

These two articles were passed onto me by Frank McGuire's son Frank, and form part of their family history. It contains much fascinating material from the early days of Frank's life.

### **CHAPTER 3 Early 1930s - Hawking, Walking & Courting.**

When the Aeolian Company closed down, it was a time of a world depression and Frank McGuire was left out of work with jobs being very scarce everywhere.



There was 29% unemployment in Australia and there were long queues for the rare jobs, and for street kitchen hand-outs.

Harry Farrall, who had worked with Frank at the Aeolian Company in the pianola rolls department and later in the "new fangled" radio section, had earlier gone out on his own and he asked Frank to join him in hawking vegetables, fish, and rabbits, and whatever else was going cheap on the wholesale market.

They soon found out where the money was located, with St Kilda being a good place and people would say 'haven't I seen you somewhere else?' not remembering they had sold them a different line the day before.

Frank and Harry Farrall's hawking business had a bit of luck when Harry's dad, who owned his own taxi, offered to help them transport with vegetable when there had been a good growing season which caused a glut on the market. On one occasion they bought a whole load of cabbages and cauliflowers from a Woori Yallock grower and carrier, at the Victoria market, for tuppence (2c) a dozen for cabbages and about fourpence a dozen for his caulies. They stacked them into Harry's dad's big American car until there was only room for the driver, with Frank, Harry and another friend George Doyle, on the running board. George was a mate of Harry's was who had been a milk carter at Bendigo and he came to work with them after losing his job. They took the vegies to South Melbourne where they tried selling the stock for tuppence each, but had to give a lot away, as people didn't have tuppence to spare.

Another sideline that Frank had was as a trumpet player's assistant. Harry did a bit of busking playing the trumpet and rendered 'Jeannie with the dark brown hair' very well. Frank cannot recall whether she had dark brown hair or eyes! Anyway Harry played trumpet in the street and Frank knocked on doors asking for donations for the 'unemployed musician'.

With Frank now working every day in the St Kilda area during the day and busking with Harry in the evenings, Frank moved to Prahran together with his mother, Kate, and young brother Kevin. Kate was pleased to be able to move out of the over crowded house in Nicholson St Fitzroy.

One day when Frank was carrying a basket of fish that he had bought at the fish market to sell, he was stopped by a policeman and asked for his hawker's license. He told the policeman it was not necessary as he had caught the fish at Elwood. The policeman looked in the basket and said 'you are a better fisherman than me' and went on his way.

When Frank decided to give up being a trumpeter's assistant, Harry decided he was better being a collector than a musician and advertised for a trumpet player. A man applied and, although disappointed that he was not to play indoors, reluctantly agreed to be a busker. One night the trumpeter

was playing in Punt Rd. when a policeman walked up the hill. The musician took fright and hurried away with the copper after him.

'What's under your coat?' he asked the busker.

'My trumpet' answered the player. 'I'm an unemployed musician.'

'Well get back to your playing. I'll be late for my tea because of you!'



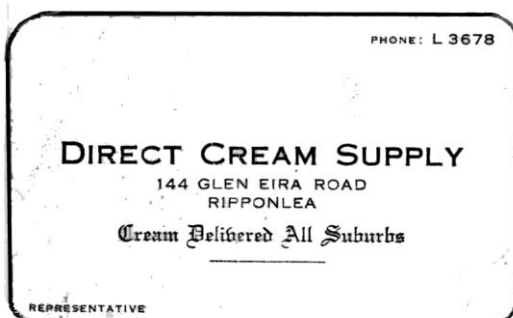
Frank had joined the Collingwood Harriers late in 1929 when he was seventeen, after some encouragement from friends. He initially did quite well at track events during the summer months in 1929-30. He didn't enjoy cross-country during the winter season of 1930 so much, but he won his first trophy on 19<sup>th</sup> July.

*Left: Frank's first athletics trophy, a silver bowl, for second place in the Collingwood Harriers four mile run handicap.*

In 1930, the Harriers travelled in an old T Model van down to Mordialloc to the High School where someone in the Harriers had relations who were caretakers there. The caretakers' son had a jazz band that played for visitors on the winter Sundays. The Harriers also spent time kicking a footy around the school playground, walking out to the pier and back along the country style lane that was Station St., where the Browns and the James families had farms. The T Model broke a big end one Sunday, and that was the end of those visits.

Frank McGuire, Harry Farrall and George Doyle had a change to their 'business' when one of Harry's uncles, Rolly Farrall, a South Melbourne dairyman, suggested that they try selling cream. At that time, anyone selling cream had to have a special licence but it was not need to seel, cream and butter. Rolly Farrall had got into the dairying business because of his brother, Bert who had started the Illawarra Cream Company. When Bert Farrall was fined £100 (\$200) for adding a preservative to the milk, he went to the government analyst, and offered him a share in the company if he could find an undetectable preservative. The analyst did and became a shareholder with Bert's family. Bert Farrall was later lost in the air crash of the Southern Cloud.

So Frank, Harry and George bought cream cans and gill measures and bought cream from the Bulla Cream Company and started off as cream vendors. The new business did much better as they found that people who couldn't buy a tuppenny cabbage could somehow afford a bob's worth of cream!

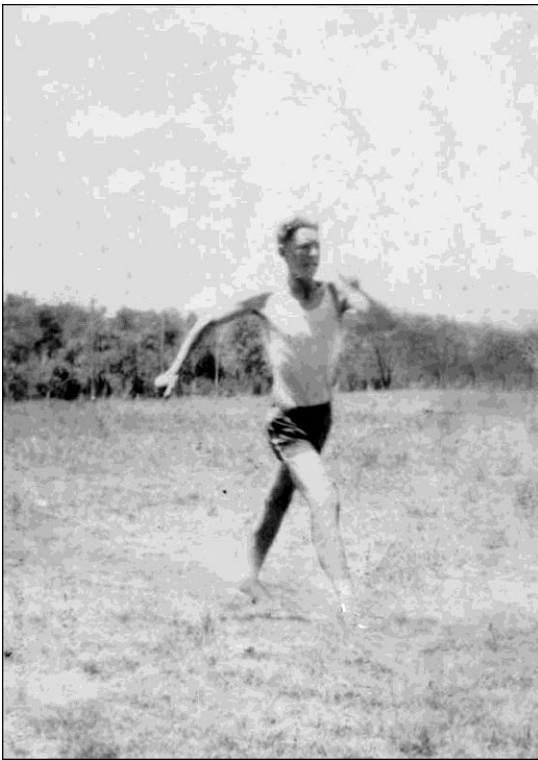


The Farrall family (Harry, his mum, and three sisters), moved into a shop and dwelling in Glen Eira Rd and called their business the Direct Cream Supply. Frank continued to work with them but separately, with the Bulla Cream man delivering cream to Frank's house as required. Frank soon found that Harry and George became more interested in selling from their 'shop' and had lost interest in door to door selling, while he was out hard slogging from door to door, so he decided to go on his own.

Frank soon built up a good round in the posh St Kilda Rd area selling cream and butter door-to-door. All of his delivery work was done on a bicycle. He had bought a pushbike a bit at a time, had it put together, learned to ride it, and it became his prized possession. One day he was distressed to find that someone had stolen it while he was at Charlie Green's newsagency at St Kilda and so he had to buy another one on time payment.

Riding the bike was good for his fitness as Frank was running on afternoons during the cross-country season. He had a bout of tonsillitis and missed part of the 1930-31 summer season, and on his return he saw the race-walkers and thought he wouldn't mind having a go at that.

So in 1931, Frank went along to the Victorian Walkers Club at Albert Park and joined up. He had some immediate successes, winning his first race on the Queen's Birthday weekend in June. He was then nineteen. He was going well enough to be a member of the relay team for the Frankston to Brighton walk held on 25<sup>th</sup> July. He did the 5-mile stretch from the new Bonbeach railway station to the centre of the Mordialloc Creek Bridge. He recorded 40 minutes 30 seconds, his best time to then for 5 miles.



On 8th August 1831, Frank won the Victorian five miles Junior (under 21) Race-walking Championship, held at John Wren's Richmond Racecourse, in Victorian Walkers club & Collingwood Harriers record time. Shortly afterwards he won the Victorian seven miles Junior Race-walking Championship held at Ascot Racecourse.

Then on the 29<sup>th</sup> August, he was a member of the Victorian team in the Seven Miles interstate teams race walk between Victoria and & South Australia, in which he finished 15<sup>th</sup> in the overall race. His time was a new Collingwood Harriers record.

*Left: Frank McGuire practicing race walking.*

Frank was still mixing walking with running at that time and on 12<sup>th</sup> September he was one of the Collingwood Harriers team that broke the club record for the Melbourne to Colac Relay Run. By October the 1931-32 summer athletics season had started and Frank, at age nineteen, was now one of Collingwood Harriers best race-walkers, with some of his results being:

- 17/10/31 Interclub sports meeting at Board Track, Exhibition Buildings 1000yds walk, 2<sup>nd</sup> place.
- 24/10/31 Ascot racecourse, 1 mile handicap, 1<sup>st</sup> place on 27min.
- 31/10/31 Interclub track championship, 1st day, C Grade, 1 mile walk , 1<sup>st</sup> place.
- 11/11/31 Walking Club, Malvern, Electric light track, 1 mile h'cap, 13<sup>th</sup>.
- 18/11/31 Footscray Carnival, h'cap, 12<sup>th</sup>
- 24/10/31 VRI Carnival, Mile walk h'cap 1<sup>st</sup> (off 27 sec. won by 20 yds)
- 28/11/31 Interclub track championship, 2nd day, C Grade, 1 mile walk , 1<sup>st</sup>, 7.23min.
- 5/12/31 Interclub track championship, 3<sup>rd</sup> day, C Grade, CH v Glenhuntly, mile walk, 1<sup>st</sup>.
- 12/12/31 Victorian Championship, Motordrome, 1 mile walk, 6<sup>th</sup>.
- 19/12/31 Interclub track championship, 5<sup>th</sup> day, CH v Malvern, 1 mile walk, 2<sup>nd</sup>.

His good season with the Collingwood Harriers resulted in Frank being awarded the Byrne Cup, for most improved member.

The end of 1931 finished with another Collingwood Harriers trip, for a Christmas holiday. They went by steam train from the Princes Bridge station to Woori Yallock, where they camped in an old galvanised shack in pretty basic conditions. One of the club members had a mate who let them use the shack free on the basis that they had a bit of a work cleaning up the block. As well as having a few days away from the city in the freedom and clean air of the bush, there was the fun of the Woori Yallock Boxing Day sports carnival and the dance in the local hall afterwards.

It was at that dance on Boxing Day, Saturday 26<sup>th</sup> December 1931, that Frank met and fell for Freda Staff. Freda had uncles at nearby Yellingbo and at Hoddles Creek and she had ridden a horse from Hoddles Creek to Woori Yallock that day, to go to the carnival and the dance afterwards.



Frank spotted her when she arrived at the carnival on horseback and was quick to seek a dance with her at the hall that night. They talked and talked and he was extremely pleased to find out that she also was on holidays and actually lived at Windsor and worked at Coles in Chapel St. Prahran.

*Left: From left, Freda's sister Daphne Staff, Frank McGuire, Freda Staff & the horse.*

Back in Melbourne, Frank was soon on Freda's doorstep and their courting started. Frank lived at that time with his mother and young brother Kevin, to where they had moved to 242 Punt Rd in Prahran, so it was relatively easy for him to visit Freda at Windsor.

Frank had a continuing good summer season into 1932 with the Collingwood Harriers, with the following racewalking results, which culminated in Frank being part of the Collingwood team who won the interclub championship.

- 9/1/32 Interclub track championship, 6<sup>th</sup> day, I mile walk 1<sup>st</sup>
- 23/1/32 Interclub track championship, 7<sup>th</sup> day, I mile walk 3<sup>rd</sup>
- 6/2/32 Interclub track, championship 9<sup>th</sup> day, I mile walk 2<sup>nd</sup>
- 23/2/32 Collingwood Harriers championships, 1 mile walk, 1<sup>st</sup> 7m 37s
- 3/3/32 Interclub track, championship 9<sup>th</sup> day, I mile walk 1<sup>st</sup> 7.32
- 3/32 Interclub track, championship 11<sup>th</sup> day, I mile walk F 3<sup>rd</sup>
- 3/32 Interclub track, championship final, CH 59 defeated Hawthorn 34, I mile walk 2<sup>nd</sup>
- 3/32 8 hour day Oakleigh mile walk, 2<sup>nd</sup>



One of their social events that turned out to be an indication of their future, was in 1932, when Freda accompanied Frank on a trip to Chelsea for a day competition between the Collingwood Harriers and the Chelsea Athletic Club. It rained all day and they finished up putting on their own concert at the Chelsea Life Saving Club. Frank's contribution was a hula!

*Left: A Collingwood Harriers picnics at the beach.*



*Frank McGuire and Freda Staff meeting under the clocks at Flinders St Station in their courting days.*

Frank bought his first motor vehicle in 1932 during his early courting days. It was a Harley Davidson 7.9 hp 24 model motor-bike with sidecar. It was a complete bomb and they spent much time in pushing the monster home from their outings, and he vowed he would never again own a Harley.



In about 1933, Frank bought his first car. It was a T Model Ford, 1927 Geelong Model that he bought in partnership with Freda's brother Pete, who was then just twenty. They bought the car from an R.A.C.V. patrolman who lived in Williams Road, Prahran. He had done it up to sell and they paid him £30 for it and part of the deal was that he was to teach them to drive.

*Left: T-model Ford car, bought by Frank McGuire & Pete Staff in 1933. (From left, Frank, Freda & Pete)*



After being paid, the man drove out into Williams Road and gave them their first and only lesson. He said "you put your left foot half way down on the pedal for neutral, right down for low, and take your foot off and you're in top". He then looked at his watch and rushed off to go to work.

So they were left in the middle of Williams Road on a busy afternoon with a car they couldn't drive. Frank said, "we have to get it home so here goes". With Pete in the passenger seat giving advice, he drove around and around the block turning left all the time until he had enough experience to do a right hand turn, and drove home to Armadale.

That weekend they took a family trip up in the hills, and a fortnight later Frank went for his driver's license. Another fortnight later, he took Pete for his license. Pete lost interest in the T-model after a while, probably

because Frank was always using the car, and bought himself a beautiful 1931 Ford Improved A model.

*Above: Freda relaxing c.1932*

Frank had retired his bike and now used the T model car for on his rounds in the St. Kilda Road area, delivering eggs, butter and cream

It was a good car but the crank handle had to be used for starting, except when the points happened to be in the right place, when it would start on the turn of the key. Frank remembers going out one morning and starting at least 10 times in a row on the key turn. He thought he had found the knack at last, but alas, it didn't continue, so back to the crank handle. It had one strange habit, and that was for the steering gear to turn over and steer back to front, which was rather frightening at times and in particular, the first time, when they were on the Port Melbourne Pier.



*Above: Freda Staff*

*Right: Frank R McGuire*



Frank and Freda were soon engaged to be married, with the date set for July 1834. Many years later, Frank wrote the following poem about those early days.

#### ROMANCE AMONGST THE HORSES

Woori Yallock, you've never heard of it, I'd bet a zack,  
it's in the hills where Bill's mate Jack owned  
a galvanised iron shack.  
And Jack says to Bill, yeah for a working bee,  
you can have it for free for a Christmas holiday.

Well Bill invited Snowy, Jol, Reg, Norm and me,  
(we were his Collingwood Harrier cobbers, you see )  
but we just could'nt believe it was all ridgy didge,  
until we boarded the steam train up at Princes Bridge.

We had the greatest time at Woori, living in the raw,  
and taking in the sun, until our backs were sore.  
The shack was crude, our language rude,  
but we thought it was the silk,  
and we lived on camp pie, and bread and jam,  
washed down with Farmer Burrow's milk.

Then came Boxing Day, that had to be alright,  
with sports in the day-time and a gala dance at night,  
So we arrived at the sports ground and were eating pie and sauce,  
when along came this beautiful sheila, riding on a horse.

<p>My pulse gave a flutter and I started to stutter  And my heart went jittery jitter  but Jol says, keep your cool  she teaches school, and I said what a pity,  but a farmer nearby said don't be a fool,  that's Freda from the city.</p> <p>But watch your step, he said,  see that big bloke near the shed,  Well that's her Uncle Fred,  with fists of lead.</p>	<p>By now my confidence was beginning to fold,  But worst of all my pie had got cold.  So I acted all polite, behaving so sedate,  and applauded at the right time as her uncle put the weight.</p> <p>So I thought, this is not the time to start a great romance;  maybe I'll meet her later, when we're at the dance.  But I was getting a bit too toey as I 'was down to my last zack,  so I borrowed two bob from Snowy (and never paid him back ).</p>
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<p>Anyway, Freda and I danced a lot  and I talked a lot and whispered low and sweet,  and the information that I got was,  she worked at Coles in Chapel Street.  So I visited Coles often then, perhaps nine times or ten,  until she invited Norm and me to Woori once again .</p> <p>We walked to Parslows and lost our way,  but had a most wonderful day.  Then Fred drove us all back to the station  to finish off our stay.</p>	<p>Now old Comet, once in the harness, gave a terrific snort,  then capped it off by breaking wind, with a loud report.  So Uncle Fred apologised,  the perfect gentleman of course,  but Freda Staff, let out a laugh and said,  "I thought it was the horse".  And Freda kept on laughing and laughing,  until Norm gave her such a shove,  right into my waiting arms-and then we fell in love.</p>
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<p>Now romances comes in various degrees  some begin with the birds and bees,  But ours got off to a very strange start,  brought about by a horse and cart.</p>	<p>So we married back in '34,  and now fifty years have passed  but we never let a horse go by  without patting it on the head.</p>
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## 1.8 A Decade of Change of Fortunes, 1945 –1954

Frank was finally out of the army in January 1946 and now had to find a more permanent job. He applied for a job at the T & G Insurance Company, who sent an Inspector named “Bill” to interview him. Frank got the job and Bill accompanied him on his nominated round introducing him to the policy holders. During this visit Bill sold several 6 year term policies for which Frank was to receive commissions. A few weeks later Frank was given the policies to take to the customers and found that they were all for 25 year terms with the option of surrendering them after 6 years at a loss. When Frank went crook to Bill about it, he said “burn them”. So Frank took them to the customers and told them the truth about the policies and offered to write letters to the company for them. Some of the customers kept the policies and Frank wrote letters for some who didn’t want to keep them. Bill must have had trouble arising from this, as he left the company soon after and went to Bendigo to buy a milk delivery business. .



Frank’s Austin 7 car that he had bought in late 1945, hadn’t been very reliable and to he mostly had to push it to start it, and after a while he had offered a mate a half share to help restore it. Before this, the family had at least one camping holiday in the Austin, to Daylesford. On the way there they had to stop on the hills to refill the boiling radiator.

Frank had bought a small panel van body from the Melbourne Tech. Motor Body School for £8 and he and his mate pulled the Austin to Pieces and commenced restoration. Frank had worked on it for about 12 months and then got sick of it and sold out to his cobber.

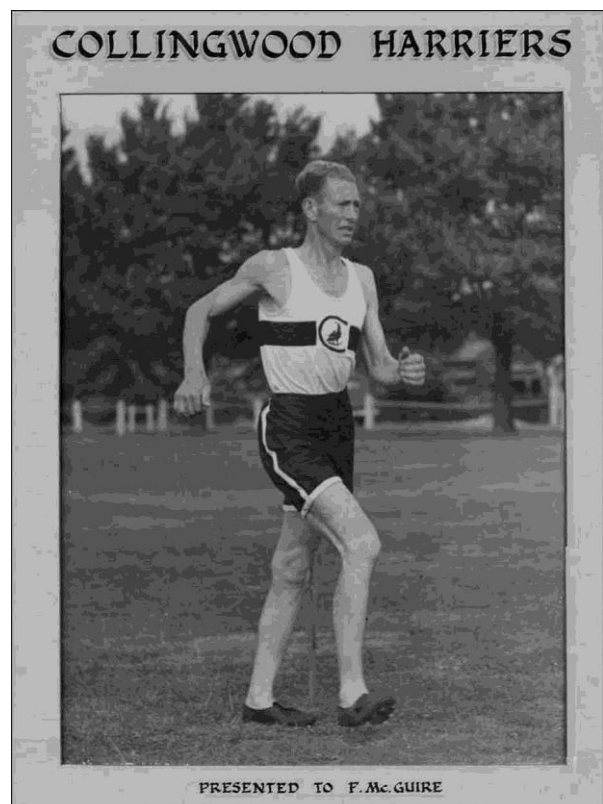
*Left: Margaret & Frank Jnr, and the Austin 7 packed high for the holiday trip to Daylesford.*

While Frank was still in the army he stayed a member of the Collingwood Harriers. With the war now over, the Chelsea Amateur Athletic Club was re-formed and Frank attended their inaugural meeting early in 1946. He now transferred his membership from Collingwood to Chelsea.

Not long after, 1 April 1946, that he finished third in the 3 mile walk Victorian Championships, representing the Chelsea Athletic Club.

Frank was awarded a Life Membership of the Collingwood Harriers for his continuing membership and participation in race walking from 1930 to 1945, apart from about 3 years when he was in the army

*Right: A presentation photograph from the Collingwood Harriers to Frank on the occasion of his leaving the Harriers to join the Chelsea club*





One day when Frank was visiting an insurance customer in Aspendale, he met a man named Clem Clack who was holidaying at the customer's home. Clem told Frank that he was in the "rag trade". When Frank told him that he had sold many different wares before the War, Clem gave Frank his card and offered to supply him if he wanted to start in the clothing business. That night when Frank was walk training at the Chelsea Football ground with Mick Johnston who worked at Paynes Bon Marche clothing shop, Frank told him about Clem Clack and Mick said he would like to try it himself. Frank and Mick agreed to give it a try when Frank had enough money to start, on the basis that they kept out of each other's areas

They were ready to start in the first week of 1948, after mortgaging their house and collecting on an early insurance policy so as to finance their start in the "rag trade". Frank left his insurance job and Freda packed a case full of short skirt dresses they had bought from Clem Clack and Frank started on his new job selling women's clothes door to door, from a suitcase. With not having a car, Frank started out on his new business venture on his bicycle with the suitcase on the handlebars.

At the same time as they were starting the new business at the beginning of 1948, young Frank started secondary school, at Mentone Boys Grammar. At the end of 1947, whilst in 6th grade at Edithvale Primary School, he won a scholarship to the Grammar School, plus a state junior scholarship which paid for this books. This was a mixed blessing to his parents, as they still had to pay for his school uniform plus some other costs associated with on-going education, at the same time as they were about to take a huge business risk.



*Right:  
Frank Junior  
starting  
secondary  
school as a  
Mentone  
Grammar  
School student*

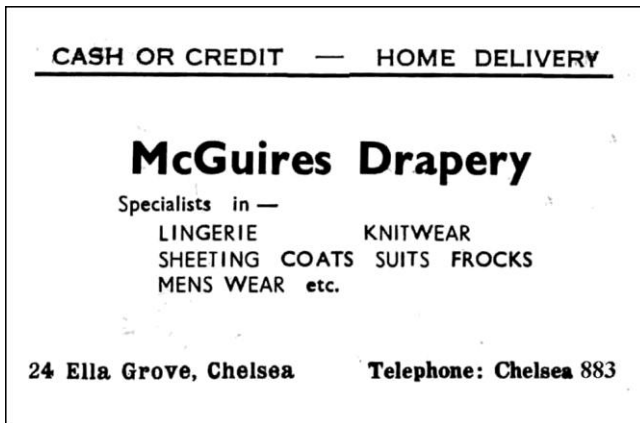


*Left: The family pets, Mittens, Ike & Sandy*

Frank first visited his insurance customers in the area near where he lived. Straight away, the customers who had trouble getting 'a bob' out of for their insurance payments, had no trouble paying ten bob (10 shillings, or \$1) a week for a lay-by for clothes. The advertising and salesman courses Frank had started before the War, together with his sales experience on his cream round, now stood Frank in good stead.

Just as they were starting out a "new look" of long skirt dresses came into fashion. Freda and Frank noticed that Wake's mail-order company in Swanson St. in Melbourne were now selling out short skirt dresses for ten shillings (\$1) and £1 (\$2) each.

Freda and Frank took a gamble and with a couple of empty suitcases they took the train into Melbourne and then a tram to the top of Swanson St. to Wake's. They bought as many of the dresses that they could fit in the cases and Frank took them to his insurance round customers who were his starting point for his new business. It paid off, as the customers were all interested, saying that they were never going to wear long dresses again (although they did eventually).



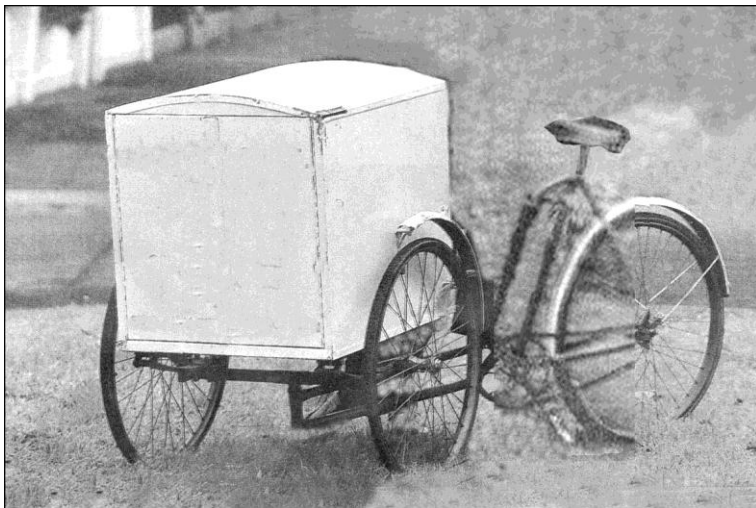
Frank was selling the dresses at double the purchase cost, which enabled them to build up their finances. Frank and Freda made many more trips into Wake's to restock and made lots of sales until eventually Wake's sold out of their short skirt dresses.

*Left: The business card for the new McGuire's Drapery business run from their home at 24 Ella Grove Chelsea.*

By now Frank had established such a good relationship with his insurance customers that he did not have to door knock strangers for a long while.

He also had quite a lot of chooks for their other sideline of selling eggs. He used to call at cafes to collect stale bread for the chooks on his way home in the evening. On one such occasion when he had a large brown bag of bread on the front handlebars of his bike, he was stopped by a policeman who was investigating a stolen radio. The policeman obviously didn't believe him when Frank told him the bag contained stale bread, but after checking it out the policeman went off without another word.

Within a few months, their front room at home was packed with lay-by clothes, so they decided to take the risk of handing it all out to the customers. Thus began McGuire's budget system. One of their customers who was then working at Roger David's factory at Parkdale, asked Frank if he could call there for her payments. So he went there at lunch time and was almost immediately mobbed by the other factory workers wanting to see and buy his goods.



With the increased demand for their product and the long haul to the factory at Parkdale, Frank bought a three wheeler delivery bike from Fred Humphreys second-hand store in Chelsea. It had two wheels at the front with a large wooden box set between the front wheels, and one wheel at the back. This enabled him to carry more stock, and Freda would also come down by train to help with the selling at the factory.

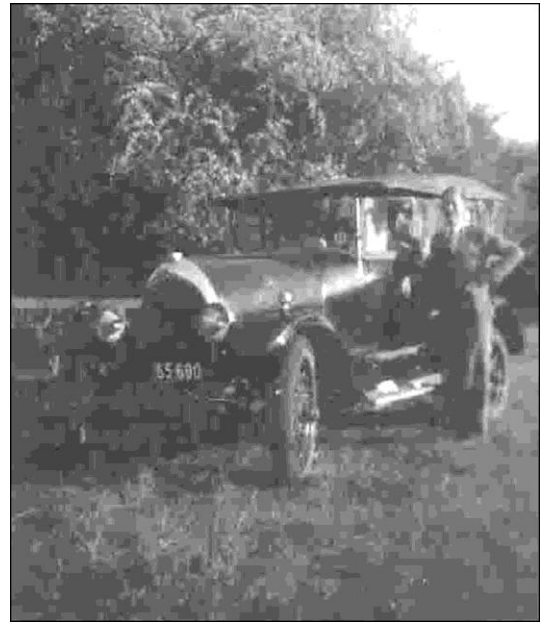
*Left: A 3-wheeler bike similar to Frank's.*

It was also quite heavy to push the three wheeler bike along the unmade Ella Grove and as far away as to Cheltenham to some of his customers. At least that helped keep Frank very fit.

Freda did the clothes buying and it was soon evident that she had a natural flair for selecting the garments needed by the customers, so their business prospered.

When they first started, they sold both men's and women's clothes, but after a while they found that a customer who ordered a shirt for hubby would change her mind and buy a frock or jumper for herself. So they changed to just women's clothes.

By late 1949, they had save enough to buy a car, a 1924 Ruston Hornsby, for £150 (\$300). Frank used the Ruston Hornsby car regularly until 1951 when he sold it to a friend for £50, for his son who accidentally set it on fire while burning the paint off. It was a lovely car and every time they would buy petrol the whole garage staff would come out for a look. If they visited Melbourne they couldn't see it for people when they came back. The biggest crowd ever being when they pulled up one day outside the Ruston Hornsby building in King Street.



*Above: Frank with his Ruston Hornsby.*



*Left: Frank's Humber Suoer Snipe outside their house in Ella Grove, Chelsea/*

Their next car, In 1951, was a Humber Super Snipe Mark I, first registered in 1948, and previously owned by the Mayor of Moorabbin. It had never been cleaned or had the seat covers off. The kids got the polish out and couldn't believe it when the most beautiful black shiny surface appeared, and when they removed the seat covers, they found the velour bucket seats in like new condition. It cost £850. They had the Humber Mark 1 for three years,



With the business doing quite well, they were able to afford another improvement to the house, which until then was the original three rooms plus the bathroom added at the back and the sun-room and small bed-room added at the front. The next extension, in the early 1950s, was to increase the width of the lounge room by about 10ft at the left hand side of the house and add another bed-room behind the lounge room extension. The extra bed-room then became Margaret's room.

*McGuire's house at Ella Grove, with the new extension.*

By 1951, they had built up the business to the extent that they needed more storage space and they could afford to open a small shop. They opened the shop in the foyer of Fred Wagg's shoe factory at Nepean Highway Edithvale, opposite the railway station. Because it was just the foyer, it opened totally to the street and they were first in the area with an open 'market' look. Freda refused to work in the shop at first and they employed Dorrie Casely, who was one of their customers. Freda gradually became more involved until she reluctantly came into her own as the shop manager.

They still continued with their service to their door-to door customers and also with several factories in the Parkdale/Mentone area, where Frank arrived with his wares at lunchtime to be besieged by crowds of women. Many sales at that time were lay-by, whereby the customers held the goods until they were paid off on a weekly basis. Frank junior earned his pocket money by calling on customers on Saturday mornings to collect the payments.

Frank's athletic career continued during this period as he trained hard by riding his bike many miles in his work, and walking many miles in his spare time. He competed for Chelsea in the walking races in the inter-club competition at Olympic Park on Saturday afternoons during the summer season, and competed in the walking road races held by the Victorian Amateur Walking Club during the winter season. He took his turn as Secretary of the Chelsea Club in 1947 and 1948. He also initiated the formation of the Chelsea Women's Amateur Athletic Club, with Freda as nominal secretary, and Joyce Davis, who worked in their shop, as President.



Frank was selected to represent Victoria in the Australian Race Walking Championships three times, and captained the Victorian State Walking Team. In 1948 he was third in the Australian 10,000 m race-walking championship in which Victoria won the team championship

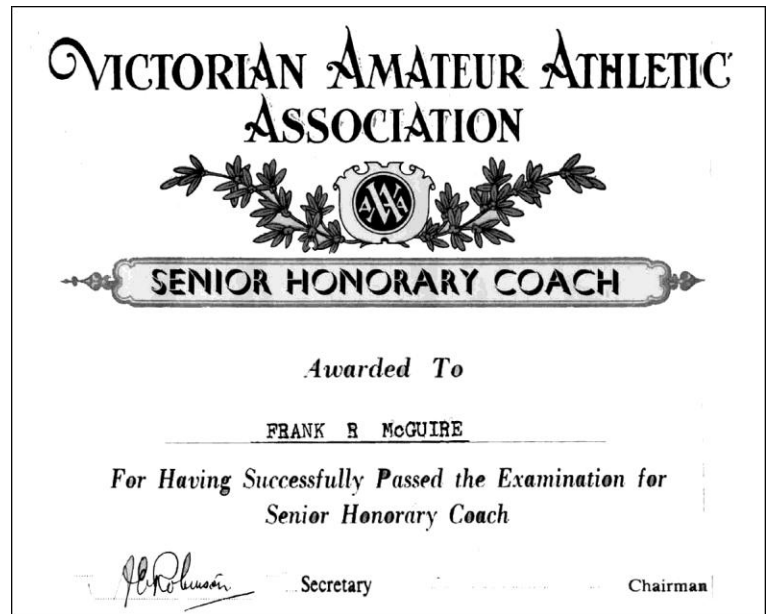
*Left: The victorious Victorian Walking Team, with Frank McGuire 2<sup>nd</sup> from right.*

Some of Frank's race walking performances during this period were:

DATE	EVENT	RESULT
27/8/48	Australian 10,000m walk team championships.	3 <sup>rd</sup> Team comp Vic 1 <sup>st</sup>
1948	Mile Walk at Olympic Park,	Club record of 7 min 08sec.
19/9/48	NSW Championships. 50km walk	5 <sup>th</sup> 5.37.50, Team comp. Vic 1 <sup>st</sup>
194/49	CAAC Championship 2 mile walk	First (Trophy)
Apr 49	Bendigo Easter fair, Invitation 2 mile h'cp	First
Jun 1949	VAWC 38.6 m Melbourne to Healesville walk relay	Captained one team.
12/8/50	10,000m test race for Australian championships	Selected as team captain.
26/8/50	Australian 10,000m walk team championships.	Team comp Vic 2 <sup>nd</sup>
16/9/50	VAWC 5 mile h'cap, Albert Park	First
1950	VAWC 7 mile walk h'cap, Albert Park	3rd
30/8/51	VAWC 25 mile Melbourne- Frankston walk h'cap,	1 <sup>st</sup> & fastest & style award
22/9/51	VAWC 6 mile h'cap, Albert Park	1st
28/8/1952	VAWC 20 mile championship,	2 <sup>nd</sup> 3hrs 6 min 23 sec
Aug 54,	VAWC 20 mile championship	2 <sup>nd</sup>

As he became a more senior walker, Frank also became interested in coaching walking and judging walking races. He bought a 16mm. movie camera that had been used for aerial photography from aeroplanes and used this to improve judging by filming and playing back in slow motion.

In the 1950s he was appointed a Senior Honorary Coach with the Victorian Athletic Association, which required passing of an examination. He was also appointed as National Racewalking coach for the Amateur Athletic Union of Australia.



During the 1950s Frank's other active hobby was his prize chooks, having quite a lot of success in local Shows and the Royal Melbourne Show:



Above: Frank's Prize Silky Pullet.  
 Above left: Two of Frank's many prize certificates from the Royal Melbourne Show.

Some of his successes for which he received certificates were:

Year	Show	Prize	Type	Awarded to
1945	Cheltenham Poultry Breeders society	First	Utility Sussex	FR McGuire
1951	Royal Melbourne Show	Very Highly Commended	Silkie Hen	FR McGuire
1952	Royal Melbourne Show	First	Silkie Cockerel	FR McGuire
1952	Royal Melbourne Show	First	Silkie Cock	FR McGuire
1953*	Royal Melbourne Show	Third	Silkie Pullet	FR McGuire & Son
1953*	Royal Melbourne Show	Second	Silkie Pullet	FR McGuire & Son
1953	Royal Melbourne Show	Third	Langshan Pullet (Chinese)	FR McGuire & Son
1953*	Royal Melbourne Show	First	Langshan Pullet (Chinese)	FR McGuire & Son
1953	Royal Melbourne Show	Very Highly Commended	Silkie Cockerel	FR McGuire & Son
1953	Essendon Poultry Society	First	Silkie Pullet	FR McGuire
1954	Oakleigh District Poultry Society	First	Silkie Pullet	FR McGuire
1956	Royal Melbourne Show	First	Silkie Cock	McGuire & James
1957	Royal Melbourne Show	First	Silkie Cockerel	McGuire & James
1957	Royal Melbourne Show	First	Silkie Cockerel	McGuire & James
Undated	Cheltenham Poultry Breeders society	Special-Mackay & Son Trophy	Silkie Best opposite sex to winner	McGuire & James

\* The results of the 1953 Royal Melbourne Show as reported in Oct 1953 Poultry World, included

- Silkie pullet, McGuire & son 2<sup>nd</sup>-& 3<sup>rd</sup>- grand birds for type, quality silk, great powder puff crest.
- Chinese Langshan pullet- McGuire & son 1<sup>st</sup>, not big but good shape and colour, fair feather.



The McGuire family also continued to enjoy their family holidays, going camping during most school holiday periods which took them to many parts of Victoria.

*Left: From left, Freda, cousin Annette Hogan, Margaret & Frank, at Ship Rock near Gembrook in about 1951 on one of their family holidays'*

During the 1952/53 Christmas holiday period, they made an eventful choice to this time try Wilsons Promontory.

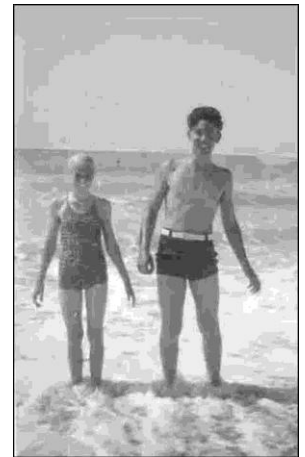
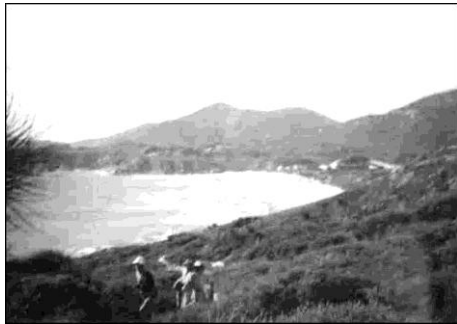
They went there via the South Gippsland Highway to Foster, where Frank asked directions at the local pub. He was told not to go there, as there were 30 miles of corrugated road and there was no pub there! Frank reported back to the family, who howled him down and insisted they continue. It was a very bad road all the way from Foster, all gravel and all very corrugated.

At Darby river there was a gate across the road which had to open and shut behind them. This was just a year after bushfires had swept through most of the Prom national park, and where they drove up into the hills after Darby River, there was very little vegetation at the sides of the road so that there was steep drop to the left.



*Right: The McGuires opening the gate at Darby River. Note their Humber car and compact trailer.*

Over the Darby saddle there came the spectacular view of the mountains and sea and then as they approached Tidal River, the road ahead seemed to climb high and winding over another mountain and they almost turned back. Fortunately they didn't, as what they had thought was the road ahead, was the side road up to Mount Oberon and the main road turned in the opposite direction and into the Tidal River camp.



*From top left: McGuires hiking, at camp, at the beach, fishing & just relaxing.*



The McGuires camped at Tidal River that year, and swam and Frank fished and they hiked to most places on the Prom. They had such a good time that they camped there again every summer for many years.

They used their Humber car to go to the Prom in 1952 and 1953, and then in 1954, Frank bought his first new car. It was a Ford Zephyr, and he thought it was his biggest mistake ever when he collected the new car, covered in dust and with paint off the bonnet and left behind his beautiful polished Humber that he had traded in.