

Country Motor

Australia



free
Magazine produced
for Pre-1960
motor enthusiasts

Produced by David Vaughan
22 Rede St, Wedderburn 3518
Ph: 0439 429572
Email: davelyne@bigpond.net.au



Trevor Davis's 1927 International

Back copies of Country Motor
are available upon request

Country Motor is a E-magazine
created for and by country motor
enthusiasts who have passion for
ancient motor vehicles,
engines, in fact any motor that is
curious and old

Please forward all editorial
enquiries and contributions to
David Vaughan

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Issue 10

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Editor's Entries

Welcome to the tenth edition of Country Motor

tenth Issue

After a lean Xmas season car rallies have gathered momentum. For city folk just about every weekend could be spent attending events. In this issue I report on a few runs that were not too far from home. Picnic at Hanging Rock was huge, albeit mostly modern classics, and a local club run to discover the delights of the Morris Minor Garage at Harcourt.

One of the first historic motoring journalist to see the Schlumpf collection was Michael Worthington-Williams who tells us about his adventure to Mulhouse in 1977. For those who are not familiar with Michael's work he regularly features articles of virtually unknown cars and compiles 'Finds & Discoveries'

in 'The Automobile' Michael has also provided a story on his motoring experiences in 'Arthur', an Austin 20/4 he previously owned.

I was introduced to vintage cars when I was a lad living in the UK by a neighbour, as shown in this issue, who owned a vintage Bentley.

I have shown a list of the ten issues of 'Country Motor' produced with the main stories for your reference.

Finally the 1964 Kalorama Rally when I first attended in my own vintage car.

If you are getting tired of my stories, of which there are plenty more, the cure is for you to share your stories of your pre-1960 vehicle experiences.

Happy motoring, *David*

2019 Picnic at Hanging Rock



A little over 30 years ago when I was a member of the Macedon Ranges Motor Club a suggestion was made by Graeme Lemin that the club should hold an event that would cost participants nothing. A plethora of car shows had been held with the expectation that the owners of the vehicles wanted to pay for the privilege of displaying their cars.

A new car show was envisaged to coincide with St Valentine's Day on 14th February and capitalising on the well known movie title called a 'Picnic at Hanging Rock' The reserve management were agreeable to the Club making use of their facilities as long as the club tidied up after the event. There was a charge to enter the grounds of \$5 per vehicle which was acceptable by the club.

To make it family friendly a few novelty activities were arranged. Children's sprints and rocker-cover races. Sponsors provided prizes for the most popular cars and a prize for the couple that best represented the romance of St Valentine's Day. A souvenir badge was struck showing an old car with the Rock in the background and they still are available each year. I'm sure some people would have acquired the whole series of badges and were anxious to secure this year's 2019 limited edition.

The first 'Picnic' consisted of about 350 cars that passed through the gates and the Club deemed the day a success. With more advertising by the third year numbers increased to almost 1,000 on display and 300 modern cars. As they say the rest is history. So many cars attended that a 25 year old limit was instituted to cut out the modern collectable cars such as the Mazda MX5 Club I was a member of. Instead we lined the MX5s up in the modern car park paddock.

I religiously attended the 'Picnic' every year as we lived in towns near by. When we lived in Romsey we used to invite car friends to our place for afternoon tea.

This year I thought driving down from the country would be exhausting in the Alvis. After a six year break I decided it was time to attend the show and drove down the Calder Highway in the SUV instead.

Leaving early I was lined up at the gate at about 9.30am and was able to park closer to the display cars. Later arrivals had to park at the top of the paddock and occupants had to walk a lot further up and down the hill.

The types of cars on display had not changed, 95% being modern classic, Fords and Holdens were well represented. There were many less common moderns however cars that interested me were few and far between.

One saving grace was that Stuart Mc Corkelle, a mover and shaker in the Vintage Drivers Club, had encouraged a group of 15-20 vintage cars to attend which were lined up on the lawn in the hub of the grounds by the kiosk. *(Stuart below)*



As I had boxes of VDC records to give to Stuart he was the first person I looked out for. I have known his father Ian since the 1960s, last seeing him 45 years ago at a Yarram rally. A few years ago I was surprised to find he lives in Bendigo after seeing his Dodge Four at the Marong Picnic. Stuart is also a Dodge Four owner, however this day he came in Nick Horn's Dodge Four, while Nick drove his later Dodge ute.

In the group I had the opportunity to meet several VDC members. Doug Stevenson with his 8 cylinder Graham Paige and Danial Clarke in his Vauxhall 23/60 saloon. Danial works at the car restoration centre in Castlemaine 'Up the Creek', a business owned by talented New Zealander Grant Cowie. Arnold and Glenda Chivers attended, they have the

big job of handling the VDC permit registrations. One of the first people I got to know in the VDC in the 1960s was Robert and his father Hilber Bonner. Robert has recently built up a unique 8 cylinder Graham Paige which was styled on Auburns and Duesenbergs of the day. Robert Green from Lancefield was also another familiar face back when we lived in Romsey. He is a truck enthusiast and had a mid-1960s American Peterbuilt prime-mover on display. After spending a few hours on a talk fest with the VDC guys I had lunch and explored the rest of the field.

The event is called 'Picnic at Hanging Rock' however I doubt many people brought along a picnic as from mid-day there was a mass exodus from the reserve. By 2pm there were less than 100 cars left. I don't understand why people are in such a hurry to leave. At the Federation Picnic at Marong they have the same problem and try to restrain people from leaving any sooner than 2pm.

If you are taking your time inspecting the cars you have to do it early as no sooner than the car parks are full than the cars head off.

While I was taking a multitude of photos of a splendid 1927 International truck the owner Trevor Davis from Melton approached me. The truck is similar to our local engine club's Day-Elder. Trevor has made a brilliant job of the vehicle with it's wooden cab and tray. His planning and attention to detail certainly paid off.

When we lived in Romsey our local doctor Noel Cunningham was a vintage sports car enthusiast friend. He has an interesting collection of cars that includes several vintage Sunbeams and a racing Talbot. He and Victoria Morris attended in her sporty Kieft Le Mans replica built by the late Bill Morris in 2006. It has a 4.3litre Chrysler hemi-engine and Jaguar 5 speed gearbox.

Exhausted from lots of walking and talking I left for a milkshake from the very busy renewed Woodend Bakery before leaving for home at 2.30pm.

David



Graham Paige 8 cyl Coupe recently finished by Robert Bonner, Kieft replica owned by Victoria Morris, Lincoln Zephyr V12 coupe, Doug Stephenson's Graham Paige 8 cyl sedan, 1909 Hupmobile, 1927 International truck perfectly restored by Trevor Davies and 1935 Lincoln Model K Le Baron coupe with V12 414 cu.in. engine. Originally built in America and supplied r.h.d. to a plywood manufacturer in Sydney. It has covered less than 30,000 miles.

A Motoring Journalist Adventure to Mulhouse

Michael Worthington-Williams

I was looking through a large soft back American publication 'The Best of Old Cars' 1977-78 and observed the attached note. I queried Michael if he could describe the circumstances of first viewing the Schlumpf collection.

"Following a mad dash by car across France with my photographer, Peter Roberts, I was one of the very few journalists who managed to gain access to the fabulous Schlumpf museum of automobiles, which had been closed to the public and kept an absolute secret since 1939. Our trip was mounted on the initiative of the well-known international motor car and fine art auction house, Sotheby Park Bernet & Co., for no other reason than they felt that a photographic record of this unique collection should be made for posterity" (from Michael Worthington-Williams, May 6 1977, cover letter for the article in the publication)

At that time I was a regular contributor to 'Old Cars' published by Krause in Iola, Wisconsin. Before the Schlumpf Collection was taken over by the workers, very little was known about this huge cache of (mainly) Bugattis and other cars built in Alsace Lorraine plus others.

The Schlumpf brothers had built up the collection over many years, including the war years. Alsace Lorraine were two areas of France which had been lost to Germany in the Franco-Prussian war of 1870, awarded back to France under the punishing terms of the 1918 Armistice which followed the Great War, and annexed again by Hitler following the 1940 Occupation of WW2. Have swapped back and forth so many times, these areas were in some cases more Germanic than French and Hitler treated them very differently to the rest of France.

The Schlumpf's business was textiles and they were permitted to carry on business as usual during the war, obtaining lucrative contracts for German military uniforms, army blankets etc. Of course, during the war Occupied France had severe restrictions on fuel and the Germans confiscated many old cars as scrap to build munitions. To prevent their cars from meeting this fate many were hidden. When the Schlumpfs offered to buy their almost worthless vehicles, many jumped at the chance. The brothers were, therefore, able to buy many cars cheaply, and they were able to indulge their passion for Bugattis particularly.

When peace returned, the Schlumpf textile mills and factories were badly in need of investment. Government handouts were intended to put the factories back on their feet and provide increased employment and this is what the textile worker's Union, the CFDT expected. However, much of the money was diverted to buying cars and converting the main mill at Mulhouse to a museum.

This vast building covered an area of about 4 acres under one roof, and was fitted out with luxurious restaurants. These were themed in different styles – Alsatian, Louis Quinze, etc. and the museum area was

divided into avenues all of which were illuminated by art nouveau bronze lamps similar to those seen on the Paris Metro underground. There were dozens of these, which must have cost a fortune. The brothers even had their own brand of champagne for the restaurants. The cars, hundreds of them, were lined up on the avenues and stretched as far as the eye could see.

My reason for being there with my photographer Peter Roberts was as described in the 'Old Cars' paragraph. I was at that time (and from 1976-1995) Head of the Vintage Vehicle Department at Sothebys and my instructions were to make a photographic record of the collection for posterity (and also with an eye to the main chance should there be any likelihood of the collection being sold).

By this time, the two brothers were safely over the border in Switzerland having decamped to escape imprisonment by the French government for having embezzled all the funds they had been given to improve the factories. The workers were also incensed by this and had occupied the museum which they renamed Le Musee de Travailleurs (the worker's museum) with the CFDT shop steward in charge. Peter and I had to be careful, therefore, not to disclose the identity of the company who we were actually representing. Sothebys represented the opposite of everything the left wing workers held dear and if they received even a hint then the chances were we would have finished up in the Mulhouse Canal! So..... for

the purposes of the visit we decided to be reporter and photographer from the left wing newspaper Socialist Worker.

We were questioned closely by the shop steward, but were more cordially received when I produced 200 French francs "for the worker's fighting fund" and said that we wished to record the worker's side of the story and showed him the recording machine we had brought. We let him speak into the machine for as long as he wished, then waited patiently whilst he checked that it had actually recorded his story. Meanwhile Peter dashed down the avenues photographing as many of the cars as possible and these were some of the photos used in the 'Old Cars' piece.

Until I received your email I never knew that Krause had reprinted the feature in 'The Best of Old Cars'! They paid me several thousand dollars, at a time when the exchange rate was a good deal better than it is now.

I kept in touch with one of the workers and he was able to feed me much more information on other unrestored cars stored in sheds at Malmerspatch – including a Bugatti Royale which the brothers had been building before they fled. The chassis was a genuine spare which had been stored in the Bugatti factory and fitted with a Royale engine which was one the surplus ones which, when Royale production ceased, they had been sold to the French Railways to power a railcars.

After I left Sothebys I joined Bonhams and have been a consultant to them ever since.





MORRIS MINOR GARAGE

VISIT By The North Central Vintage Car Club

Our local motoring club, the North Central Vintage Car Club's first official event of the year is the Rheola Charity Carnival which is on Easter Monday. I thought it was a long break from our last event in November so each year I organise a mid-summer tour. We usually get 40 people on the run which shows it's popular with the members.

As it is a hot time of the year I generally organise a short run to a place of interest and end up at an air conditioned pub. However this year after picking up a pamphlet at the Bendigo Swap our run was further a field to Harcourt. Bill & Clair McKeller along with son Richard have presented their collection of Morrisises in a splendid building with an art décor façade on a very pleasant spot in North Harcourt.

Initially we caught up with the club

on via Maldon and Castlemaine; crossing the Calder Freeway into Harcourt and several miles out to Harcourt North where the collection is housed.

The collection can only be viewed by appointment, which is fair enough as it would be a waste of time for them waiting for visitors all day who may not arrive. As a small motoring museum experience its 10 out of 10! If your club hasn't been there its time to make the worthwhile trip.

We were greeted by Richard, Bill and assistant Jim Oliver from Bendigo who directed the classic cars to park outside the building. The rest lined up in the ample grassed car park. Bill then took to the PA system and introduced himself and the staff. After everyone had their picnic lunch and coffee and shortbread biscuit the shape of, you guessed it, a Morris Minor which is part of the admission price of \$15.00, he guided us through the collection.

On the property, known as "Windrush", was an olive grove, country garden and home to the painting studio of local artist Clair McKeller. Olive oil and an excellent 'Morris Minor Book' was available to purchase in the kiosk.

Patrons could eat in the air conditioned comfort of the café or sit on outdoor furniture around the café.

A PA system is wired up in the museum which enabled Richard to progressively tell the stories of each car on display, everyone was able to hear. Aside from a few fans some people found it a bit hot as the sun had passed its zenith and was warming up to the predicted 34°.

All the cars had a tale regarding their previous life. A borrowed Morris Minor convertible was used on the last comedy series of "Mother and Son" with the late Ruth Cracknal and Norman Gunston, no that was one of his odd personas, it was well known actor Gary

McDonald. An episode was shown on a TV behind the car.

The collection consists of over 20 cars mostly Morrisises going back to 1928 to a few of the Leyland Minis. The couple of examples of the ohc Minors were a tourer and an original sports car similar to the M type MG. A few vintage Chevrolets and EH Holdens added to the fleet.



Rear of an original ohc Morris Minor sports car from which derived the 'M' type MG

Just to add to a bit of fun a few visitors were dressed up in UK police uniforms and a postal uniform for photographs along side a Minor police car and Royal Mail van.

Everyone had an opportunity to complete their viewing of the cars on display and then we proceeded back into Harcourt to visit the workshop of Steve Barnett.

Steve is a professional vintage car body restorer and about ten vintage and pre-war cars are currently being worked on by Steve and a few helpers.

The most notable was 3/4½ Bentley, a 30/98 Vauxhall, 1938 Wanderer, 1930's Jensen with a straight eight Nash engine, 1934 Nash eight cylinder sedan, Cadillac sedan with renewed wooden frame and his own Bristol 401.

Most people by now were exhausted from the hot workshop and made their way home after a very interesting day thanks to the McKellers and Steve Barnett.

David

Morning tea at Dunolly



cars at Dunolly for morning tea in this pleasant historic town, which also has a very nice bakery. After refreshments we motored

in the museum which enabled Richard to progressively tell the stories of each car on display, everyone was able to hear.

Morris Minor Garage





Richard McKellar introduces the visitors to the Morris Minor Garage's collection telling individual stories about each car. The whole range of Morris Minors were represented - 2 & 4 door saloons, pickup, woody, convertibles, Royal Mail van, police car, low-lights to the 1000. 1.6 million Minors were made from 1948 to 1972. Two vintage Chevrolets 1928 & 1926, Morris 8hp series Z van, Minor ohc tourer and a Morris Eight tourer.

Some of the collectible and rare cars being restored at Steve Barnett's workshop. 3/4½litre Bentley, Vauxhall 30/98, new woodwork in a Cadillac sedan, 1934 Nash 8 cyl. sedan, German made 1936 Wanderer W25 and a 1937 Jensen with a Nash 8 cyl. Engine.

Logan's Pub



In 'What's On' in the 'Herald Sun Motoring' section was an invitation to attend a "Car Display". Logan Pub welcomed all hot rods, cars and bikes for its annual car show from midday until late. Bring a tent and stick around over night for presentations, live music, food and drinks. Including Sunday breakfast. Free entry and free camping. Details Keith 5496 2220

If you want to experience a true blue bush pub you do not have to drive across the Birdsville Track to find one. A little over two hours drive from Melbourne is the Logan Pub just 25k before St Arnaud. Its charm is in its shabbiness and friendliness of Keith and his staff. When passing on any day there is always cars outside and it is a particular haunt for bikies. Every year car and bike enthusiasts are invited to display their machines and as stated above enjoy the hospitality of the Logan Pub.

Prior to the first world war there was a rash of small towns in the country, the Wedderburn district was no exception. They had their post offices, shops, houses and even railway stations. Between the wars the definition of a viable town for its long term survival was approximately 1,000 residents. Wedderburn was maintained as it was on the Calder Highway. However, numerous small settlements lost their town status and any government affiliated facilities were withdrawn resulting in the small towns dying leaving only a few remnants of their previous life. Logan was one such town with only one pub of an original three remaining and one church building now a residence.

Logan is only 25k from Wedderburn so disregarding the low 30's temperature I decided it was a chance to get the Alvis out for a short run to see what cars turn up.

As expected there were hot rods, modified cars and motor bikes. Like most displays there is always a few cars that are of interest to a pre-1960 enthusiast. As much as I admire the work guys do to their cars whether a rod or custom I am stickler for originality, or at least close to it. I can't be too picky as my Alvis is sprayed silver and not it's factory colour of maroon.

Chevrolet Biscayne owner Noel Bryce from St Arnaud was sitting in the shade of the pub's veranda, being the only familiar car and face. He told me a stall was set up with tin plate reproduction advertisements were only \$5 a piece. I bought one depicting a 1916 Indian motorcycle. Oh my gosh I'm not into motor-cycles but I couldn't help it because Mike and Frank on the 'American Pickers' have brain washed me! Noel related a story about his father who drove to work in Melbourne on an Indian. To combat the freezing cold he stuffed newspapers up his jumper! Later the bike was regulated to farm use with a home made side-car that was large enough to carry hay bales to their animals in the paddocks.

You may notice an MGTC in the above photo, so did I. On the door is a Feral car club notation. I knew it had to be Wolfgang Rebien's TC from Welshman's Reef near Castlemaine. I searched all the faces around the pub until I saw someone who looked like it could be him, needless to say it was. About 20 years ago Wolfgang took over the editorship of the VSSC 'Newsletter' (magazine) after my three year stint. He bought the TC when he was 18 years old from Pitstop Motors in Sydney Road. Having only driven his father's old truck he found the car a lot more responsive! On a rally years ago I remember seeing a rear wheel coming away from the mudguard of a TC. He said he had a tyre which did the same. On a Feral rally in the hills near Mt Kosciusko a front tyre disintegrated but he didn't notice as piled in the back was his camping gear making the car balanced. When it came to putting the spare on he didn't need a jack!

He bought the 1947 MG TC in 1967 which by coincidence was the same year I



bought a maroon MG TC. Although it was currently being used as daily transport it was far from roadworthy and ended up on blocks until it was sold many years later making half the deposit on our first house. I think they are a very attractive sports car restored with the right sized 19" wheels.

Just as I was about to leave an assortment of vehicles from the 'Odds and Sods Car Club' made an appearance. It looked like they were staying the night with camping gear piled on roof racks. As the Feral car club limits membership a second club was formed. All vehicles are in rough condition. I approached one lady passenger in a Dodge 4 homemade van and asked if they were the Beverley Hill Billies? She laughed and said yes! **David**

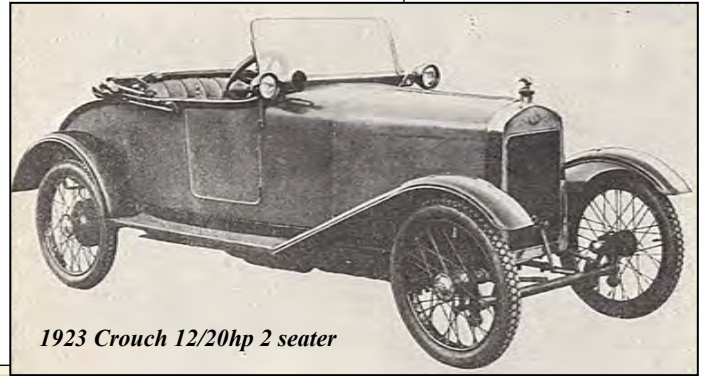


Obscure Makes

Crouch Cars Ltd

Over the years I have collected lots of literature on old cars. This is a page from a booklet of an obscure brand called a Crouch. The vintage period models listed in the 'Victoria Police List of Motor Vehicles' are a 1923-28 4cyl. 69x100mm 11.9hp and a 1926-28 4cyl. 66x100mm 10.8hp .

The brand was founded by John WF Crouch, made between 1912 -1928 in Coventry, England. In 1922 a V-twin shaft drive cyclecar was released replacing earlier models. The twins ran in the 200 Mile Race at Brooklands. In 1923 a model with an Anzani engine was added. In Super Sports form it was guaranteed to reach 90mph. Cyclecars gave way to conventional light cars as shown.



1923 Crouch 12/20hp 2 seater



COUPE MODEL.

£335

The general design of this body is ideal for the lady owner or doctor, as it gives perfect protection from rough and wintry weather. The longest journeys may be undertaken under the most unfavourable conditions in absolute comfort.

The Body, having two large doors which are fitted with frameless windows, is upholstered in first-grade English leather and best leatherette head, which it is possible to open up if so desired.

A Dickey Seat, capable of carrying two adult passengers, is provided.

Floor Mats are supplied for both the front and also the Dickey Seat.

When production started after WWI the pre-war model became the 8, 1,115cc and was made until 1922 costing £245 UK. In 1922 the 8/18 was a more conventional car with V-twin ohv 1,248cc eng. At £285 UK. It is believed 1,500 V-twins were made and 400 before 1914.

In 1922 the 12/24 was introduced with a 4cyl. Anzani 1,496cc eng. and 3 speed gearbox. An electric starter was fitted. A Sports version's speed 60mph and Super Sports 80mph. (800 were made)

In 1923 a cheaper Economic 10/4 used 4 cyl. Dorman s,v, 1,200cc eng. (60 made)

1925 the 12/24 became the 12/30, the Economic stopped and final car 11/27 was announced. It had a 1,368cc Coventry Simplex 4 cyl s.v engine priced at between £225 to £285. About 100 11/27s were made. About 3,000 Crouch cars were made, only 5 are known to survive. Are there any in Australia? *David*



12/24 Sports



Expert Opinions.

"The Light Car and Cyclecar," issued on April 11th, 1924.

... "One then glides away on first gear (back on the right) to second (forward on the left) and top (back on the left). Within a few miles the exceptional sweetness of the engine makes itself felt. It is obvious that here is an engine possessing more than the average amount of power which can give of its best with little noticeable effort, even when travelling at a top speed on the level. The unit is more silent than many others at 20 m.p.h., there being no rattle, rumble, vibration or uneasiness." . . .

... "The silence of the axle and indirect gears was also noticeable while the steering at speed was exceptionally good and gave one every feeling of confidence."

... "The gear change in both directions is silent"

... "The Crouch is a car which is capable of maintaining a very high average speed. Furthermore, it will be deduced from this that the vehicle can be handled when travelling fast with a feeling of security and certainty. In fact, confidence is one of the keynotes to one's impressions of this vehicle."

... "As regards the body work, one finds the three-panel screen, leather hood and all-weather equipment neat, effective and warm without being stuffy or draughty. This model, which is now equipped with a

honeycomb radiator and a considerably longer body than was the case last year, should make many friends, as it strikes one as being a solid and fool-proof vehicle."

"Light Car and Cyclecar," issued on September 13th, 1924.

... "The latest production of Crouch Cars, Ltd., Coventry, is an extremely smart sporting model."

... "There is a considerable amount of room in the dickey, on each side of which is a compartment for storing tools. The opening of the dickey is normally sealed by a cover which is a spring, but toned in position to form a weather-proof joint."

... "The underside of the body is completely streamlined and a maximum speed of 60 to 65 m.p.h. is attainable. It is probable that this speed could be improved upon to some extent as the car is lightly built and should offer little resistance to the wind, while the capabilities of the British Anzani power unit are too well known to need comment."

"The Motor," October, 1923.

... "As regards road achievements, I cannot speak too highly of my Crouch."

... "I have had several tours of 600 and 700 miles during which I have repeatedly checked my petrol consumption, so can assure you that the figures given are accurate. For town work I averaged 40 m.p.g.



My interest in old cars started when I was about twelve in the UK when our Dorset neighbour, Mike Goodwin had vintage Bentleys. He is still alive at ninety years old but it appears he hasn't had his car out for many years. I expect to see it on an auction site sometime in the future. As we know our old cars out live us.

Prior to emigrating to Australia in 1960 I used to go next door and help with minor jobs in his workshop. He took me for a ride one cool afternoon and thundered along the main road to local town of Wimborne Minster at 95mph!

He had three Bentleys, two he restored and sold. The third, a 1926 3 litre special, he still owns.

The story behind the Bentley is interesting. In the late-1930s a small number of Bentleys were re-bodied by a company H.M. Bentley & Partners. The hybrid consists of a Red Label Bentley 3 litre chassis that was fitted with a 4½ litre engine, gearbox and transmission. The body was a light two-seater with a large 30 gallon petrol tank behind the seat and twin spare wheels on the back.

The result was a sports car, while retaining a good vintage flavour, possessed performance equalled by few other machines of the pre-war period. It is not known how many were made, but over the years I have seen two others advertised in UK magazines.

Reading a 1943 edition of the 'The Autocar' I found an article on a similar car to Mike's. It had been owned by a JG Fry who further modified his 3¼ litre Bentley to achieve 108mph. Several issues had to be rectified. Pinking was cured by use of benzoyl in the petrol mix. The 3 litre radiator was inadequate and a larger header tank was added. The petrol in the huge fuel tank 'got there first' when cornering hard causing instability. Pistons disintegrated. Upon the sump being drained after a catastrophe an on looker casually remarked 'Do you always fill your sump with aluminium paint?' Fry's cousin replied 'Yes, we find it prevents the inside of the exhaust pipe from going rusty!'

Mike's car has a little providence as it was raced by Sammy Davis at Brooklands. The little Union Jack badge at the front of the bonnet is meant to indicate that the car had been raced at

Brooklands.

Due to the racing motorist, journalist and Clubman's shoulder injury, possibly due to one of his car crashes, the gear stick was moved from the right of the driver to the centre and has remained that way since the late 1930's.

In his younger days Mike raced his car on Bentley Drivers Club events and at hill climbs.

In the mid-1950s both the Goodwins and my parents built houses along side each other in a village called Ferndown, Dorset. I was a very shy fellow and eventually plucked up enough courage to talk to him while he was preparing an Austin 7 to sell. From then on I was hooked on vintage cars. His friends who visited him also had vintage cars. Often a Fiat, or Hispano-Suiza, AC, or Rolls-Royce woody, would be in his driveway. My parents were annoyed when the Bentley passed our house as the engine used to thump disturbing our 12" black & white TV's reception just when "Dixon of Dockgreen" was making his final remarks about criminals he had caught.

We have corresponded since the big move to Oz and visited the couple on our trips to the UK.



Photo taken just prior to leaving the UK for Australia in 1960. Next at the Bentley Driver's Club meeting at Beaulieu in May 1961. It won the sprint and concours class for 3 litres. At Prescott Hill Climb in the early 1960s Lyne & I making ourselves at home in the Bentley cockpit in 2004, dream on David!



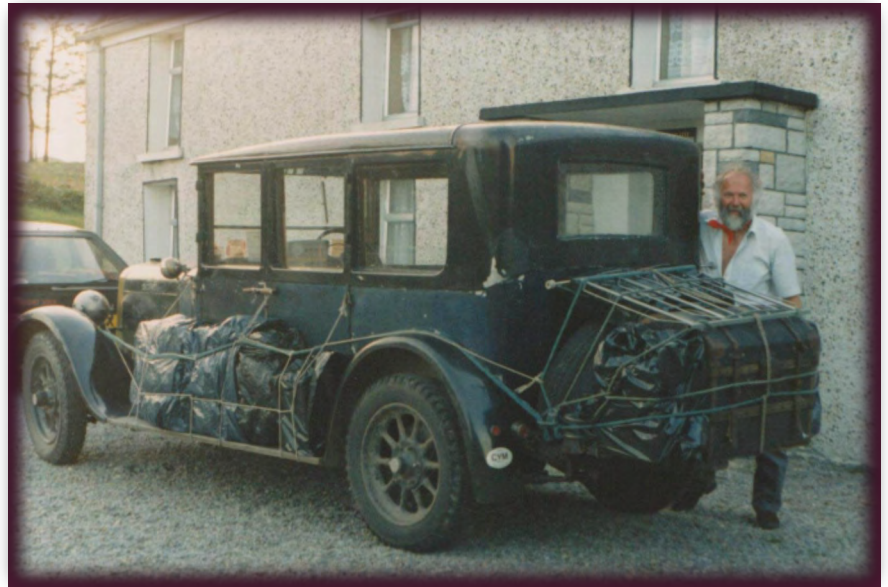
More on Early Publications and Experiences with an Austin 20/4 Carlton Saloon

Michael Worthington-Williams (UK)

Early Publications

Thanks David, but if I may I would like to correct a few facts in the section about cyclecars. 'Motor Cycling' was first published by Temple Press in 1902 and included Motoring – i.e. motor cars. Then, later in January 1903 a separate title 'The Motor' commenced. 'Motor Cycling' continued, however, now solely concerned with motor cycles but around 1910 started isolated mentions of early cyclecars. The Crescent was among the earliest of the British-built ones, but the G.N. and Sabella were early on the scene, too. The popularity of this "NEW MOTORING" as it was called, prompted Temple Press to publish 'The Cyclecar' in November 1912. Meanwhile, rival publishers Illiffe (whose title 'The Autocar' had been first published in 1895) started publishing a monthly with reprints of all the light car and cyclecar features which had appeared in 'The Autocar' in the previous months so that those readers whose main interest was this class of car didn't have to buy 'The Autocar'

They called this monthly 'The Light Car for Men and Women' Shortly after this Temple Press changed the title of 'The Cyclecar to The Light Car and Cyclecar' Which incensed Illiffe and caused considerable confusion at bookstalls and newsagents, who managed consistently to mistake one title for the other when fulfilling orders. I don't think 'The Light Car For Men and Women' survived the Great War. Many years later the "and Cyclecar" was dropped from the Temple Press publication and the magazine continued as 'The Light Car' until publication ceased in 1956. Ironically just three years late the advent of the BMC Mini (Austin and Morris versions) rekindled interest in small cars and a new title from FF Publishing called 'Small Car and Mini News' appeared with a new brand of journalism (and some Australians) swept on the scene. They soon dropped the 'Small' and became just 'Car' and have flourished ever since, now appearing as a weekly to rival 'Autocar' which eventually absorbed 'Motor', both titles having dropped the definitive article ('The Autocar' and 'The Motor') some years previously.



Austin 20/4 Charlton

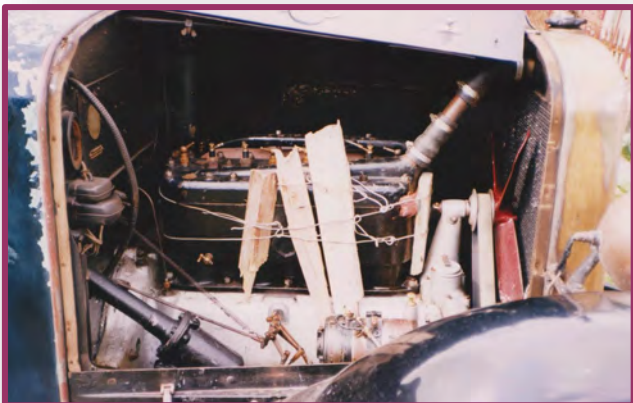
You asked for features on motoring in pre-war cars. Well, for 25 years I ran as every day wheels a 1927 Austin 20/4 Carlton saloon named "Arthur" which had been a taxi in London and Henley on Thames from nearly new and had already clocked up over a million miles (all trips recorded in several ledgers which came with it). It was unfailingly reliable and during the quarter century I had it on the road I covered over 250,000 miles. This included annual trips to Brittany and the Irish Republic on family holidays and rallies, as well as rallies at home and all over the UK, including annual trips the Beaulieu Autojumble (a round trip of about 500 miles from our home in West Wales.

We often had five adults and five kids in the car on these excursions and all the luggage for a month on the French trips. In the early days when the kids were small, this included playpens, pushchairs, toys, cots, and all the usual paraphernalia associated with small children and when on the move we were like the Beverley Hillbillies. I should mention that "Arthur" and I are both subscribers to John Steinbeck philosophy that "paint don't turn no wheels over". In other words, he was unbelievably scruffy, wearing what was left of his original paint, upholstery as you would expect after a million plus miles, but mechanically well fettled. He was known everywhere, and this was brought home to me when we were parked in in Pont Avon in France. A German came up to me and said "So this is the famous "Arthur"?"

On one memorable

occasion we blew a head gasket in south Brittany at the beginning of a holiday and not wishing to abandon the holiday proceeded to bodge a repair. From the local supermarket we obtained some dum dum putty, and baking tin foil. The gasket had blown to atmosphere at the front of the engine behind the fan, not fortunately, between two cylinders. We therefore packed as much of the putty into the blow hole and outside it as we could, and covered this with several layers of tin foil. To hold all this in place we found an old floorboard in a shed behind the farm at which we were staying at Point de Travnignon and wedged this between the engine block and the fan mounting. To fix this in place securely we pinched a length of fencing wire from a local hedgerow and wound this round the whole engine and floorboard. To tighten the wire we selected odd pieces of wood from the woodshed and hammered these between the wire and the block.

It didn't look all that pretty but we covered over 600 miles on the rest of the trip and got back home intact including over 100 miles of motorway. When we reached the ferry terminal at Roskoff on the French side, on the journey home, we found a two mile queue waiting to board. Not all were for our ship, but it would mean a long time edging forward a few feet at a time with the engine getting hotter and hotter. I could see that the repair probably wouldn't survive this, so I pulled out of the queue and drove down on the outside until an officious little uniformed port employee held up his hand and shouted "Arrete". I replied "Le Moteur est malade" (the engine is sick). "Huh" he said, "Ouvrez" so I dismounted and opened the bonnet. He stooped down and looked inside. "Mon Dieu!", he exclaimed (My God!) and quickly waved me on board. We were first on and first off at the other end!



Bits & Pieces



Re Riley Chassis Number 6013034 seen at the 1964 Kalorama. Although I was in Form 1 in 1964, I know this car well. It is a Riley 9 Plus Series Tourer of 1930/31 vintage.

Its body was built by the father of a N.S.W. club member in the 1950s. As well as building the body, he "modernised" its appearance by fitting 16" wheels and other modifications. This appears to have not been

uncommon practice in the years after the War, as I have photos of other Rileys that have been modified, to look like more current models.

The car is much travelled, as I have records and photos of it N.S.W, Queensland in the 1950s, Victoria, South Australia and the Northern Territory. It now lives in New Zealand.

I am not sure who owned it in 1964, but in 1972 it was owned by the late John Jennings, who owned a Menswear Store in Warragul.

Above is a photo I also took of it at Kalorama in the mid-1980s. The man on the left is John Jennings's son, Bruce. The wheels have been changed back to the correct 19 inch ones by this stage. His son is still a member and is "the expert" in Australia on replacing the timber framing in RM Rileys. No progress to report on my Riley Nine project, as I have been preparing Riley 2½ for sale so I can concentrate on restoring the Nine two seater.

David Trunfull



Wreck of the Month

Peter Norman is Humber man and for parts for his 1951 Humber Super Snipe he had this wreck squirreled away on his friend's farm. Recently an enthusiast from Wagga NSW collected it. The car is complete, wheels, most of the instruments, tyres will blow up, upholstery is in a bad way however springs are there. In Peter's keener (younger) days he took the engine and gear box out. The purchaser looked at it on the Bendigo Swap weekend and seemed very pleased. He is doing up his father's Humber, bought new but wrecked on the farm.

Ed: A book I picked up many years ago at a swap is the Victoria Police 'Complete List of Motor Vehicles' Vol. 1 to 1956. Data for registration purposes. It has a listing of all cars, motor cycles, trucks and tractors marketed in Australia and a sample and position of their identification numbers.

The details on the 1951 Mark II Humber Super Snipe are: 6cyl, 85x120mm, 26.8 hp, 34cwt, sample engine number A8010001, position of engine number is right side of block, just above the high tension coil, sample chassis no. A8010001 on embossed plate left side top of chassis adjacent to exhaust pipe.



Peter Ransom Adds More Information on Sunbeams

Thanks for another fine newsletter. Ordinarily I wouldn't worry about minor inaccuracies in an article, but my name appears in the Iain Ross Sunbeam story and I was involved in digging up much of the information regarding the various cars mentioned. Iain is the first to admit that he's not a Sunbeam man, so his sins are automatically forgiven and especially so because it's a good news story. In the Sunbeam Talbot Darracq world it's well known that the correct spelling for Sunbeam is "mystery".

In para 1 the Sunbeam model was a 16.9hp (aka 16hp) – the photo you published at the top of the page was captioned as such, although as a 1927 rather than 1929. And as Iain states elsewhere in the article, that car is now in Tasmania.

In the para adjacent to the lower picture on that page, the comment should read "... the Weymann body.." Wensum was a Vauxhall sporty tourer style on their 30/89 chassis whereas a Weymann body was a lightweight fabric covered saloon body built under licence on Sunbeam and other chassis. I bet you know

all that. Only Sunbeam (and maybe Vauxhall) people would spot these things, but if left uncorrected they become accepted as fact.

Much of the "mystery" is down to the almost total loss of factory records during WWII.

For example, I've just sold our 1914 Sunbeam 12-16 Sports which has a motor that appears to be almost identical to the 1912/1913 Coupe de l'Auto racers. Three others exist but there is absolutely zero documentation about them in the sales catalogues and parts lists. The numbering of parts suggests some 1914, some 1915 and some unidentifiable. Theories abound!

The fact that you could always take a Sunbeam chassis to a coachbuilder leads to frequent misidentification of cars.

Ed: Thanks Peter its always good to clarify information, as Iain said to me he should stick to his knitting. I don't think that's necessary as he is an expert on Bristols and soon his second Bristol 400 restoration will be completed. Hopefully he will send us a story on its protracted restoration soon.

Below Cars at Hanging Rock



Armstrong Siddeley 14hp Tourer

In 2003 my eldest son Colin bought from a guy called Alister Thompson an incomplete 1927 Armstrong Siddeley 14hp tourer. The vendor had bought it at an auction of a collection of 100 vehicles, cars and trucks and a multitude of parts at Benalla, on 13th October 2002. Colin passed it onto me and I duly collected it from his Thoona Valiant Wreckers to our place in Romsey. As much as I would have liked to have restored it all the missing parts had been auctioned as a separate

lot. By September 2004 I advertised it in the Armstrong Siddeley's club magazine as it was taking space in the garage and I needed the money for my Austin 16/6 project. A couple of gentlemen of well advanced age bought it for \$1,500 to restore. So the Austin project had a boost in funds. However a few days later our washing machine died and cost \$1,500 to replace. There must be a moral in that story? Like don't count your chickens before they hatch!

A little history on the car -

Rolling chassis 26264 left the Coventry works on 3rd March 1927, it was consigned to Low & Tompkins Motors, the NSW dealers.

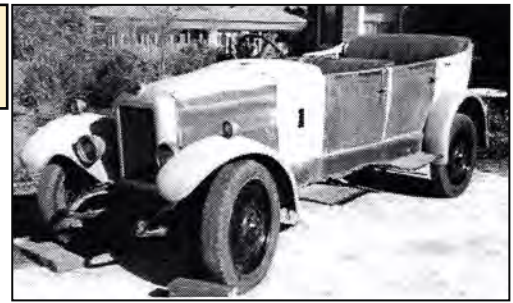
The Owner's Certificate issued in 1932, when the Victorian Registration system was revised, it was blue & black, weighed 21cwt, engine no: 20361 Annual fee was 35 powerweight units at 2/6 total inclusive fee £4/7/6.

Two owners listed were Mr J T Weymouth of Cohuna 13/10/45 and Mr Jack Thomas of Cohuna 5/9/47.

The next Club records show it was

owned by W Hill of Geelong, R Lancaster of Geelong (c1962), Phil Bruce of Benalla, Alister Thompson of Thoona (13.10.2002), Colin Vaughan to David Vaughan (6.4.2003) and Grant Hickey (2004) to Susan Hickey of Fisherman's Paradise, NSW. Engine No. shown is 15491.

The car was restored by the late Grant Hickey and photos below were taken at the Shoalhaven Rally 2012 by his daughter, former Australian Army Major Susan Hickey. (The 14hp is now yellow)



I mentioned the car to Richard Tonkin, an Armstrong Siddeley owner. He checked club records to see what happened to it. I am pleased to say it has been restored and rallied.



It was later purchased by Kenneth Barnett of Armidale, NSW and sold on to a man in Tasmania. **David**



At Shoalhaven Rally Kiana Concours 2012



A 14hp having panel work done at Steve Barnett's workshop

Armstrong Siddeley 4/14

14hp, 4 cylinder, 1852cc ohv 3 speed gearbox. Single Claudel Hobson up-draught carburettor. Manufactured from 1923 to 1929. 13,365 were made. Over its six year lifespan up to 1929, the 4/14 was the companies best seller. 1925 saw the introduction of 4 wheel brakes, an increase in the petrol tank capacity from 6 to 8 gallons and an increase in underbody clearance. A huge variety of body styles were made from 2 seaters to landaulette.

The **Armstrong Siddeley Car Club of Australia** will be holding their Annual Federation Rally in Canberra weekend of 29th-31st March and will be celebrating 100 years of the make, 1919-2019. See the Club's web page for more details or phone President Rowan Fitzpatrick 0404 032113



Restoring a vintage truck may not be on everyone's bucket list. Vintage vehicles are certainly the simplest period to restore and trucks should be the easiest, no complications with exacting measurements with body panel fit.

Trevor Davis from Melton could have just put seat and a rough sawn tray on his rusty International S24 chassis. But this savvy restorer has, as well as reconditioning the Lycoming 220ci engine and chassis, expertly built a braced wooden cabin and tray. Every detail has been thought-out resulting in a probably better than new goods carrying vehicle.

natural decking oiled surface doesn't get splinters. Stainless steel bolts have been used so rust marks don't eventually show around the bolt holes.

The truck is one of 439 on the

1927 International Truck

Clever ideas include the large wooden wing mirrors, a large box on the tray houses a 40 litre petrol tank and storage under the seat. All timbers are of the more expensive durable type using Jarra decking on the tray. All pieces have been chamfered so that anyone stroking the fine Cabot



Veteran International Harvester Truck Registry (www.vihtr.com) based in America that now includes all vehicles made to the 'D' series of 1940, many are from Australia.



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All issues are available upon request

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1964 Kalorama

1964 Kalorama

David's Photo Gallery of Early Events



Halleluia! I had my own vintage car to go to Kalorama. My father had to drive my Austin 12/4 Melbourne Bodyworks tourer, as I had yet to get 'L' plates. Here he is on the way checking the engine, amazed we got it going in time for the big event

Guests to Melbourne was Lord Montague and Michael Sedgwick curator of Beaulieu Motor Museum (UK)

Bruce Lindsay's Fiat 501 tourer and Bert Lamshed's Fiat 501 roadster



*British vintage sports cars were very popular at Kalorama. Doug Wilson's 4½ litre Bentley was a fresh restoration featuring a fabric tourer body
Riley Nines had brisk performance for their size in the 1920s*





My father decided to be competitive and challenged several entrants in the various events. Here he is no match for a 8 cylinder Marmon sedan. Neil Burns follows in his Deemster. More on an equal footing was the two Austin 12/4s, Charlie Granger in his Windsor saloon was less likely to cause a loss. Worms eye view of my 12/4. One of the most

exciting days of my life long vintage experiences was getting the Austin to Kalorama. Just registered on the Friday before the event.

An Alvis rarity is the front wheel drive model, with a supercharged ohc engine, inboard brakes and independent suspension. Advanced specifications for the late vintage period.

An early 12/4 of 1923/4. It had many differences to the later vintage models. Smaller engine, (1660cc) no front wheel brakes, CAV lighting, pram hood style roof, round coach door handles and smaller radiator. For sale at a high, for those days, £100.