**, Townsend St, Albury – Studebaker, Nissan-Datsun, Mazda
- 1966 Ray Kernaghan Car Sales/Ray's Prestige Cars**, cnr Union and Waugh Rds, North Albury, Young St, Albury
- 1966 Uniroyal Tyre Service**, Olive St, Albury
- 1966 United Tyre Service (Bob Hope)**, Young St, Albury
- 1966 Wodonga Engine Reconditioning Co Pty Ltd**, High St, Wodonga
- 1966 Wodonga Smash Repairs (Bill Nash)**, Hovell St, Osburn St, Wodonga – panel beaters
- 1967 A. A. Beazley's Radiator Repairs**, corner Osburn and Kendall Sts, Wodonga
- 1967 Albury Motors (Jim O'Shannessy/George Wiltshire)**, Macauley St, Townsend St, Albury – Renault, Peugeot, BMW, Mercedes-Benz
- 1967 Albington Car Sales**, Olive St, Albury - Nissan-Datsun, Yamaha, Kawasaki motorcycles
- 1967 Bob Crosby & Co Pty Ltd**, High St, Wodonga, Melbourne Rd, Wodonga – Austin Champ, Honda motorcycles
- 1967 Cliff Brill Body Repairs**, Townsend St, Albury
- 1967 Modern Esso Servicentre (Jack Hinchcliffe)**, High St, Wodonga
- 1967 Small Truck Sales**, Dean St, Albury
- 1967 Star Car Sales and Service (David Carrie and John Norwood)**, cnr David and Guinea Sts, Albury – Fiat, Jeep, Mitsubishi, Isuzu
- 1967 Tower Service Station (Kevin Rodgers and Reg Matthews)**, cnr High St and Nilmar Ave, Wodonga
- 1968 All Truck Repairs (Reg Petts)**, Smollett St, Albury, Union Rd, North Albury - Scania
- 1968 Albury Caravan Sales**, Wagga Rd, Lavington – Murrumba Star



- 1968 Albury Truck Sales (Barry Fisher)**, Wagga Rd, Lavington  
**1968 BP Wodonga Service Station (Ray Porta)**, High St, Wodonga  
**1968 City Motor Cycles**, Smollett St, Albury  
**1968 Fulford's BP Service Station**, Melbourne Rd, Wodonga  
**1968 Houlihan Petroleum (Kevin Houlihan)**, Albury – Mobil distributor  
**1968 Hume Caravans**, Wagga Rd, Lavington - Millard  
**1968 Miller Caravan Sales**, Wagga Rd, Lavington, High St, Wodonga – Millard, York, Starcraft  
**1968 Murray's Golden Fleece Service Station (Denis Murray)**, cnr Swift and Young Sts, Albury  
**1968 North Albury Auto Sales**, Wagga Rd, Lavington  
**1968 Terry O'Brien's Esso Servicentre**, cnr David and Wilson Sts, Albury  
**1968 Tower Tyre Service**, High St, Wodonga, Thomas Mitchell Drive, Wodonga  
**1968 Union Bridge Motors (Paddy Lindner)**, Nurigong St, Albury – Mercedes-Benz  
**1968 XL Service Station**, cnr Mate and North Sts, Albury  
**1969 Albury Brakes and Steering Centre Pty Ltd**, Townsend St, Kiewa St, Albury  
**1969 Arnold Motors (Marc Arnold)**, Townsend St, Wodonga Place, Albury - Volkswagen, Suzuki, Mazda, Audi, Lada  
**1969 Albury Marine Sports Co**, Wagga Rd, Lavington – Chesney, Regent, Pacemaker caravans  
**1969 Bob Jane Tyre Service/T-Marts**, Dean St, Hume St, Albury  
**1969 Connell and Bocquet**, Young St, Albury – car air conditioning  
**1969 David Knight's Esso Servicentre**, cnr David and Guinea Sts, Albury  
**1969 David Treloar Cycles**, Urana Rd, Lavington – Master Sports  
**1969 Fulford Enterprises**, Melbourne Rd, Wodonga – Coronet caravans  
**1969 Hartwig and McLean (Ken Hartwig)**, Melbourne Rd, Wodonga, Townsend St, Albury – Datsun, Kenworth  
**1969 Hospital Service Station (Barry and Margaret Wills)**, Dean St, Albury  
**1969 Hume Townsend Motors (Phil Attwood)**, cnr Hume and Townsend Sts, Albury – mechanical repairs  
**1969 Murray Motors**, Townsend St, Albury – Mercedes-Benz, Haflinger  
**1969 Ray's Prestige Cars (Ray Stean)**, Dean St, Albury. Wagga Rd, Lavington  
**1969 Railway Service Station (Ray Hartwig)**, Young St, Albury  
**1969 Terry O'Brien and Co Pty Ltd**, Racecourse Rd, Albury – Total Oils distributor  
**1969 Top Of The Town Used Cars**, Dean St, Albury  
**1969 Wodonga Caravan Centre (C. and D. Straub)**, High St, Wodonga - Franklin  
**1969 Ambassador Caravan Centre**, High St, Wodonga  
**1970 Albury Cars Used Car Division**, cnr David St and Waugh Rd, North Albury  
**1970 Albury Cars Pty Ltd/Albury Toyota**, Mate St, North Albury – Toyota, Rambler  
**1970 Albury Diesel Service**, Wodonga Place, Hovell St, South Albury  
**1970 Boomerang Motel Service Station**, Wagga Rd, Lavington  
**1970 Boomerang Tyre Service**, Wagga Rd, Lavington  
**1970 Border Brake and Clutch Service (K. and M. Falcke)**, Nurigong St, Albury  
**1970 British Leyland Motor Corp**, Hume Highway, Wodonga – Leyland, White trucks  
**1970 C.E.B.A.T.S.**, Hume St, Albury – engine, transmission reconditioning  
**1970 Continental Motors/Continental Checkpoint (Tony Alessi, John Norwood)**, Hume St, Albury – Fiat, Alfa-Romeo, Mazda, Suzuki, Volvo, Audi, Chrysler, Dodge, Jeep  
**1970 Joe's Service Station (Barlow family)**, Melbourne Rd, Wodonga  
**1970 Mike Johnston Motor Cycles**, Smollett St, Albury - Yamaha  
**1970 Millard Caravan Sales and Service Centre**, Wagga Rd, Lavington  
**1970 Ron Dale Motorcycles**, High St, Wodonga - Suzuki  
**1970 Rupe Smith Car Sales**, cnr Kiewa and Stanley Sts, Albury, Swift St, Albury – used cars  
**1970 Stateline Motorcycles (Bill Brennan)**, Mate St, North Albury/Wilson St, Albury – Suzuki, Kawasaki, Triumph, Hodaka, DKW Sachs  
**1970 Talbot Panel Repairs**, High St, Hovell St, Wodonga

**1970 WERCO**, High St, Wodonga – engine reconditioners

**1970 Wodonga Brakes and Steering Centre**, Bond Place, Beechworth Rd, Wodonga

**1970 Whitehouse Motorcycles (Roy and Steve Whitehouse)**, Wagga Rd, Lavington, David St, Young St, Albury and High St, Wodonga – Suzuki, Triumph, Moto-Guzzi, Yamaha, BMW motorcycles



*Dodges being assembled by Albury Motors staff at the 1947 Albury Sheep Show held in the old Dalgety's building (now Bunnings). – Photograph courtesy Brad and Kim Jones*

**1971-1980**

- 1971 Albury Auto Wholesalers**, Wagga Rd, Lavington
- 1971 Albury Auto Body Repairs (Harry McSpadden)**, Townsend St, Albury, Macauley St, South Albury – panel beaters
- 1971 Albury Caltex Service Centre**, Wagga Rd, Lavington
- 1971 Bill Stroud's Used Cars**, Wodonga Place, Albury
- 1971 Boomerang Tyre and Wheel Centre**, Wagga Rd, Lavington
- 1971 Border Motor Trimming and Upholstery (H. and I. Zikesch)**, High St, Hovell St, Wodonga
- 1971 Borg-Warner**, Kaitlers Rd, Lavington (later to be known as BTR, ION, Drivetrain Systems International – manufacturer of automatic transmissions)
- 1971 Darrell Smailes Car Radio**, cnr Hume and Kiewa Sts, South Albury – car audio and air conditioning
- 1971 Discount Car Sales**, Olive St, Albury – used cars
- 1971 Dyno Automotive (Tony Brooks)**, off Creek St, Nurigong St, Albury
- 1971 Ensign Tyre and Exhaust Centre**, cnr Dean and David Sts, Swift and Young Sts, Albury
- 1971 Firestone Tyre Safety Centre**, Young St, Albury and Melbourne Rd, Wodonga
- 1971 Highway Cycle Centre**, High St, Wodonga - Suzuki
- 1971 John Sharrock Motors**, High St, Osburn St, Wodonga
- 1971 Kevin Macklan Cars Sales**, High St, Wodonga – Bolwell kit cars
- 1971 Len Moon's Auto Gear**, Stanley St, Wodonga, David St, Albury
- 1971 M.A.N. Automotive Australia Pty Ltd**, Wodonga Place, Albury
- 1971 Phil Jones Motors**, Dean St, Albury, Nurigong St, South Albury – Fiat, Alfa Romeo, Volvo, BMW, Jensen-Healey, Porsche, Citroen, Lancia, Jeep
- 1971 Phillips Motors Pty Ltd (Peter Phillips)**, Kiewa St, Albury – Honda, Daihatsu
- 1971 Tracey's Motor Radiator Service**, Union Rd, Lavington
- 1971 Viscount Caravans (Clem Gabriel 1975)**, cnr High and Huon Sts, Wodonga
- 1971 Wirlinga Used Cars**, Old Sydney Rd, Wirlinga
- 1972 Albury Cars Pty Ltd Used Cars**, David St, Albury
- 1972 Albury Car Parts Industries**, North St, Albury - wreckers
- 1972 Albury Exhaust Centre (Graeme Sealey)**, Hume St, Albury, Wagga Rd, Lavington
- 1972 Alfarm Distributors**, Hume Highway, Albury – Ambassador, Viscount caravans
- 1972 Border Tracks and Bearings**, Watson St, Wodonga – Corvette Camper Trailers
- 1972 BP Tower Service Station (George Pappas)**, High St, Wodonga
- 1972 BP Twin Cities Service Station**, High St, Wodonga
- 1972 Brooklands-Machins**, Kiewa St, Albury – spare parts
- 1972 B.T.B. Engineering**, Watson St, Wodonga – radiator repairs
- 1972 Complex Auto Electrical Service (John Tame)**, Mate St, North Albury
- 1972 Jadean Motors**, Wagga Rd, Lavington – used cars
- 1972 Marshall Battery Centre**, Olive St, Albury
- 1972 McMaster Motors (Ian McMaster)**, Wagga Rd, North Albury – used cars
- 1972 Midway Trailers Albury**, Wagga Rd, Lavington
- 1972 New Power Motors (Russell Hook)**, Macauley St, Albury – exchange engines
- 1972 Pacesetter Car Wash/Pacesetter Sales**, Townsend St, Atkins St, South Albury – auto suppliers
- 1972 Phillips Car Sales (Ken Phillips)**, Dederang, High St, Wodonga, Tallangatta Rd, Wodonga, cnr David and Wilson Sts, Albury, Osburn St, Wodonga – Mazda, Honda, Subaru, Fiat, Audi, Volkswagen, Lada
- 1972 Sharrock-Holloway Industries Pty Ltd – John Sharrock Motors, High St, Wodonga/Ken Holloway's Golden Fleece Service Station**, cnr Young and Swift Sts, Albury/Allen F. Larkin Windscreen Sales, cnr Young and Swift Sts, Albury

- 1972 **The Market Car Sales**, David St, Albury
- 1973 **Border Bandag Tyre Service**, Kiewa St, Macauley St, South Albury
- 1973 **Civic Service Station**, cnr Kiewa and Swift Sts, Albury
- 1973 **Civic Car-A-Van World**, Swift St, Albury
- 1973 **Glen Earsman's Ampol Service Station**, Wagga Rd, Lavington
- 1973 **John Muller's BP Service Station**, Wagga Rd, Lavington
- 1973 **Len Donnelly Motors**, Wagga Rd, North Albury – Jeep, Crusader Caravans
- 1973 **Performance Motorcycles (John Bullock)**, Smollett St, Albury – Yamaha motorcycles
- 1973 **North Albury Tyre Service**, Wagga Rd, Lavington, Urana Rd, Lavington
- 1973 **Strauss Motors**, Fallon St, North Albury – mechanical repairs
- 1973 **Teissl Tyre Service (Manfred Teissl)**, Murray Valley Highway, Bandiana – Bridgestone tyres
- 1974 **Civic Automatic Transmission Centre**, cnr Kiewa and Stanley Sts, Albury, Urana Rd, Lavington
- 1974 **Economy Cars of Albury**, Wagga Rd, Lavington
- 1974 **Featherstone's Volvo Truck Sales**, Mate St, Albury
- 1974 **Kelly Carburettors**, Smythe St, Wodonga
- 1974 **Lusteroid**, cnr Kiewa and Hume Sts, Albury – automotive paints
- 1974 **Tony Hirst Motors**, High St, Wodonga – used cars
- 1974 **Transport Imports Pty Ltd (Greg Jackson)**, Macauley St, Albury – truck transmission and gear parts
- 1975 **Albury Motorcycle Services**, Townsend St, Albury. Wagga Rd, Lavington – OSSA, Hodaka
- 1975 **Albury Shockabsorber Centre**, Townsend St, Albury
- 1975 **B. J. Wreckers (Albury) Pty Ltd**, Abercorn St, South Albury
- 1975 **Blackie's Truck Sales/Jeff Eirth Truck Sales (Jeff Eirth)**, Urana Rd, Lavington, North St, Calimo St, North Albury – UD Nissan, Leader trucks
- 1975 **Century Batteries**, Mate St, North Albury
- 1975 **Complex Diesel Engineers Pty Ltd (David Lockhart/Richard Ziekesch)**, Wagga Rd, Lavington
- 1975 **GD Motors**, Atkins St, South Albury – mechanical repairs
- 1975 **Jen Charles Motors/Jen Charles Caravans**, Wodonga Place, Albury – used cars, caravans
- 1975 **New City Suzuki**, Townsend St, Albury – Suzuki motorcycles
- 1975 **Scotty Taylor Holden (Scotty Taylor)**, Melbourne Rd, Wodonga – Holden, Mercedes-Benz, Daihatsu, Franklin caravans
- 1975 **Tartan Car Sales**, David St, Albury – Skoda, used cars
- 1975 **Total Service Station**, Wagga Rd, Lavington
- 1975 **Twin City Caravans (John Templeton/Allan Lewis)**, High St, Wodonga, Melbourne Rd, Wodonga – Travelhome, Ranger, Viscount Caravans
- 1975 **Two State Truck Treads**, cnr Townsend and Hovell Sts, Albury
- 1976 **Albury Auto Wreckers**, Abercorn St, South Albury
- 1976 **Albury Marine Sports Co**, Wagga Rd, Lavington – Chesney caravans
- 1976 **Bartholomew's Truck and Machinery**, Hume Highway, Lavington - Kenworth
- 1976 **Bearing Service Centre**, High St, Hovell St, Wodonga, David St, Albury
- 1976 **Boomerang Motor Cycles**, Wagga Rd, Lavington – used motorcycles
- 1976 **Border Performance Supplies**, Mate St, Fallon St, North Albury
- 1976 **Bruce Motors (Jack Bruce)**, Townsend St, Albury
- 1976 **Campaway**, David St, Albury – Sunwagon, Topagee, Cabana caravans
- 1976 **Coronet Caravans**, High St, Wodonga
- 1976 **Dunlop Wodonga**, cnr Elgin St and Watson St, Wodonga
- 1976 **Highway Truck Centre**, Wagga Rd, Lavington - Volvo
- 1976 **Hospital Windscreen Centre**, Young St, Albury



- 1976 Howard Hardware Supplies**, cnr Hume and Townsend Sts, Albury – Bombardier trail bikes
- 1976 J & K Motors**, Wagga Rd, Lavington – used cars
- 1978 Reg Petts Swedish Motors (Reg and Marie Petts)**, Union Rd, North Albury, Wagga Rd, Lavington – Saab, Daihatsu
- 1976 Tom Herman's Diesel Repair Engineering Co**, Melbourne Rd, Wodonga
- 1977 Alan Cunningham Pty Ltd**, Kiewa St, Albury – used cars
- 1977 Albury Auto Clean (Andrew Gibbs)**, Hume St, Albury
- 1977 Albrite Auto Care (Marcus McMaugh)**, Kiewa St, Albury
- 1977 Albury Datsun Centre**, Townsend St, Dean St, Albury – Datsun
- 1977 Albury Motors (77) Pty Ltd (John Baker)**, Townsend St, Olive St, Albury – Mercedes-Benz, Peugeot, Jaguar, Honda, Renault
- 1977 Auto Mobile (Dick Winslett)**, Wagga Rd, Lavington – used cars
- 1977 B & H Car Parts**, Mate St, North Albury, Olive St, Albury
- 1977 Farmlife Motorcycles**, Dean St, Albury
- 1977 Kenjul Car Accessories and Lube Supplies**, Ebdon St, Albury
- 1977 Ken Holloway Motors Pty Ltd**, High St, Wodonga – used cars
- 1977 Kelly (Kelly-Jacka) Carburettors**, High St, Wodonga – carburettors, fuel pumps
- 1977 Lavington Auto Sales (Peter Dent)**, Wagga Rd, Lavington
- 1977 Penney Wight Petroleum**, cnr Guinea and David Sts, Albury, High St, Wodonga
- 1977 Sutherland's Tyre Service Pty Ltd**, Hume Highway, Wodonga
- 1977 Wodonga Toyota**, Melbourne Rd, Wodonga
- 1978 A. A. & M. J. Achammer**, Wagga Rd, Lavington – mechanical repairs
- 1978 Albury Panel and Windscreen Service**, Clarke St, Albury
- 1978 Albury Windscreen Supplies**, cnr Wagga and Vickers Rds, Lavington
- 1978 B & J Auto Electrics**, cnr Hume and Townsend Sts, Albury
- 1978 BS & S (Albury) Pty Ltd**, Nurigong St, South Albury – used cars
- 1978 Caltex Service Station**, Melbourne Rd, Wodonga
- 1978 D & B Diesel Engineers (David and Bernadette Lockhart)**, Union Rd, North Albury, Dallinger Rd, Lavington – Mack, Mercedes-Benz
- 1978 Ensign Tyres Wholesale Division**, Wilson St, Albury
- 1978 Girlock-Patons**, Nurigong St, South Albury – brake specialists
- 1978 John Adams Brakes and Steering**, High St, Wodonga
- 1978 Jackson's Truck and Trailer Spares (Greg Jackson)**, Wilson St, Albury
- 1978 John Muller's BP Service Station**, Kiewa St, Albury
- 1978 Ken Goff Tools and Equipment**, Townsend St, David St, Albury
- 1978 Kevin Williams Car Sales**, David St, Albury – used cars
- 1978 Lavington Auto Wreckers**, Metry St, North Albury
- 1978 Lucas Industries**, Elgin St, Wodonga – auto electrical
- 1978 McCracken Auto Body Repairs**, Boronia St, North Albury
- 1978 Melrose Motors (Paul Stiler, Noel Weekley)**, cnr Melbourne Rd and Melrose Drive, Wodonga
- 1978 Quinlan's Auto Spares**, Townsend St, Albury
- 1978 Redwood Car Radio**, Church St, Wodonga
- 1978 Reg's Auto Centre**, Smollett St, Albury
- 1978 Riverina Caravans**, High St, Wodonga - Windsor
- 1978 Shell Albury Superwash (David and Elizabeth Carrie)**, cnr David and Guinea Sts, Albury
- 1978 Twin City Car Sales**, Wagga Rd, Lavington
- 1978 Waugh Road Motors**, Waugh Rd, North Albury – used cars
- 1978 Wodonga Datsun**, Melbourne Rd, Wodonga
- 1979 Albury Electroplaters**, Borella Rd, East Albury
- 1979 Albury Tyre and Wheel Mart**, Young St, Albury

- 1979 Bob Mannering Ampol Service Station**, Young St, Albury  
**1979 Border Tyre Service**, Urana Rd, Lavington  
**1979 B.S.P. Panels**, cnr McDonald and Griffith Rds, Lavington  
**1979 Car-A-Sel Motors**, cnr Mate and Fallon Sts, North Albury, High St, Wodonga – used cars  
**1979 Centreline Steering (Des Schubert)**, Thomas Mitchell Drive, Pearce St, Wodonga – steering specialists  
**1979 Duncan Truck Service (Greg Duncan)**, Wagga Rd, Lavington, North St, Albury – Ford and Western Star trucks  
**1979 J. P. Semi Trailer Services and Spares**, Townsend St, Albury, Fallon St, North Albury  
**1979 Laurie Power Motor Trimming and Upholstery**, Mate St, North Albury  
**1979 Les Waldron Car Sales**, Wagga Rd, Lavington – used cars  
**1979 Ming Auto Protection**, Hume St, Albury  
**1979 Moccaskin Shack**, Wagga Rd, Lavington, Hume St, Albury, Thomas Mitchell Drive, Wodonga – vehicle seat covers  
**1979 North Albury Windscreen Supplies**, cnr Wagga and Vickers Rds, Lavington  
**1979 O'Neill's Autos**, cnr Hovell and South Sts, Thomas Mitchell Dve, Wodonga – mechanical repairs  
**1979 Riverina Gas Services**, Thomas Mitchell Drive, Wodonga – LPG fitting  
**1979 Riverina White Trucks Pty Ltd**, Wagga Rd, Lavington, Boronia St, North Albury  
**1979 Seaton Car Sales**, cnr Young and Swift Sts, Albury  
**1979 T. F. Smash Repairs**, Calimo St, North Albury  
**1979 Twin City Truck Services**, cnr Kiewa and Nurigong St, South Albury – Volvo, Saab-Scania  
**1979 Twin City Truck Sales (Colin Ginnivan, Chris Dziedzic and Neville Farrugia)**, Melbourne Rd, Wodonga - McKoy St, Wodonga – Volvo, Isuzu, Kenworth, DAF  
**1979 Two State Truck Treads**, Townsend St, Albury  
**1979 Unipart Albury**, cnr Young and Wilson Sts, Albury – spare parts  
**1979 Vincent Pica Car Sales**, High St, Wodonga – used cars  
**1979 Wagga Rd Smash Repairs**, Wagga Rd, Lavington  
**1979 Wilson Tower Tyre Service**, High St, Wodonga  
**1979 Wodonga Automatic Transmission and Power Steering Centre (Colin Kendall)**, Tallangatta Rd, Wodonga  
**1980 Albury Auto Body Repairs**, Macauley St, Albury  
**1980 Bridge Street Wreckers**, Bridge St, South Albury  
**1980 Caprice Motors**, Nurigong St, South Albury  
**1980 Country Wide LP Gas**, cnr Osburn and Kendell Sts, Wodonga  
**1980 Graeme Hargreaves Specialty Repairs**, Guinea St, Albury  
**1980 Home Tune (Peter Daly)** – mobile mechanic  
**1980 Independent Tyre Service**, Hume Highway, Wodonga  
**1980 Jones and Cribb Paint 'n Panel (Brad Jones, Phillip Cribb)**, Creek St, Albury  
**1980 Motor Trans Automotive Transmissions/Motor Trans**, North St, Drome St, Macauley St, Albury – differentials, transmissions  
**1980 Parma-Cycles**, Tower Place, Wodonga – Malvern Star bicycles  
**1980 Ray Dallinger's Auto Electrical Repairs**, Olive St, Albury, Urana Rd, Lavington  
**1980 Riverina Truck Wheel Align**, cnr Hovell and Huon Sts, Wodonga  
**1980 Stockholm Motors (Mike Andrews)**, Townsend St, Albury, High St, Wodonga – Volvo, Suzuki  
**1980 Wodonga Windscreen Repairs**, High St, Wodonga

**1981-1990**

- 1981 Aldonga Engine Reconditioning Pty Ltd**, Wodonga St, Wodonga  
**1981 Bridge Street Used Cars**, Bridge St, South Albury  
**1981 Collishaw's Car Repairs (David and Lynn Collishaw)**, cnr Reid and Osburn Sts, Wodonga  
**1981 General Automatics**, cnr Young and Swift Sts, Albury  
**1981 Honda City Cycles**, Macauley St, Albury  
**1981 Lavington Cycles**, Urana Rd, Lavington  
**1981 Moon's Motors (Bert Moon)**, Nurigong St, Albury  
**1981 N.A.L. Auto Electrics**, Urana Rd, Lavington  
**1981 Riverina Bearings**, David St, Albury  
**1981 Uneeda Brake and Clutch Co**, Thomas Mitchell Drive, Wodonga  
**1982 A & D Border Radiator Service**, Nurigong St, South Albury  
**1982 Albury Instrument Sales and Service**, Mate St, North Albury, Griffith Rd, Lavington  
**1982 B & J Glasgow Auto Electrical Repairs**, Townsend St, Albury  
**1982 Bernie's Auto Spares**, Thomas Mitchell Drive, High St, Wodonga  
**1982 Bob Williams Auto Wreckers/Bob Williams Car Sales**, North St, North Albury  
**1982 B.F. Panels (Bob French)**, Knights Rd, North Albury  
**1982 Border Stripes**, Romani Drive, North Albury, Haven Place, Lavington  
**1982 Bramley Filter Brake and Clutch Pty Ltd**, Macauley St, Albury  
**1982 Calimo Motors (Frank Chalupa)**, Sanders Rd, Lavington  
**1982 Col Peacock Smash Repairs**, cnr Elgin and Mulqueeny Sts, Wodonga  
**1982 Cycle Country**, Macauley St, Albury - Honda  
**1982 Deanshaw Vinyl Repair Service**, Prune St, Lavington  
**1982 Dunlop Olympic Tyre Service**, cnr Catherine Cres and Dallinger Rd, Lavington  
**1982 Graeme Wild Auto Body Repairs**, Kendall St, Wodonga  
**1982 John Hossack 4WD Equipment and Camping Centre**, Parkinson St, Albury, Mate St, North Albury, Leslie Drive, North Albury – off-road accessories and camping gear  
**1982 Mate Street Motors (Garry Dunkerley)**, Mate St, North Albury – used cars  
**1982 Quickfit Mobile Windscreens Pty Ltd**, Wodonga  
**1982 Ron Wainwright Panel N Paint Repairs**, Townsend St, Albury  
**1982 Shell North Albury Transport Terminal**, Kaitlers Rd, Lavington  
**1982 TDC Automotive**, Hovell St, Albury  
**1982 Tidy Car (Doug Brockfield)**, Wodonga  
**1983 Albury Motorcycle World (Dave Mallett, Lyle Williamson)**, Wodonga Place, Townsend St, Albury  
**1983 Albrite Auto Care**, Kiewa St, Albury  
**1983 Brian Lloyd Toyota**, Melbourne Rd, Wodonga, Mate St, North Albury – Toyota, AMC  
**1983 Cenewill Pty Ltd (John Stevenson)**, Union Rd, North Albury –Valvoline distributor  
**1983 Clark Smash Repairs**, Calimo St, North Albury  
**1983 Gilray Motors (Des Gillett/Ray Stean)**, Wagga Rd, Lavington – used cars  
**1983 Highway Panels (Peter Featherstone)**, Mate St, North Albury  
**1983 Max Carmody Motors**, Olive St, Townsend St, Albury  
**1983 Norm Simpson Cars Sales**, Huon St, Wodonga – used cars  
**1983 North Albury Panels (Ken McLean)**, Union Rd, North Albury  
**1983 Patons Brakes**, Townsend St, Albury  
**1983 Phil's Custom Steel**, Wagga Rd, Lavington – street rod customs  
**1983 Robb's Auto Repairs (Graham Robb)**, Griffith Rd, Lavington  
**1983 Roundabout Motors (George Sigg)**, Union Rd, North Albury  
**1983 Saab Scania Australia Pty Ltd**, Wagga Rd, Lavington – truck sales

- 1983 **Smith and Evans (Graham Smith/Bob Evans)**, Young St, Albury – motor vehicle repairs
- 1983 **Stevron Spray Painting Services**, Richs Lane, Albury, cnr Calimo and Fallon Sts, North Albury
- 1983 **Talgilla Pty Ltd BP Distillate Truck Stop**, Hovell St, Wodonga
- 1983 **Unipart Do-It-Yourself Centre**, Wagga Rd, Lavington
- 1983 **Wodonga Car World (Brian Reed/Tod Reed)**, High St, Wodonga, Melbourne Rd, Wodonga  
– Proton, TATA, Alfa Romeo, Citroen, Fiat, Winnebago
- 1984 **Albury Shockabsorber Centre**, Townsend St, Albury – suspension systems
- 1984 **Albury Instruments (Bill Rose)**, Mate St, North Albury – speedometers, gauges
- 1984 **Albury Service Centre (Tom Cawood)**, cnr Townsend and Hume Sts, Albury
- 1984 **Albury Car Care Service (Tom Richards)**, Urana Rd, Lavington – car detailer
- 1984 **Albury Engine Reconditioning**, Guinea St, Albury
- 1984 **Albury Nissan**, Dean St, Albury - Nissan
- 1984 **B & J Clarke Caravans**, Wagga Rd, Lavington
- 1984 **Barlow Bros**, High and Mulqueeney Sts, then Trafalgar St, Wodonga,
- 1984 **Big W Service Centre**, Griffith Rd, Lavington
- 1984 **Belvoir Driving School**, Wodonga
- 1984 **Big Chief's Trading Post**, David St, Albury, Hume St, Albury - Thomas Mitchell Drive,  
Wodonga
- 1984 **Bike-Fix Motorcycle Repairs**, Thomas Mitchell Drive, Wodonga
- 1984 **Border Auto Auctions**, Hume Highway, Wodonga
- 1984 **Border Dyno (Peter Robinson/Mick Martin)**, High St, Wodonga
- 1984 **Border Motor Trimming and Upholstery**, Hovell St, Wodonga
- 1984 **Brian White**, Dean St, Albury - BMW
- 1984 **Buffalo Motors (Kevin Quinn/Bob Anderson)**, Mate St, North Albury – used cars
- 1984 **Burson Automotive Parts and Accessories**, Mate St, North Albury, Wagga Rd, Lavington
- 1984 **Buzz's Bikes and Bits (John Sutherland)**, Dean St, Townsend St, Albury
- 1984 **C & C Auto Gear**, Stanley St, Wodonga
- 1984 **Carclean (Bob Addison)**
- 1984 **Dario Specialty Repairs**, Guinea St, Albury
- 1984 **Geoff McMahon Enterprises**, Wagga Rd, Lavington – used cars
- 1984 **Graeme Trinder Superior Car Specialist**, Waugh Rd, North Albury – used cars
- 1984 **GilRay Motors**, Wagga Rd, Lavington – used cars
- 1984 **Grealy's Motors**, Reid St, Wodonga
- 1984 **Hopea Vinyl Services**, Nurigong St, South Albury
- 1984 **Independent Truck Sales**, Wagga Rd, Lavington
- 1984 **Jim Azzi's Service Centre**, Hovell St, Wodonga, Mint St, Wodonga –mechanical repairs
- 1984 **John N. Adams**, Mulqueeney St, Wodonga – brakes and steering specialist
- 1984 **Kolisnyk Panels (Tolie Kolisnyk)**, Knight Rd, North Albury – panel beater
- 1984 **Leon Briggs Motors**, High St, Wodonga
- 1984 **McRae Motors (Rod McRae/Michael Blomeley)**, Melbourne Rd, Wodonga – Holden,  
Mercedes-Benz, Isuzu trucks, Daihatsu, Kia, Nissan, Volkswagen, Audi, SEAT
- 1984 **McLeish & Moorefield Auto Electrics**, Thomas Mitchell Drive, Wodonga
- 1984 **Micchia Golden Fleece Service Station**, Melbourne Rd, Wodonga
- 1984 **Mid City Service Station (Tommy and Daphne Groch/Mal Rapsey)**, cnr David and Wilson  
Sts, Albury
- 1984 **Monstye Brake and Clutch (Graham Jacobs/Brendan Dodd/Bill Washington)**, Union  
Rd, then Wagga Rd, Lavington
- 1984 **North Albury Wheel Alignment Centre (Barry Dye)**, Knights Rd, North Albury
- 1984 **North Eastern Truck Wreckers**, High St, Wodonga
- 1984 **Performance Motorcycles (Mick Johnson)**, Wagga Rd, Lavington – Harley-Davidson



- 1984 Portatune**, Union Rd, North Albury
- 1984 Radiant Auto Care**, Kiewa St, Albury – car detailing
- 1984 Retallick Motors (Ian Retallick)**, Nurigong St, South Albury
- 1984 Severino Motors (Denis Severino, Graeme Trinder)**, Waugh Rd, North Albury – used cars
- 1984 Southpoint Automotive Services**, Hovell St, South Albury – motor vehicle repairs
- 1984 Super Stainless**, Nurigong St, South Albury – exhaust systems
- 1984 The Albury Motor Garage**, Kiewa St, South Albury
- 1984 Warwick Golding**, Hovell St, Wodonga – car detailing
- 1984 Windscreens O'Brien (Alan Pankhurst)**, Wagga Rd, Lavington, Young St, Albury
- 1984 Wodonga Springworks and Suspension Centre**, High St, Wodonga
- 1985 Albury Toyota**, Wagga Rd, Lavington
- 1985 Albury Truck Repairs and Auto Electrical Service**, Wagga Rd, Lavington
- 1985 Allbrell's Autocare**, Dean St, Albury
- 1985 Autoscene**, Melbourne Rd, Wodonga – used cars
- 1985 Baz-McMahon Car and Trailer Sales (Mick Baz/Geoff McMahon)**, Wagga Rd, Lavington
- 1985 Big Used Car Centre (Graeme and Craig Trinder)**, Wagga Rd, Lavington
- 1985 Bob Williams Pty Ltd**, Wagga Rd, Lavington – used cars
- 1985 Border Auto Wreckers**, Hume Highway, Wodonga
- 1985 Dan's Auto Repairs**, cnr Mate and Fallon Sts, North Albury
- 1985 Graham's Auto Spares**, North St, Albury
- 1985 Graham Smith's Car Sales**, North St, Albury
- 1985 Hartwig Trucks**, North St, Albury, Wagga Rd, Lavington – UD, Ford
- 1985 Kmart Auto and Tyre Service**, Smollett St, Townsend St, Albury
- 1985 Kerry's Low Cost Car Hire**, Knight's Rd, North Albury
- 1985 L. W. and M. B. Tooley**, Thomas Mitchell Drive, Wodonga – panel beaters
- 1985 Marc Arnold Motors**, Melbourne Rd, Wodonga – used cars
- 1985 Matthew's Cycles**, Jack Hore Place, Wodonga – Repco cycles
- 1985 McVean's Truck and Trailer Repairs**, Abercorn St, South Albury
- 1985 MJR Automotive (Mal Rapsey)**, Drome St, Albury – automotive repairs and wreckers
- 1985 Novus Windscreen Repairs**, Urana Rd, Lavington, Kooba St, North Albury, Melbourne Rd, Wodonga
- 1985 Nurigong Muffler Factory**, Nurigong St, South Albury
- 1985 On Line Tyres & Accessories/Online Motorcycles (Trevor and Jeff Bruce)**, Townsend St, Albury - Nurigong St, Albury, Dean St, Albury, Young St, Albury – BMW, Honda, Ducati motorcycles
- 1985 Shock Absorber Improvements Pty Ltd/Drummond Motorsport (Jamie Drummond)**, Reid St, Wodonga
- 1985 Star Auto Repairs**, cnr David and Guinea Sts, Albury, Atkins St, South Albury – mechanical repairs
- 1985 Stephen Tanner Automotive Services**, Hovell St, Albury
- 1985 Stockade Motors**, Mate St, North Albury – used cars
- 1985 The Used Car Company**, cnr Melrose Drive and Melbourne Rd, Wodonga
- 1985 Tidy Car (Bill and Lia Sargeant)**, Calimo St, North Albury
- 1985 Wodonga Mobile Windscreen Centre**, Thomas Mitchell Drive, Wodonga
- 1985 Wodonga Motor Trimmers**, Pitmedden St, Melbourne Rd, Wodonga
- 1986 ADCO Petroleum (Don Smith)**, Macauley St, South Albury, Hovell St, Wodonga
- 1986 Albrite Auto Care**, Kiewa St, Albury – car detailers
- 1986 Albury Car Parts**, Drome St, Albury
- 1986 Albury Communications**, Nurigong St, Albury – radar detectors, CB radios
- 1986 Autoscene**, Melbourne Rd, Wodonga – used cars

- 1986 B & F Motors**, Michael Drive, Wodonga – mechanical repairs  
**1986 Barry's Engine Rebuilding**, Townsend St, Albury  
**1986 Bianchin's Smash Repairs**, Sanyo Drive, Wodonga  
**1986 Big Top Used Car Centre**, Wagga Rd, Lavington  
**1986 Brad Jones Auto Care**, Creek St, Albury  
**1986 Collins' Hospital Service Station**, cnr Dean and Creek Sts, Albury  
**1986 Creative Cars**, Dean St, Albury - customising  
**1986 Des Gillett Car Sales**, Wagga Rd, Lavington – used cars  
**1986 Detroit Engine and Turbine Co**, Hovell St, Wodonga  
**1986 ENZED Fluid Connectors**, Swift St, then cnr Young and Wilson Sts, Albury  
**1986 Federation Driving School (Tony Ewart)**, Wodonga  
**1986 Graeme's Car Care Centre (Graeme Dennis)**, Buckingham St, North Albury, then Ramsden Dve, North Albury  
**1986 Jacob Toyota (Neville, Susan Jacob)**, Melbourne Rd, Wodonga – Toyota, BMW, Lexus  
**1986 Les McKenna Motors**, Waugh Rd, Lavington – used cars  
**1986 Mobil Tower Service Station (Doug and Carol Collins)**, Beechworth Rd, Wodonga  
**1986 Moroso Products**, South St, Wodonga – custom parts  
**1986 North-End Engine Services**, Sanders Rd, Lavington – mechanical repairs  
**1986 Rare Spares**, Reid St, Thomas Mitchell Dve, Wodonga – Ford and Holden parts  
**1986 Regent Motors**, cnr Swift and Olive Sts, Albury – Rover, Land Rover  
**1986 Southpoint Automotive Services**, Hovell St, South Albury – automotive repairs  
**1986 TC's Used Car Company**, Melbourne Rd, Wodonga  
**1986 TransAction**, cnr Swift and Young Sts, Albury – automatic transmissions  
**1986 Wheeltown Car Sales (Russell Cooper)**, Melbourne Rd, Wodonga — Mazda, Subaru  
**1986 Wodonga Brake and Clutch**, High St, Huon St, Wodonga  
**1987 Albury Hyundai**, Olive St, Albury  
**1987 Auto Precision (Shayne Bownds)**, Ried St, Wodonga  
**1987 Albury Filters**, Garland Avenue, North Albury  
**1987 Berkel's Car Repairs (Peter Berkel)**, Wagga Rd, Lavington  
**1987 Borderland & District Windscreen Services**, Lloyd St, Wodonga  
**1987 Buller's Paint Supplies (Robert and Christine Buller)**, cnr Kiewa and Nurigong Sts, South Albury  
**1987 Good Cheap Cars**, Wagga Rd, Lavington – used cars  
**1987 Hume Exhaust (Tom Cawood)**, Hume St, Albury  
**1987 Inter Trucks Pty Ltd**, Kiewa St, Albury – International trucks  
**1987 Ken Holloway Motors**, High St, Wodonga  
**1987 Just Rubber**, Wagga Rd, Lavington - tyres  
**1987 K. & L. Meredith Mobile Tune and Repair**, Serpentine St, Wodonga  
**1987 Martin Schilg**, Albury – mobile mechanic  
**1987 McLeish & Moorefield Auto Electrics**, Thomas Mitchell Drive, Wodonga  
**1987 Murray Valley Motors**, High St, Wodonga – used cars  
**1987 Peter Pearsall Automotive Engineer**, cnr Wilson and David Sts, Albury  
**1987 Radiant Auto Care Car Detailing**, Michael Drive, Wodonga  
**1987 Simpson Car Sales (Norm Simpson)**, Melbourne Rd, Wodonga – used cars  
**1987 Twin City Car Cleaning Service**, High St, Wodonga  
**1988 ADCO Dundrum Pty Ltd**, Hovell St, Wodonga – Esso distributor  
**1988 Albury 4WD Salvage Centre**, Drome St, Albury, Hope Court, North Albury  
**1988 Albury-Wodonga Tyre and Brake**, cnr Townsend and Ebdon Sts, Albury  
**1988 Anderson Motor Company (Bob and Jacquie Anderson)**, Melbourne Rd, Wodonga – Audi, Volkswagen, Nikki

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- 1988 Autoscreen**, Wagga Rd, Lavington
- 1988 Beaurepaires**, corner Elgin and Watson Sts, Wodonga
- 1988 Border Custom Glass**, cnr Kaylock and Griffith Rds, Lavington
- 1988 Country Road Motors**, Wagga Rd, Lavington – used cars
- 1988 Highway Panels**, Mate St, North Albury
- 1988 Holparts**, Drome St, Albury – Holden wreckers
- 1988 Jim Drew Truck Repairs**, Michael Drive, Wodonga
- 1988 Just Harley-Davidson**, Mate St, North Albury
- 1988 McCracken's Auto Body Repairs**, Boronia St, North Albury
- 1988 Mickey's Car Sales**, Wagga Rd, Lavington – used cars
- 1988 Noddy's Car Sales**, cnr Mate and Fallon Sts, North Albury – used cars
- 1988 Superior Vehicles**, cnr Smith and Mate Sts, North Albury
- 1988 Wodonga Car Detailers**, High St, Wodonga
- 1988 Wodonga Exhaust Centre**, Church St, Wodonga
- 1989 Advance Petroleum**, Hemple St, Wodonga – BP distributor
- 1989 Albury Exhaust Centre**, Wagga Rd, Lavington
- 1989 Albury Rent-A-Car**, cnr Young and Guinea Sts, Albury - Hertz
- 1989 Albury Auto Auctions**
- 1989 Ampol Road Pantry**, cnr Waugh Rd and David Sts, North Albury
- 1989 Ashley Heinjus Better Cars (Ashley Heinjus)**, Wagga Rd, Lavington – used cars
- 1989 Border Radiator Service**, High St, Wodonga - Nurigong St, Albury
- 1989 CarLovers**, cnr Melbourne Rd and Melrose Drive, Wodonga, Wagga Rd, Lavington – car wash
- 1989 Dave and Dave Detailing**
- 1989 Dave's Dyno Centre (David Moon)**, Wagga Rd, Lavington
- 1989 G & M Windscreen Repairs**, Albury
- 1989 Lavington Caltex Service Centre**, Wagga Rd, Lavington
- 1989 McIntosh Motors (Ian Mcintosh)**, Mate St, North Albury – used cars
- 1989 Max Charles Wholesale/Max Charles Motors (Michael Blomeley/David Jackson)**, cnr McDonald and Griffith Rds, Lavington
- 1989 Mint St Exhaust and Towbar Centre**, Mint St, then Melbourne Rd, Wodonga
- 1989 Mobil Service Station**, Melrose Drive, Wodonga
- 1989 Morey Warnock**, cnr Osburn and Kendall Sts, Wodonga – engine reconditioning
- 1989 NV Car Detailing**, cnr Melbourne Rd and Mulqueeney St, Wodonga
- 1989 One Stop Auto Parts**, Wagga Rd, Lavington
- 1989 Palmdale Motor Company**, Wagga Rd, Lavington – used cars
- 1989 Peter Mitchell Motors**, High St, Wodonga – mechanical repairs
- 1989 Riverina Auto Wholesale**, Knights Rd, North Albury
- 1989 Ron Brady Motors**, cnr Mate and Fallon Sts, Calimo St, North Albury, cnr Hume and Young Sts, Albury – used cars
- 1989 Spit 'n' Polish Car Clean**, Wodonga
- 1989 Top Cats Motor Garage**, Thomas Mitchell Drive, Wodonga – Jaguar specialists
- 1989 Wodonga Auto Gas (Ian McRae)**, Mint St, Wodonga
- 1990 4WD Hire and Accessories**, Hemple St, Wodonga
- 1990 Albury Custom Rod Detailing**, Macauley St, Albury
- 1990 Albury Diesel Service**, Hovell St, Albury
- 1990 Albury Jap Wreckers**, Garland Ave, North Albury
- 1990 Allcom**, Nurigong St, Albury – communications
- 1990 Auto Interior Trimmers**, Hartley St, Lavington
- 1990 Auto Shine Fine Detailing**, off Creek St, Albury
- 1990 Barry's Engine Rebuilding**, Townsend St, Albury

- 1990 Border City Truck Centre**, Young St, Albury – Mitsubishi
- 1990 BP Border Service Station**, cnr Ebden St and Wodonga Place, Albury
- 1990 BP North Albury Travel Stop**, cnr Hume Highway and Thurgoona Drive, Lavington
- 1990 Captec Motor Sports (Neil and Philip Rogers)**, Reid St, Wodonga
- 1990 Dewar's Performance Engines**, Reid St, Wodonga
- 1990 Esso Service Centre**, Thomas Mitchell Drive, Wodonga
- 1990 Fallon Street Auto Wreckers and Car Sales (Clive McDonald)**, Fallon St, North Albury
- 1990 Garry Fair Car Sales**, Wagga Rd, Lavington – used cars
- 1990 Gas Pro Autogas Systems**, Pearce St, Wodonga
- 1990 Graeme Prosser's Discount Smash Supplies**, Lawrence St, Wodonga
- 1990 Henry's Radio Centre**, South St, Wodonga
- 1990 Just Commodore Wreckers**, Knights Rd, North Albury
- 1990 K. B. Auto Wreckers**, Fallon St, North Albury
- 1990 National Automatics (Stuart Lewis/Gilbert Cepile/Bernie Cullen, Neale Barker)**, Wagga Rd - Griffith Rd, Lavington
- 1990 Novus Windscreen Centre**, Melbourne Rd, Wodonga
- 1990 Parkey Parts**, Hovell St, Wodonga, Sanyo Dve, Wodonga
- 1990 Pierpoint Motors (Les Pierpoint)**, Wagga Rd, Lavington
- 1990 Professional LPG Systems**, Thomas Mitchell Drive, Wodonga
- 1990 Quick Wheel Cycles**, Wodonga Plaza, Melbourne Rd, Wodonga
- 1990 Roadshow Motors**, Melbourne Rd, Wodonga – used cars
- 1990 Shell Albury Car Spa**, cnr Guinea and David Sts, Albury
- 1990 SKF Bearing Supplies**, Wilson St, Albury
- 1990 Southend Truck and Trailer**, Dallinger Rd, Lavington, cnr Thurgoona Drive and Catherine Cres, Lavington – Mercedes-Benz
- 1990 Strathfield Car Radios**, Hume St, David St, Albury
- 1990 Taig Bros**, Kiewa St, Albury, Wagga Rd, Lavington – International Harvester, Western Star, IVECO
- 1990 Ted Martin's Young St Ampol Service Station (Ted Martin)**, Young St, Albury – European car service
- 1990 Tony Bullivant Auto Repairs (Tony Bullivant)**, Urana Rd, Griffith Rd, Lavington
- 1990 Turbo City**, Thomas Mitchell Drive, Wodonga – turbocharger and mechanical repairs
- 1990 Tyrepower Wodonga (Dan Toner and Ian Simmonds)**, cnr Watson St and Thomas Mitchell Drive, Wodonga
- 1990 Ultratune**, Lavington Square, Griffith Rd, Wagga Rd, Lavington
- 1990 Wodonga Specialist Centre**, cnr Osburn and Kendall Sts, Wodonga – gas conversions



**1991-2000**

- 1991 Albury Carburettors, Urana Rd, Lavington  
1991 Cummins Diesel Sales and Service, McKoy St, Wodonga – diesel engine repairs  
1991 Jacob Toyota (Don Jacob), Wagga Rd, Lavington - Toyota  
1991 Jappo Donks and Cog Swappers, Hovell St, Wodonga  
1991 Leo's Auto Wreckers, Bridge St, South Albury  
1991 Michael Drive Auto Service, Michael Drive, Wodonga – mechanical repairs  
1991 NATRAD, Nurigong St, Albury and High St, Wodonga  
1991 Superior Automart, Mate St, North Albury  
1991 Top Hat Motors, Wagga Rd, Lavington – used cars  
1992 Advanced Automotive Components, Urana Rd, Lavington  
1992 Albury Automotive (Peter and Leanne Boys), Smollett St, Albury – mechanical repairs  
1992 Albury Auto Wreckers, Abercorn St, South Albury  
1992 Albury Auto Electrical and Air Conditioning (Brian Mann), Macauley St, Albury  
1992 Breen Street Autos (Reg Newton), Breen St, Lavington – mechanical repairs  
1992 Brendon Piera Mobile Repairs, Sanyo Drive, Wodonga – truck repairs  
1992 G.M.K. Panel Beating and Spray Painting (Greg McKenzie), Kendall St, Wodonga  
1992 Hoffman Race Engines/Kart Equip (Allan Hoffmann), Atkins St, South Albury – kart engines  
1992 Les Murphy Motors, Urana Rd, Lavington – mechanical repairs  
1992 Mark's Mobile Auto Cleaning, Albury  
1992 Muller's Mechanical Repairs, Hope Crt, then Ramsden Dr, North Albury  
1992 Nichol's Cycles, Macauley St, Albury – Repco bicycles  
1992 Recession Motors, Wagga Rd, Lavington – used cars  
1992 Riverina Carland, Calimo St, North Albury – used cars  
1992 Twin City Auto Wreckers (Kevin Macklan), Sangsters Rd, Wodonga  
1992 Wayne Nichols Cycles, David St, Albury – Giant, Repco bicycles  
1992 Wayne Talay Motors, Mores Ct, Mint St, Wodonga – automotive repairs  
1993 Allwreck, Metry St, North Albury  
1993 Albury Motor Industries, Kiewa St, Albury – used cars  
1993 Border Distribution Services, Young St, Albury – R&T Lubricants, Century batteries  
1993 Fluidrive (Peter Gamble), cnr Swift and Young Sts, Albury  
1993 Golding's Car Cleaning and Detailing, Mores Crt, Wodonga, Mint St, Wodonga  
1993 Inland Auto Auctions (Tony Alessi), Townsend St, Albury – used car auctions  
1993 Jacob Motor Sales, Melbourne Rd, Wodonga – Asia Rocsta, Kia  
1993 Just Rubber, Wagga Rd, Lavington  
1993 Nurigong Exhaust Centre, Nurigong St, South Albury  
1993 Pat's North Albury Tyre Service (Pat and Paul Fitzpatrick), Urana Rd, Lavington  
1993 Pedders Suspension, Nurigong St, South Albury  
1993 Pete's Car Detailing, Wagga Rd, Lavington  
1993 Prestige Auto Valet, Lavington  
1993 Price's Auto Electrical Service, Mint St, Wodonga  
1993 Rex McCartney Motors, Thomas Mitchell Drive, Melbourne Rd, Hovell St, Wodonga – Subaru specialist repairs  
1993 Riverland Filters, Hume St, Townsend St, Albury  
1993 Robert Marcucci Automotive and LP Gas Centre, High St, Wodonga  
1993 Tracey's Radiator Service, Corella St, North Albury  
1993 Wodonga Auto Gas and 4WD Centre (Ian McRae), Thomas Mitchell Drive, Wodonga  
1994 Albury Auto Connection, Wagga Rd, Lavington – used cars  
1994 Autobarn, Townsend St, cnr Dean and Young Sts, Albury – car parts and accessories

- 1994 Betta Tonneaus**, Urana Rd, Lavington  
**1994 Bill Miller's Wodonga Exhaust Centre**, Church St, Wodonga  
**1994 Boral Tyres**, Melbourne Rd, Wodonga  
**1994 Bridgestone Tyre Centre**, Wagga Rd, Lavington  
**1994 CC's Auto Sales**, Melbourne Rd, Wodonga – used cars  
**1994 Chudzik and Heather Quality Cars Pty Ltd (George Chudzik and Russell Heather)**,  
 Wagga Rd, Lavington – used cars  
**1994 Custom Paint and Panel**, Hope Court, North Albury  
**1994 J & S Bars**, Reid St, Wodonga – custom 4x4 accessories  
**1994 L. & A. Roennfeldt Auto Repairs**, Fallon St, North Albury  
**1994 Lavington Car Detailing**, cnr Urana and Sanders Rds, Lavington  
**1994 Motoreco Wodonga**, Thomas Mitchell Drive, Wodonga  
**1994 South Albury Truck Repairs**, Macauley St, South Albury  
**1994 The CV Joint**, Olive St, Albury – driveshaft and CV joint specialists  
**1994 Twin City Auto Detailing**, Kendall St, Wodonga  
**1994 Viscount Corner Light Commercial and 4WD Centre**, cnr Hume and Young Sts, Albury  
**1994 Wodonga Auto Air**, Queen St, Wodonga  
**1994 Wodonga Prestige (Neville and Susan Jacob)**, Melbourne Rd, Wodonga – BMW, Land  
 Rover, Volkswagen  
**1995 A. & F. Albury Motor Radiator Services**, Atkins St, South Albury  
**1995 Albury Auto Action**, Abercorn St, South Albury - wreckers  
**1995 Albury Auto Paints**, Townsend St, Albury  
**1995 Albury Crash Supplies**, Townsend St, Albury  
**1995 Albury Smash Repairs**, Kiewa St, Albury  
**1995 Albury Transport Equipment**, Nurigong St, South Albury  
**1995 Border Tinting Services**, cnr Hovell and South Sts, Wodonga  
**1995 Border Wreckers**, Moulder Crt, Wodonga  
**1995 Dallinger Auto Electrical (Ray Dallinger)**, Urana Rd, Lavington  
**1995 Ennis Automotive (Andrew and Glenda Ennis)**, Mores Crt, Wodonga  
**1995 Generation Refinishers (Joel Styles/Tony Valta)**, Bradford St, Wodonga  
**1995 Mate St Panels (Tony Lewis)**, Mate St, North Albury  
**1995 McCracken Signs**, Hovell St, Wodonga  
**1995 Miller and Schlink Mobil Service Centre**, High St, Thomas Mitchell Drive, Wodonga  
**1995 Motorcycle Parts International (A. J. Bullock)**, Wagga Rd, Lavington  
**1995 Partington Motorsport**, Melbourne Rd, Wodonga – motorsport accessories  
**1995 Phoenix Radiators (Phil Thompson)**, Queen St, Wodonga  
**1995 Revolution Racegear**, Boronia St, North Albury  
**1995 Rice Signs**, Maloney Drive, Wodonga  
**1995 Schulz's Paint and Panels**, Mores Crt, Wodonga  
**1995 Starlight Motors**, Kaylock Rd, Lavington – used cars  
**1995 The Full Cycle**, Dean St, Macauley St, Albury - bicycles  
**1995 Turbo City Wodonga**, Thomas Mitchell Drive, Wodonga  
**1995 Warren's Diesel Service (Warren Ellis)**, Metry St, North Albury  
**1995 Wodonga Car Valet Services**, Hovell St, Wodonga  
**1995 Zane's Panels**, Sanyo Drive, Wodonga – smash repairs  
**1996 Albury I.C.E. Radiator Centre**, Townsend St, Albury – radiator repairs

- 1996 Albury-Wodonga Chrysler Jeep (Tony and Rosalind Alessi)**, Hume St, Albury – Chrysler, Jeep, Dodge
- 1996 Albury-Wodonga Mazda (Tony and Rosalind Alessi)**, Hume St, Albury
- 1996 Baker Subaru**, Young St, Albury - Subaru
- 1996 Central Towing**, Townsend St, Albury
- 1996 CJ's Big Twin**, Mate St, North Albury, - cnr Mate and North Sts, North Albury – Harley-Davidson, Aprilia, Hyosung
- 1996 Grealy Motors Towing**, Reid St, Wodonga
- 1996 Kanga Camper Trailers**, Thomas Mitchell Drive, Wodonga
- 1996 KTM Motorcycles (John Hill)**, Myrtleford, High St, Wodonga – KTM motorcycles
- 1996 Kelly Brothers Service Centre (Tony Kelly)**, Drome St, Albury – mechanical repairs
- 1996 Max's Car Detailing**, Wagga Rd, Lavington
- 1996 M. J. and R. L. Walsh Leather and Canvas**, Urana Rd, Lavington
- 1996 Mirra Steel Products**, Queen St, Wodonga
- 1996 Ralph's Paint and Panel**, High St, Wodonga
- 1997 Albury Autoscreen**, Griffith Rd, Lavington
- 1997 Auto One Parts and Accessories**, Wagga Rd, Lavington
- 1997 Albury Car World**, Wagga Rd, Lavington – used cars
- 1997 Albury Car and Commercial Dismantlers**, Metry St, North Albury
- 1997 Albury-Wodonga Motor Co**, Melbourne Rd, Wodonga
- 1997 Ansett Motor Auctions (Kevin Quinn)**, Melbourne Rd, Wodonga, Mate St, North Albury
- 1997 Arkon Auto Electrical**, High St, Wodonga
- 1997 Good's Car Care**, Wagga Rd, Lavington
- 1997 Jax Tyres Brakes and Suspension**, Griffith Rd, Lavington, Elgin St, Wodonga, Young and Swift Sts, Albury
- 1997 Just Commodore**, cnr Calimo and Fallon Sts, North Albury
- 1997 Lavington Car Centre**, Griffith Rd, Lavington – used cars
- 1997 Opposite Lock**, Thomas Mitchell Drive, Wodonga – 4WD specialists
- 1997 Philip Matthew's Motor Trimming**, Reid St, Wodonga
- 1998 Chips Away Albury Mobile Service**, car detailing
- 1998 Coromal Caravans**, Melbourne Rd, Wodonga
- 1998 Mid City Service Station (Winston and Glennis Wells/Steve Bowdren)**, cnr David and Wilson Sts, Albury
- 1998 Pro Tint**, Thomas Mitchell Drive, Wodonga – window tinting
- 1998 SnS**, Hovell St, Wodonga – American motorcycle specialists
- 1999 Aldonga Dent Doctor (Wayne Spurr)**,
- 1999 Auto Electrical and Instruments**, Wigg St, Wodonga
- 1999 B&D Motors**, Griffith Rd, Lavington – used cars
- 1999 Midrange Motors**, Reid St, Wodonga - used cars
- 1999 Millenium Car Care**, Nowra St, North Albury
- 1999 Mobile Mini Sprays** – paint touch up
- 1999 The Touch Up Guys**, mobile paint and bumper repairs
- 1999 Wodonga Budget Cars**, Melbourne Rd, Wodonga – used cars
- 1999 Wodonga Central Motors**, High St, Wodonga – used cars
- 2000 APS Lavington**, Wagga Rd, Lavington – independent service station
- 2000 Boulevard Motors (Bob Taylor)**, Melbourne Rd, Wodonga – used cars
- 2000 Central Exhaust**, Swift St, Albury
- 2000 Central Motors**, High St, Wodonga – used cars
- 2000 Jacob Daewoo**, Wagga Rd, Lavington - Daewoo

2000 Just Commodore Wreckers (Clive McDonald, Christopher Ball), cnr Calimo and Fallon Sts, North Albury  
 2000 King of the Road, Lavington – car detailing  
 2000 Brooks Motor Cars (Tony and Cameron Brooks), Nurigong St, South Albury, Melbourne Rd, Wodonga – Suzuki, Ssangyong, Great Wall, Skoda

## THE BEST CARS IN TOWN

<p><b>TOYOTA CORONA WAGON</b></p>  <p>MJM-559. This super popular model has been carefully maintained by a local owner. Finished in gleaming bronze duxa with checked woolen int, has only trav 128,000 km, has towpack, radio-cass and is reg until October 1994.</p> <p><b>\$6999</b> NEW ARRIVAL</p>	<p><b>AUTO SIGMA WAGON</b></p>  <p>RYW-387. This 1986 locally owned Sigma wagon is finished in brilliant blue duxa with woolen interior. Fitted with T-bar seats, air cond, towpack, great sound system and reg until Nov. 1994. Economical family transport.</p> <p><b>\$7999</b> NEW ARRIVAL</p>	<p><b>FORD TELSTAR</b></p>  <p>EFY-854. Popular Ford Telstar sedan, finished in butterscotch duxa with woolen interior. Locally owned and serviced this T-bar auto has only trav. 111,000 km since new. Drives great.</p> <p><b>\$8999</b> NEW ARRIVAL</p>
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## THE BEST SERVICE IN TOWN

<p><b>FORD FAIRMONT GHIA</b></p>  <p>FZG-574. This XF Ghia has been carefully maintained by previous local owner. Finished in arctic white, this T-bar auto has p/steer, electric windows, cent locking, cruise control, elec mirror, alloy wheels, etc.</p> <p><b>\$10,999</b> NEW ARRIVAL</p>	<p><b>NISSAN PATROL DIESEL 7-SEATER</b></p>  <p>RYZ-578. Hard to find this long lasting powerful diesel patrol is finished in brilliant blue duxa and fitted with 7-seats, p/steering, air cond, Sanyo air wide wheels, bullbar, (rooftop), log book, locally owned and serviced.</p> <p><b>\$13,999</b> NEW ARRIVAL</p>	<p><b>VN COMMODORE DUAL FUEL</b></p>  <p>DDI-308. Yes, very economical to run on gas/petrol. Another locally owned vehicle finished in arctic white duxa with woolen interior, fitted with T-bar seats, power steering, air cond, towpack, drives great.</p> <p><b>\$12,999</b> NEW ARRIVAL</p>
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## AT THE LOWEST PRICES

<p><b>1991 FORD CORSAIR</b></p>  <p>Eng. No. CA202. Beautiful Ford Corsair finished in unmarked coachwork with complete woolen interior this fuel injection hatch has 4-sp T-bar seats, A/C, P/S, great sound system and has only trav. 87,000 km (log book). A real pleasure to drive.</p> <p><b>\$16,999</b> NEW ARRIVAL</p>	<p><b>1992 MAGNA AUTO</b></p>  <p>SIM-535. Current model 1992 Magna sedan finished in beautiful royal blue coachwork with matching interior, 4-sp T-bar seats, air cond, power steering, electric mirrors, alarm, reg until Nov. 1994. Just beautiful!</p> <p><b>\$19,999</b> NEW ARRIVAL</p>	<p><b>FORD FAIRLANE</b></p>  <p>818-725. 1990 Ford Fairlane, multi-point finished in beautiful champagne coachwork with velour interior. Fitted with 4-sp T-bar seats, air cond, P/S, sunroof, towpack, etc and reg until Nov. 1994. Superb to drive.</p> <p><b>\$21,999</b> NEW ARRIVAL</p>
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**2001-2010**

- 2001 Border Automart**, on line used cars  
**2001 Filter Services Wodonga**, cnr Osburn and Kendall Sts, Wodonga – vehicle filters  
**2001 Geoff Campbell Motors**, High St, Wodonga – used cars  
**2001 Orix Car Centre**, Mate St, North Albury – used cars  
**2001 Prime Caravans**, Ebdon St, Albury. Thurgoona Drive, Lavington - Jayco  
**2001 Townsend Service Centre (Dave Anderson)**, Townsend St, Albury – automotive repairs  
**2001 Totally Exhausted**, Thomas Mitchell Drive, Wodonga – exhaust systems  
**2002 Colin Dennis Motors**, Kaylock Rd, Lavington – used cars  
**2002 Bridgestone Tyre & Exhaust Centre**, Wagga Rd, Lavington  
**2002 Gold Point Motors**, Wagga Rd, Lavington – used cars  
**2002 Max Charles Motors**, Melbourne Rd, Wodonga – used cars  
**2003 Albury 4WD Service Centre**, Wagga Rd, Lavington  
**2003 First Choice Motors**, Wagga Rd, Lavington – used cars  
**2003 Jim's Quality Cars**, Sangsters Rd, Wodonga – used cars  
**2003 Russell Heather Quality Cars**, Wagga Rd, Lavington – used cars  
**2003 The Haire Truck and Bus Repairs Pty Ltd**, Maloney Drive, Wodonga  
**2003 Wodonga Power Steering Brakes and Suspension Centre**, Pearce St, Wodonga  
**2004 Albury Motor Group (Peter Seaton/Michael Kamevaar)**, Wagga Rd, Lavington –Saab, Daihatsu, Alfa Romeo, Citroen, Fiat  
**2004 Albury Super Cheap Car Sales (Scott McDonald)**, Griffith Rd, Lavington – used cars  
**2004 Bob's Car Sales (Bob Williams)**, cnr Wagga and McDonald Rds, Lavington – used cars  
**2004 Spargo Motors (Paul Spargo)**, Wagga Rd, Lavington – used cars  
**2005 Autoworks Albury**, Fallon St, North Albury  
**2005 Bob's Exhaust Centre**, Reid St, Wodonga  
**2005 Boulevard Motors**, Kaylock Rd, Lavington – used cars  
**2005 Jacob Hino (Neville and Sue Jacob)**, Melrose Drive, Wodonga – Hino trucks  
**2006 Phil's Garage (Phil Smart)**, Wagga Rd, Lavington – Harley-Davidson  
**2007 www.Xfleetsales.com.au** – Melrose Drive, Wodonga – used cars  
**2008 Albury Hummer (Peter Seaton/Michael Kamevaar)**, Wagga Rd, Lavington  
**2008 All About Window Tinting**, Wagga Rd, Lavington  
**2008 Caravan Kingdom**, Melbourne Rd, Wodonga - Windsor  
**2009 Albury Family Car Centre**, Mate St, North Albury  
**2009 Albury Leisure Sales and Rentals (Les Sears)**, Melrose Drive, Wodonga – recreational vehicle sales and rentals  
**2009 Push Bikes**, Young St, Albury – Giant, Cannondale, Merida bicycles  
**2009 Wodonga Lexus (Neville and Susan Jacob)**, Melbourne Rd, Wodonga – Lexus  
**2010 Albury-Wodonga Winnebago (Brian and Tod Reed)**, High St, Wodonga – Winnebago  
**2010 Jason Volvo Wodonga (Volvo repairs)**, Melbourne Rd, Wodonga  
**2010 Border BM (Darren Mitchell)**, Griffith Rd, Lavington – BMW, Mini repairs  
**2010 Norm Simpson Car Sales (Norm Simpson)**, cnr Kendall and Osburn Sts, Wodonga – used cars



*Seaton Car Sales in Dean St, Albury circa 1951. Bert Seaton also operated Riverside Motors which was located next to the Turks Head Hotel where the paddlewheel now stands at Australia Park. – Photograph courtesy Mark Seaton*

*Joyrides in a 1906 International Motor Buggy at the Albury Show circa 1951. – Photograph courtesy Mark Seaton*



*Dean St, Albury, looking west towards Monument Hill circa 1930. The streetscape has altered dramatically since . – Photograph courtesy Albury LibraryMuseum*

# Acknowledgements

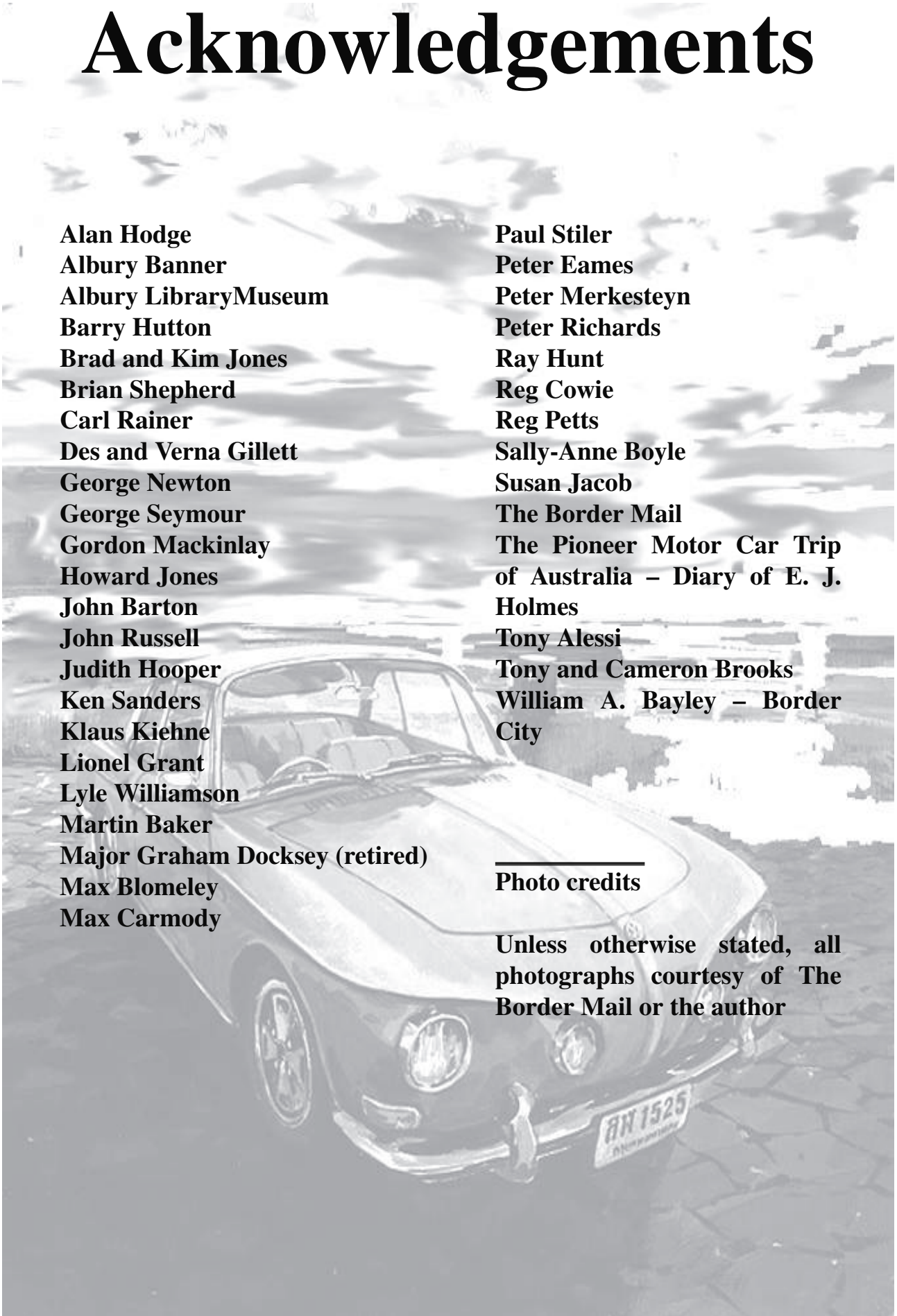
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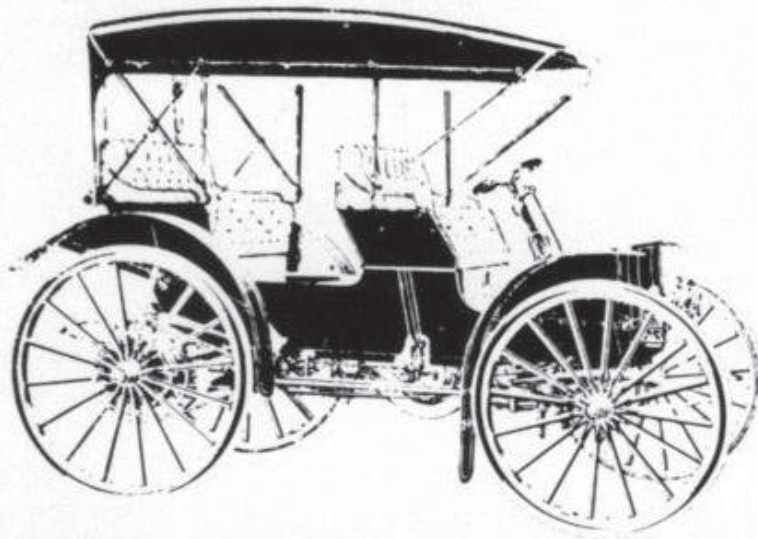
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*With Top, Lamps, Horn, and Magneto, as shown, £183  
Speedometer, £5-10-0 extra.*