



Top: Tom Angove in his father's SSI tourer about 1935. (via Tom Angove)

Above: #247877 in Woomera — one of the least likely places to find an SSI, let alone restore one. (Ron Starkie)

Right and below: #247877 after restoration by Ron Starkie. The fuel filler was yet to be installed and the clock was missing. (Ron Starkie)

Far right: #247877 lost its running boards during Graeme Partridge's ownership and was still missing its clock. (Graeme Partridge)



**#247877**

**Engine: 247570 Body: 4065**

**16hp, 1934 model**

**Paint/Trim: all black/red**

Owner: Eldon Smith, Port Melbourne, Victoria at 06/2003

#247877 was dispatched from the factory May 12, 1934 to Henlys and sold to CO Farrell of London W1. The history of #247877 is well documented from around 1952. However the car is assumed to be the black tourer with red trim purchased second hand in England in 1935 and shipped to Renmark, South Australia by Carl Angove. This assumption is based on the fact that there appears to have been only one other 1934 SSI tourer in Australia at the time that was originally dispatched with black paint and red trim, and the history of that other car (#247991) is well documented through the 1930s. When purchased by Angove, #247877 was registered [AYR???] in the UK. The family had also shipped out a Swallow-bodied Standard some years earlier. On arrival in South Australia, Angove's tourer was re-registered [3101]. He replaced the car's alloy head with a cast iron head and traded the car in Adelaide in the 1940s, by which time it was very tired. Around 1952 #247877 was purchased in Woomera, South Australia by Ron Starkie, while he was stationed there in the RAAF. A South Australian number plate [283917] was with the car at purchase. Starkie rebuilt the car while at Woomera and registered it [385068] in late 1953. On moving to Victoria, he registered it [GKY188] in December 1955. In 1956 he sold it to Graeme Partridge, by which time it had SU carburettors fitted. Partridge sold the car to renowned jazz musician Smacka Fitzgibbon in 1959 and it was often seen outside the Druids Hotel in South Melbourne, where Smacka was the proprietor. Some time after the car arrived in Melbourne, the side valve engine was replaced with an overhead valve engine and ownership passed to Smacka's son Mark. Around 1989 Eldon Smith purchased the car from Mark Fitzgibbon. In the late 1990s Ivan Stephens located and procured the car's original engine. A total restoration of the car was nearing completion in 2003.

**Registrations**

UK	AYR???	05/1934	
SA	3101	06/1935	
SA	283917		(presumed)
SA	385068	1953	
Vic	GKY188	02/12/1955	

