

Country Motor

Australia



Issue 71

**Magazine Produced
for Pre-1960 motor
enthusiasts**

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Back copies of Country Motor are
available upon request



David Bishop's MGJ2

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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Editor's Entries

It's December again, it seems only a few months back when we were celebrating the 2025 new year. I wish all readers the season's greetings and a safe and happy Christmas.

Issue 71 has the usual random interesting pieces. Thanks to those who contributed with their stories.

I take my Mazda into Bendigo Mazda for servicing and often have a brief chat at the desk with David Bishop who has inherited not only his father's cars but his enthusiasm to maintain and improve them.



He has recently refurbished his delightful MGJ2. His Austin 7 racer also looks very energetic and well finished. For a more modern classic he has a modified Datsun Stanza used for motor



sport.

Dalgety Model T Fords were the first to be assembled in Geelong in 1925 as Warwick Landy explains, along with a story of T he recently purchased of that year.

As a follow up to the Mercedes special story last month Richard Unkles talks about a real model of the Mercedes SSK on show at the Southward Museum in New Zealand.

Bill Buys always brings to light some interesting stories. In this issue he discusses an auction of surplus Renaults of the Renault manufacturer's collection.

The Sunbeam Car Clubs of South Africa always has some good stories on the subject of Sunbeams. In this issue I have borrowed a story on the talented Louis Coatalen. He brought Sunbeam into motoring prominence in its early

years.

On the subject of Sunbeams, the record breaking 1000 is further discussed by Bill Buys, Along with further notes on the Sunbeam 350hp.

The Rolls Royce and Bentley Car Club of NZ always has some excellent stories in their club publication. I have borrowed, with Klaus-Josef Roßfeldt's permission, to reproduce some early Roll Royce photos and an interesting piece of history about the make. German Klaus-Josef is an authority on the history of Rolls Royce.

Not a common model is the General Motors (Buick) Marquette made in 1929-30, a few are scattered around Australia and one is for sale.

How many people have heard of Prince Edward Island in Canada? Peter Noaks is a motoring enthusiast and gives us some idea about the island and the car scene there. He then discusses his very smart Jaguar powered Bentley special.



Could you image travelling 4700 miles in a one cylinder car across America when there were few identifiable roads? Bill Buys talks of the epic journey in 1903 in a Packard. However there is a slight twist to the story.

For the technical minded Russell Massey is continuing the story on the mechanical restoration of his veteran Vauxhall.

After reading Prince Edward Island another interesting geographical history and motoring scene is presented by Roger Theidemen about Ceylon. It is followed by his and co-author John Stuttard's soon to be released book entitled 'Rolls Royce in Ceylon'

Back in 1960 when leaving the UK our next door neighbour gave me a book 'Ewans Ltd, Salisbury Equipment Catalogue' I have shown some pictures from it before I gave it to our son Colin, who is interested in tools and equipment.

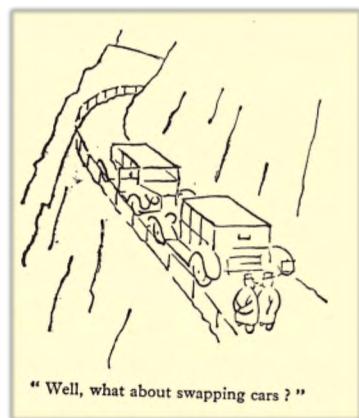
Bits and Pieces covers a few pages of miscellaneous items. Take note of some of the significant 2026 events, you may have a chance of seeing the participants or joining them.

The next issue is to include stories on 4 wheeled Morgans. If you have experienced one send in your stories.

David's Miscellaneous Ramblings

No events to report on instead I have been gaining frequent flyer points at Bendigo's excellent hospitals. Discussing health problems is a depressing subject so I won't go into any details. Unfortunately due these visits I was unable to attend the Bendigo Swap.

A local guy gave me a book entitled "You Have Been Warned" by Fougasse & McCullough printed in 1936. It is full of silly stories and humorous cartoons. It would appeal to people who have a very dry sense of humour.



Those in Victoria may think about the VSCC's New Years Day at Muckleford, near Castlemaine. The event is always well supported by the vintage sporting car fraternity.

Michael Southgate has corrected my narration on a Lancia he drove to Mt Tarrengower. The Beta Spider, he noted is his sister's car. It has an inline four-cylinder, (not a V4 like its earlier predecessors) The Lampredi twin cam shared with Fiats of the same vintage, but with Lancia tweaks to things like bore and stroke to enable front drive.

A local guy, John, is keen to get rid of heaps of small engines the are spread around his over grown property in Wedderburn, should anyone be interested in petrol and oil engines please let me know. He also has four split rim wire wheels from a 1923 Durant in amongst his collection. They may be suitable for other cars of the period. A Suzuki jeep and Pajero 4WD are there for parts or restoration.

Well I must sign off until 2026, all the best for Christmas and New Year.

David

1933 MG J2 Chassis 3284



Current Owner: David (Bisho)
Bishop, Bendigo Victoria

Built at Abingdon on 19/3/33 as a 2-seat roadster with cycle guards for the home market.

An image from the '50s on the MMM site shows the car with swept wings (*below*) Early history unknown the '50s image mentioned shows UK



registration number JR 968.

It first appeared on the Australian register in 1997 owned by Glen Bishop who, when he arrived home with essentially a trailer load of rusty MG parts that consisted of a J2 MG, his wife Judith walked out the front door and kept walking for the next two hours! Upon her return and having calmed down said "Well at least I know where you are and you're not at the pub or chasing women!"

Glen restored it over a period of 15 years with the help of many MG people including Ed Taylor & Graeme Jackson and completed it in November 2012 and was the feature car at M.G.C.C. Pre-war meetings in 2012 and 2014.

The body has its original steel scuttle and front & side valances. The bonnet,



body tub and doors are the work of Richard Stanley's Coach Craft business.

Sadly Glen passed away in 2019 and due to illness was unable to use the car as much as he should have.

The car has now passed into the hands of David; Glen's son who has also been a British car enthusiast his whole life. David had been indulging in his other passion of power boat racing for the previous 30 odd years.



Glen (*above*) and David had raced a pair of Austin 7s for many years together and shared a passion for British marques especially MGs and Riley's.

David is now the custodian of the glorious "J2" and says when he drives it the connection to Glen is strong.

David (right) says 'When people smile and wave at the beautiful little MG I say to myself There ya go Dad you just made someone happy today'

David is keen to use the car as much as possible in between racing his A7 his Datsun and his commentary commitments for power boat racing.

He is keen to show as many people as he can the skill Glen had in restoring MG J2 #3284



The A7 has a Fraser pressure fed crank with Renault connecting rods and pistons which gives it a capacity of 803cc. It has a cabin style supercharger which draws through an 1½ H6 SU carburettor and makes just under 5psi boost at 6000rpm. The engine was built by Walter Raschle of Dunolly.



David acquired the Datsun whilst still heavily involved in boat racing around 2018 so the car sat for a few years. The car was built for autocross up in Qld and was green at the time. When he purchased the car it had been painted white (not very well) and required a few upgrades to get it back on the track. Essentially the car is as he purchased it with an L16 engine with a 45mm Dellorto carburettor coupled to a standard 4 speed gear box and a stock rear end (diff centre is welded) with original drum brakes. Up front it runs adjustable coil over shocks with Skyline callipers and "J" slotted rotors. He fabricated the front spoiler himself out of an LJ Torana unit. He uses the car for regularity relays and sprints and the odd hill climb. Its defiantly the most fun and maintenance free car in the collection. He does have an L20 with twin 45mm Webber carburettors a 5 speed gear box and a limited slip diff ready to drop in, but for now David is enjoying the car so it will stay in this configuration for a while yet.

David



Ford Australia 100th

Anniversary 1925-2025

2025 represents a very special occasion in the history of Ford Australia as Ford Australia celebrates its 100th year.

Warwick Landy

Of special interest to me has been the first production car of the fledgling Ford company, the humble Model T Ford which was assembled in a temporary factory on the edge of Geelong's Corio bay. As a life long Model T Ford enthusiast I had an inkling to own an example of Ford Australia's first model.

As luck would have it, in early 2024 I was fortunate to be the winning bidder on an original unrestored example of a 1925 Tourer from an auction up on the NSW central coast. After getting the vehicle home it was discovered the it was pretty much garden art and was worn out!

However, I took up the challenge and decided this car deserved a new life and embarked on a mechanical restoration in the hope of getting it to Geelong for the 2025 All Ford Day in March. All mechanicals were restored and the original patina of paint and body



My original 1925 outside the Dalgety wool store factory where it was built 100 years ago

work was retained. I had a club permit inspection in the week prior to the All Ford Day and it was a pleasure to be able to attend the event and display with a large number of other 1925 Fords and also tour the town of Geelong and take the opportunity to photograph cars outside the original factory assembly site.



Lined up outside the Dalgety Wool Store Building

During the course of the restoration it was a pleasure to correspond with other 1925 Ford owners and Model T historians and learn more about this unique first Ford product.

Once the decision was made to establish the Ford Motor Company of Australia as a company in its own right, the company needed to come up with a car of its design and construction and a production facility. In super quick time land was purchased on the outskirts of Geelong and a new factory designed and contracts let for construction. A temporary facility was leased in an industrial precinct close to the edge of Corio Bay known as the former Dalgety Wool Store. Ford Australia's first

product was eventually to become known as the "Dalgety" Ford due to its production location.

The "Dalgety" was quite a unique vehicle in its own right due to its relatively low numbers of production and its unique body construction. With the formation of Ford Australia, overnight,

all the Australian State distributors were pretty much put out of business with the only option to become Ford agents selling a common National product as part of the new dealership network. At the time, the then largest producer of bodies for Ford chassis and the largest State distributor, Duncan & Fraser in Adelaide, South Australia were contracted to provide 5,000 bodies of a new streamlined design, which as mentioned became part of National Ford history. There are many survivors of the 1925

Dalgety Ford spread around Australia as they were the first Ford product marketed and sold Nationally.



1925 Dalgety examples pictured together in Geelong on their 100th anniversary

My 1925 Dalgety Ford is now offered for sale and should be a fun reliable example of Ford Australia's first product. Warwick Landy 0400168319

On The Subject of Mercedes

Richard Unkles

Just had a quick look at CM70 and noticed the Merc Special. Thanks for your efforts.

I am always interested in what people can make out of the remains of other cars.

A Mercedes shown at the Southward Car Museum in Wellington, New Zealand. You might like the Merc photos attached.

The sign relates to the older Mercedes.

That is an older Merc fitted with a 23 litre 6 cylinder engine made in secret in

Germany in 1922. One of 2 engines made and only survivor.

Of course at that time Germany was not allowed to make aircraft related items. Not aware of it leaving the museum for decades, so local fire stations are safe.

The SSK is one that was offered to me for 1000 pounds when I was a 17 yo by Richard Davidson, son of Lex.

I was earning less than 8 quid a week so no chance of that. Still no chance now.

He said the clutch on the blower was not working but otherwise a goer.

Remember him saying it was fantastic to hear the howl reverberating when driving through the Black Forest around Woodend. I think this was when the blower was connecting.

SOUTHWARD CAR MUSEUM

Did you know?

This vehicle back fired and blew out all the windows of the Timaru Fire Station



Southward Motor Museum

The Southward Car Museum is an automobile museum and event centre in Otaihanga, New Zealand.

It was established by Len Southward in the 1970s to house his collection of over 450 vehicles and several aircraft and is now run by a charitable trust.

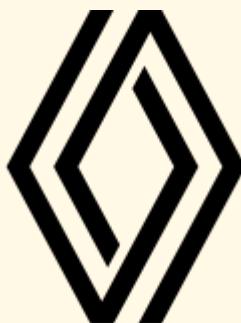
The purpose-built building includes a 6,000 square metre exhibition hall, engineering workshop, gift shop and small coffee/snack bar, all set in park-like

grounds. The building also incorporates the 474-seat Southward Theatre, which features the 1929 Wurlitzer Unit Orchestra theatre organ that was originally installed in the Civic Theatre in Auckland.

The core car collection was the personal work of Len Southward and his wife Vera. The couple began collecting cars in 1956 with a Ford Model T. Having established the largest private car collection in Australasia, in 1976

Southward purchased a 6-hectare (15 acre) site on which to establish a museum open to the public. Ground was broken on the museum site in 1971, but construction wasn't given council consent until 1977.

The museum officially opened on 22 December 1979. Len and Vera Southward Legacy exhibit. In 2020 a new exhibit in the museum was opened, detailing Len and Vera's lives and achievements, including new digital and material installations.



RENAULT AUCTION

Bill Buys



1898 Renault Type A Voiturette replica

Some of the highlights include several Formula 1 cars from the early turbocharged era, as well as rally and endurance racing icons.

The auction will also include about 100 pieces of memorabilia such as Renault F1 promotional items and 90 percent of all lots will be offered with no reserve.

Why is the French automaker holding such a fire sale? Well, come 2027, Renault will open a new exhibition centre in Flins-sur-Seine, about 40km outside of Paris. It will be home to 600 unique Renaults built since 1898.

In some cases, Renault owns more than one example of said vehicles; so, it's auctioning off the duplicates.

The oldest original car in the auction will be a Type D from 1901 and replicas of the 1898 Type A built to celebrate the brand's centenary in 1998 will also be included.

1901 Renault Type D



Renault 4cv made from 1947 to 1961



Good news for anyone with a strong interest in racing history and France is that Renault and Artcurial Motorcars have announced a special auction that will include 100 iconic cars from the brand, spanning more than a century.

Other legendary road cars include a 4CV and Renault 5 Police car.

One legend crossing the block is the 1981 Renault RE27B Formula 1 car driven by Alain Prost and René Arnoux. The RE40 driven by Prost to victory in the 1983 Belgian Grand Prix is also part of the sale. Overall, there'll be about 20 racing cars from the 1981 to 1985 Formula 1 era up for grabs.

Renault did more than just race in Formula 1.



The Alpine A442 competed in some of the most popular endurance races ever, at tracks like Le Mans and the Nürburgring Nordschleife. Chassis 0, the first Alpine A442, will be presented for sale.

Renault is also known for rallying, and one of their most famous is the Maxi Turbo 5. That car, as well as the Renault 5 GT Turbo Bandama, will be among the 100 cars seeking new owners.

Alongside the race cars, there will be other rare objects such as a Renault Elf V6 Turbo EF15 Formula 1 engine.

That engine powered the Lotus driven by Ayrton Senna to victory at the 1986 Detroit Grand Prix.

The auction will also include about 40 wind tunnel, study, and design mock-ups.

The auction will take place on December 7 at the site of the future exhibition centre in Flins-sur-Seine.

More than 90% of the lots will be offered without reserve, giving enthusiasts a chance to acquire exceptional pieces.

Renault is also a brand of boundless creativity and the sale will include a range of surprising objects such as railcars, clocks, boats and prestige mock-ups.

They include one of only three known examples of the 'Reinastella' flying saucer, produced in partnership with Eurodisney.

Symbolising a bygone era, an agency mock-up of a Liberty Ship (circa 1957) for the export of Dauphine vehicles to the United States will also be on show, alongside a 1:20 scale mock-up of a panoramic railcar.

Finally, a double-sided Bodet clock from the Flins-sur-Seine factory is a reminder of the golden age of this industrial site.

Bill



1930s Renault TH4 bus





Louis Hervé Coatalen.

Sunbeam History Leadership Of Louis Coatalen

In 1909, Sunbeam appointed Louis Hervé Coatalen as chief engineer and thanks to him, Sunbeam would go from strength to strength.

He was a greatly experienced French-trained engineer who was born at Concarneau, Department Finisterre, in 1880. He trained as an engineer at the "Gadzarts"; the Ecole des Arts et Metiers, on a three year, seven days a week course. He only had two week's holiday each year and during that time he still had plenty of preparation work to do.

The course gave him an excellent grounding in engineering theory and mathematics and practical experience would soon follow.

After completing the course he worked in the drawing offices of Panhard, Clement, and De Dion-Bouton, which gave him invaluable experience in automobile design, engineering and building, with three of the leading French motorcar manufacturers.

In 1901 he came to Coventry after



Sunbeam History - Leadership Of Louis Coatalen

*From the Newsletter for
The Sunbeam Car Clubs Of South Africa*

obtaining a post with the Humber Car Company and designed the 10/12hp. Coventry Humber car, which sold in large numbers and secured the future of the company. He married Annie Davies in 1902 and they were divorced four years later.

He soon joined Mr. Hillman and they formed the Hillman-Coatalen Motor Car Company in 1906. The company produced the Hillman-Coatalen car, which so impressed Thomas Cureton that he offered Coatalen the job of Chief Engineer at Sunbeam.

In February 1909 Coatalen sold his shares back to Hillman and moved to Wolverhampton.

The picture cutting below, dated 2nd December, 1909 is from The Wolverhampton Journal: it seems that by 1909, Sunbeam got off to a rather slow start.

Until 1909, Sunbeam had brought in many of their parts, but under Coatalen most were now made in-house.

His first car, the 14/20hp. was a modified Shaw design using a 3.4litre,

4 cylinder engine. Nearly 200 were built. Coatalen greatly enjoyed motor racing and competed in the sport himself. He decided to raise Sunbeam's profile by involving the company in motor racing and set up a competition department. His slogan was 'Racing improves the breed'. Sunbeam had numerous racing successes which resulted in many improvements being made to their designs.

He entered a 14/20hp. car in the RAC "Ten Pound Note" Trial which consisted of a 100 mile road section followed by a race on the Brooklands track.

The trial was a great success for Coatalen as he achieved a fuel consumption of 21.3m.p.g on the road section, an excellent performance at the time, and an average speed of 56.65m.p.h. at Brooklands.

He was so thrilled with the race at Brooklands that he decided to build a streamlined racing car for competition work and publicity. Such a car could well capture the public's imagination and promote the Sunbeam name.

The new car, called "Nautilus", appeared at Brooklands in March 1910.

It had a cigar-shaped streamlined body built from wooden slats

MOTOR-CAR INDUSTRY.

Alderman John Marson, J.P., presided over the annual meeting of the shareholders of the Sunbeam Motor-Car Co., Ltd., which was held at the Moorfield Works. The annual report showed a profit of £90 on the year's work, the bad weather having affected trade. A long list of successes were read.



*above: Louis
Coatalen and the
"Nautilus"*

*left: Chassis of a
Hillman-
Coatalen ready
for TT racing*

mounted on hoops. The nose and tail consisted of polished brass cones. The 4.2 litre, 4 cylinder engine had 16 overhead valves, operated by push-rods and rockers, from two camshafts, one on either side of the crank case.

Unfortunately the car suffered from overheating problems, because the

radiator in the water-cooled engine was fed with air from a small hole in the nose, which proved to be insufficient.

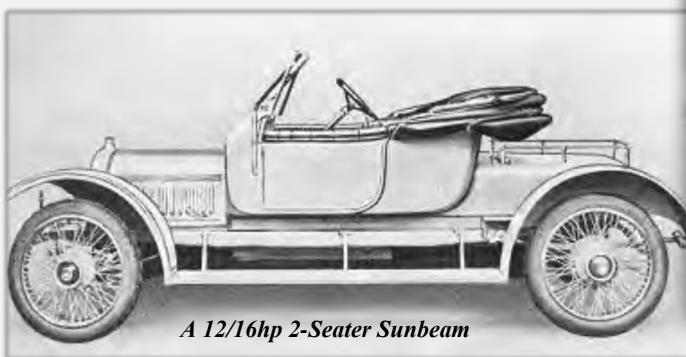
In practice the rear half of the body was removed when racing, to try and overcome the problem. Unfortunately this didn't work and even after several modifications the car was still unreliable. Undaunted however, Coatalen was learning from his mistakes and much improved designs would soon follow.

By 1911 Louis had married for a second time. His new wife was Olive Bath, daughter of Sunbeam director, James Henry Bath. They lived at Waverley House in Goldthorn Road, Wolverhampton, next to the Royal Orphanage, which later became the Royal School.

From 1912 onwards a monobloc engine replaced the earlier design, and the petrol tank, originally mounted below the front seats, was now mounted between the rear springs. The car has a



Thomas Cureton driving a 16/20hp Sunbeam, below Louis Coatalen at the wheel of the first Hillman car, which was produced in 1907



A 12/16hp 2-Seater Sunbeam

cone leather clutch, a 4 speed and reverse gearbox and a drive shaft onto the live rear axle. In 1914 a generator and electric lights were added. The car was economically priced for a Sunbeam and available in several versions: a 5-seater Tourer, a Landaulette and a running chassis.

Just under 5,000 were built and from 1913 onwards, sporting models would also be produced. Due to the car's success, immediate expansion was required at Moorfield Works, and so in 1910 more buildings were added.

The other new 1910 models were the 16/20hp. and the 25/30hp. The 16/20 featured a 3.8 litre, 4 cylinder engine and is otherwise very similar to the 12/16. The car remained in production until 1914 and just under 1,000 were built.

The following versions were available: 5-seater Tourer and a Landaulette.

Undaunted by the unsuccessful "Nautilus", Coatalen designed a successful replacement called "Toodles



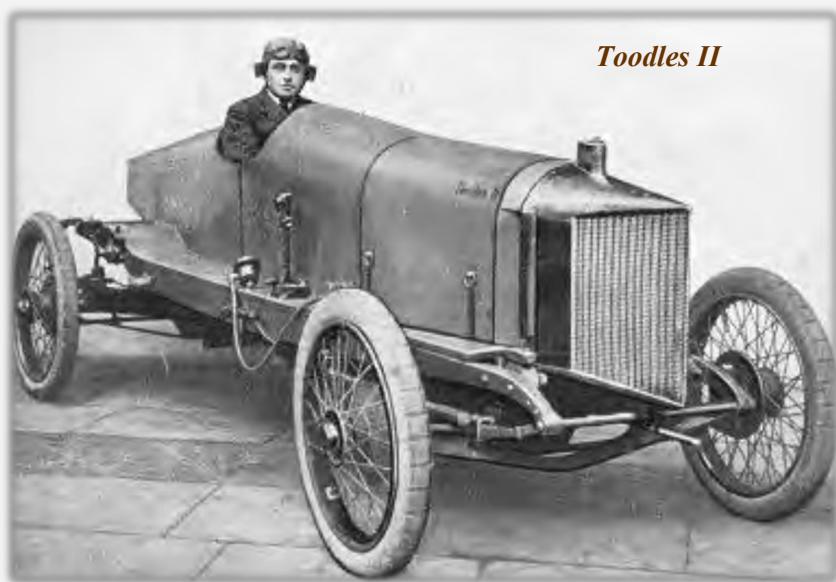
II, after his pet name for Olive, his wife.

The car featured a new 3.2 litre, 4 cylinder engine that had a chain-driven overhead camshaft and developed 63b.hp. at 2,600r.p.m.

The car, driven by Coatalen himself, won 22 prizes during the 1911

season and bought much welcomed publicity for both himself and Sunbeam.

The car first appeared during the Easter event at Brooklands and achieved 83m.p.h. when it beat C.A. Bird's 60hp Napier in a match race between the two cars.



Toodles II



Sunbeam 1000hp

The mighty Sunbeam 1000hp, the first car to achieve a land speed record of 200 mph (320km/h), has been asleep for more than 90 years.

But restorers at the National Motor Museum in Beaulieu, England, are in the process of gently waking this giant—and if all goes as planned, the beast will make its US debut at the 2026 Pebble Beach Concours d'Elegance before attempting a centennial run at Daytona the following spring.

“The process of restoring a one-off car like this takes real dedication,” Pebble Beach Concours chairman Sandra Button said. “There is no pattern to be followed. It takes time and research, effort and expertise. “We are thrilled to know that the National Motor Museum intends to send the restored car to Pebble Beach, to share with enthusiasts here.”

The Sunbeam 1000hp was built to compete in the race for speed.

The 100mph barrier was first broken in 1904, and then it took more than two decades to reach 150 mph—a record Malcolm Campbell achieved in July of 1925 at the wheel of a Sunbeam 350hp. The Sunbeam 1000hp, crafted around two of the marque’s powerful 22.4 litre Matabele aero engines, placed to the fore and aft of the vehicle, came into being less than two years later and proved to be revolutionary.

Matabele engine? Well, that’s the name of a tribe in southern Africa. It’s an offshoot section of the Zulus of South Africa. They fled the Zulus in the 1820s and settled in Zimbabwe.

They are known for the long ox-hide shields they carried in battle—which came to mind during construction of the 12-cylinder Sunbeam’s long engine.

Back to the car: Driving it on the smooth sands of Daytona Beach on March 29, 1927, Harry Segrave recorded a speed of 203.79 mph (326km/h).

“This car has been at Beaulieu since before I was born and feels like a member of the family, but one I never expected to run again,” Ralph, Lord Montagu of Beaulieu, said.



“Watching the restoration take place has been fascinating. It has revealed so much I never knew about it. “It will be quite a thrill to have the car at Pebble Beach and is a great opportunity for us to wave the flag for the National Motor Museum.”

The car’s restoration is now well underway. The rear engine has already been disassembled, re-machined, restored, and refitted into the frame—and it was first fired up at the Beaulieu International Autojumble in September. The museum team is now focused on restoring the front engine.

When that is back together the bodywork, which has already been restored, will be reinstalled.

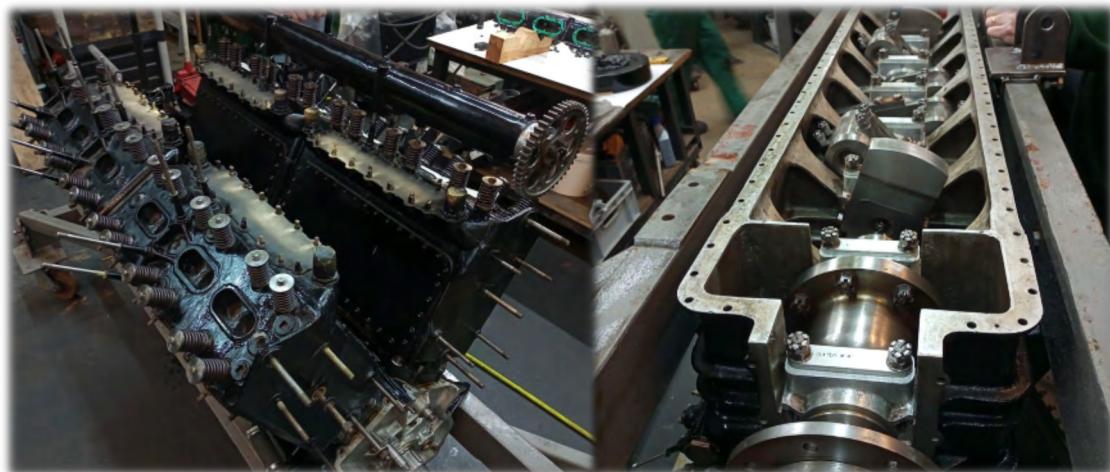


"In the last three-and-a-half years, the museum's team has worked tirelessly to make the mighty Sunbeam 1000hp roar again, with help from a wide range of supporters, stakeholders and heritage engineering specialists," museum CEO Jon Murden said.

"Having experienced the first of the car's remarkable engines running once more, we are all now thrilled at the prospect of the Sunbeam returning to the United States for the first time in a century."

John, the second Baron Montagu of Beaulieu, was a motoring pioneer, who campaigned for the rights of early motorists.

In the 1950s, his son Edward founded what is now the National Motor



Museum to honour him and that museum shares a long history with the Pebble Beach Concours.

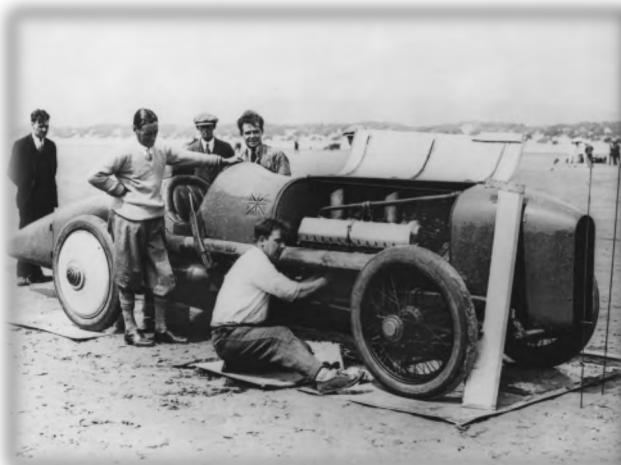
Edward first showed a car, his 1913 Alfonso Hispano-Suiza, at Pebble Beach in 1981 and the following year, he donated the Montagu of Beaulieu Trophy, which the Concours presents annually to the best British car shown on its competition field. Ralph, the current

Lord Montagu, was in attendance at the Concours this year.

The 75th Pebble Beach Concours will take place on August 16, 2026, and will feature a wide selection of cars, ranging from early American Speedsters and Classic Streamliners to Ferraris and Japanese race cars.

Bill

More on the Sunbeam 350hp



Malcolm Campbell at Pendine Sands



Recreation of the original photo

Continuing on from issue 69 on the Sunbeam 350hp, a few more photos.

The 18 litre aero engine land speed record car was restored by a team of experts at the Beaulieu National Motor Museum. It has made several appearances at motor racing events included the Goodwood Festival of Speed (see right)

The high standard of restoration was well recognised by the judges at the Heveningham Concours (UK) where it was awarded Best in Show.

It almost marked 100 years to the day since the V12 Sunbeam became the first car to break the 150mph barrier, on 21st July 1925.



THE FIRST ROLLS-ROYCE PHANTOM, WRAITH AND SILVER DAWN

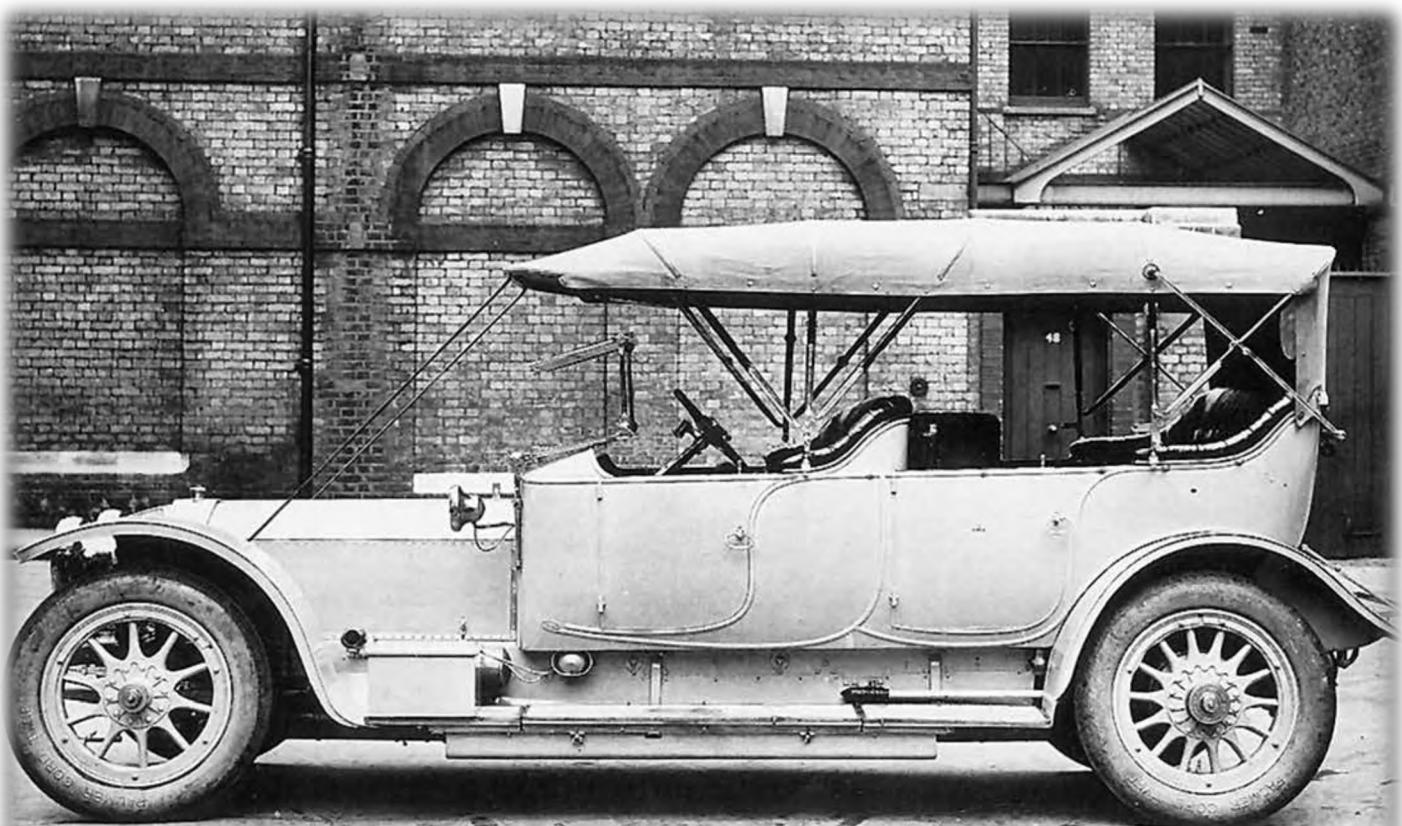
by Klaus-Josef Roßfeldt



Claude Johnson and his co-driver in the 1909 Scottish Trial aboard "The Silver Phantom", chassis 1100.



From the magazine of the NEW ZEALAND ROLLS-ROYCE & BENTLEY CLUB (INC)



The second Rolls-Royce which competed in the 1909 Scottish Trial was chassis 1101, wearing a torpedo body also by Barker, and driven by Percy Northey, a Rolls-Royce Works driver. It bore the name plate "Wraith".

With 40/50 hp production under way at the new Derby works in 1907, Claude Johnson undertook a number of publicity initiatives to establish the Rolls-Royce marque and its new “one model” policy.

Chassis 60411, which is preserved as probably the most famous car ever built, was driven between London and Glasgow on 27 round trips between May and July 1907 by a team of drivers which included Johnson, the Honourable Charles Rolls, Eric Platford and Reginald MacReady. Claude Goodman Johnson (1864-1926) CJ in Company code, had a penchant for naming cars, often with engraved name plates mounted on the cars' scuttles, and "Silver Ghost" borne by chassis 60441, registration number AX201 became the name unofficially given to all the 40/50s produced before the Phantom superseded them from 1925.

Johnson joined C.S. Rolls and Company in 1903 after a successful time as Secretary of the Automobile Club of Great Britain (which later became the Royal Automobile Club) and his role in Rolls-Royce Limited has been called "the hyphen in Rolls-Royce".

As Managing Director of Rolls-Royce Limited, he had a keen eye for publicity and the Reliability Trials run by the Scottish Automobile Club between 1905 and 1909 must have been a tempting, if challenging, tasks for the new car. In 1908 a series of engines with pushrod-operated overhead inlet valves, producing 70 horsepower rather than the standard 48 at 1,200

rpm. These were Trial Cars, and a small number were sold to "selected customers". For the 1908 Scottish event two 70hp cars were entered by Rolls-Royce. CJ drove chassis 60726 fitted with a tourer body, which he named "White Ghost" but renamed "White Knave". Could the re-naming be due to its "failure to proceed" due to a seized piston? CJ obscured the retirement by calling a doctor and taking to bed with a severe cold.

Eric Platford in chassis 60737 with a Barker Roi de Belges tourer coachwork, named successively "Silver Silence" and "Silver Rogue", won his class in that 1908 2,000-mile Trial.

For 1909 the Scottish Automobile Club's Reliability Trial was run over six days, with penalties incurred for stops other than for lunch, tea and tyre changing.

The first day ran from Glasgow to Aberdeen, the second from Aberdeen to Inverness, the third from Inverness to Gairloch and return, the fourth from Inverness to Pitlochry, the fifth from Pitlochry to Grantown and back and the final day returned from Pitlochry to Glasgow.

CJ's car was chassis 1101 with Roi de Belge tourer coachwork by Barker and its

name plate on the scuttle was "Silver Phantom".

The second Rolls-Royce which competed in the 1909 Scottish Trial was chassis 1101, wearing a torpedo body also by Barker and was driven by Percy Northey, a Rolls-Royce Works driver. It bore the name plate "Wraith"

Other early 40/50s had idiosyncratic names: "The Cookie" was Charles Rolls's 70hp car, and others included "Silver Dawn", a tourer by Grosvenor, "Green Phantom", "The Charmer", "Grey Ghost", and "Dragon Fly" on the Second Lord Montagu's 70hp chassis 60751.

It is tempting to conclude that CJ's good sense in settling on one very apt name for the new one model policy prevailed, even if Rolls-Royce chassis cards continued to identify them as "40/50" rather than "Silver Ghost".

Klaus-Josef has been greatly assisted by the splendid two volume The Edwardian Rolls-Royce (Fasal 1994) by John Fasal, Bryan Goodman and Tom Clarke. The review by Ruben Verdés on the Speedreaders.info website whets the appetite even if a wince is induced by the value of these slip-cased, gilt-edged books in the specialised book world even before the extortionate shipping costs are added.

Marquette

The Marquette nameplate was revived when the Buick division of General Motors launched their junior brand for model year 1930.

Along with Viking, LaSalle, and Pontiac, the Marquette was conceived to span a price gap in General Motors' market segmentation plan and shared the GM B platform with the Buick Standard Six and Buick Master Six. Marquette was placed below Buick, but above Viking which was to be sold in Oldsmobile dealerships.

The Marquette arrived in dealer showrooms on June 1, 1929.

The Marquette line rode on an 114in (2,896mm) wheelbase and was powered by an L-head straight six 212.8cu in (3.5 L) producing 67hp (50kW) which was uncharacteristic of Buick products using overhead valves. Marquette was built to sell in the \$1,000 range and was available in a single car range. This Series 30 consisted of six body styles: Model 30 Two-Door Sedan, Model 34 Sport Roadster, Model 35 Phaeton, Model 36

Business Coupe (2 pass.), Model 36S Special Coupe (2/4 pass.) and Model 37 Sedan.

The Marquette's most distinctive styling feature was its herringbone grille.

Compared to Oldsmobile's Viking, which enjoyed a total production run of only 7,224 over three model years (1929, 1930, 1931) Marquette produced 35,007 vehicles in the U.S. during its brief one year life span; additionally, GM Canada turned out another 6,535 Marquettes.

Despite its promising first year sales, two factors worked against the Marquette. The first involved Oldsmobile, which lost sales to Marquette; the second was that Buick executives did not feel that enough Marquettes were sold to warrant the extra burden on the bottom line given the state of the economy. Buick gave no advance warning of the termination of the Marquette; just four months before the shutdown,

4,000 Marquette signs were shipped to dealers in the hope of better days ahead.

The entry-level position held by Marquette was replaced by the new entry-level Buick Special.

After the shutdown of Marquette, the engine production tools were shipped to Germany, where it was used to power the original Opel Blitz. This was the first link between Opel and Buick, a sporadic tie-up which was to last until General Motors finally severed ties with Opel in the 21st century.



Marquette For Sale



1929 unrestored Marquette which runs really great. As I am now 83 years old, with a few health issues, it is a bit too heavy for me to drive. Only the wheels and rims have been remade and possibly the vinyl roof. Every thing else is original I have been told. I am asking \$29,500. The car is garaged at Hervey Bay, Queensland.

Keith Elliott [mailto:videotapediting@bigpond.com]



Prince Edward Island

Peter Noakes

My name is Peter Noakes, I live in Prince Edward Island, Canada, but am ex-Warwick, Queensland.

My friend Joe Wilson sends me your mag. I am the editor of the Rear View Mirror for the British Motoring Association of Prince Edward Island.

I was interested to read the story of John Lakeland's Mercedes special. He did a very nice job. Lovely car. I'd like to get in touch with John, to share some stories, as I have done a similar project here in Canada, this time to build a replica of my favourite car, the vintage Bentley.

I bought a body off a 4½ litre Bentley in London, imported it here, got hold of a Jaguar 4.2 litre six and Ford truck axles. I built a chassis and now I have a bloody good car.

Its been on the road for 13 years now and is showing a bit of patina, but it still goes like the wind and is a lot of fun. I'm 81 now and not in very good health, so don't get to polish it like I should.

We grow a hell of a lot of potatoes, we fish for a lot of lobsters, fish, mussels and oysters. Tourism is a big deal here and we get some 50 cruise ships call in here during the summer.

Winter is, well this Canada, cold, much snow, frozen harbour and salted roads. So all our old cars are locked away for 3 to 4 months of the year. My old rig is going to bed soon, but I still drive it around top down until they start to salt the roads, late November. Mad Australian! You wouldn't believe the rust that destroys cars that are driven all year.

Back in around 1999, a few enthusiasts with old MG's, Triumphs, Rovers, got together for a gathering and somebody suggested a British Car Show. So a club was formed, the



our AGM and dinner, then it's all quiet until next spring. April if we are lucky.

Most old car interest here is in the big three, with muscle cars, hot rods, and a few Americans restored to original condition. Quite frankly I have



Peter's Bentley special

To get an idea of our club you need to know a few basic facts about our home, Prince Edward Island.

Prince Edward Island's history begins with the Mi'kmaq native people and later European exploration by Jacques Cartier in 1534.

It was a French colony named Île Saint-Jean before becoming a British colony, first called St. John's Island in 1763 and then renamed Prince Edward Island in 1799 to honour the Duke of Kent.

After hosting the 1864 Charlottetown Conference that led to Canadian Confederation, the island initially hesitated to join, but eventually became Canada's seventh province in 1873 after receiving financial incentives and promises for a railway and ferry service.

We now have a huge bridge connecting us to the mainland at New Brunswick, 13 km across the Strait.

We have only about 180,000 people on the place. It is truly beautiful, with lovely beaches, farmland and forests.



British Motoring Association of Prince Edward Island. We grew to about 100 members and a few of the busiest people got together and ran the British Car Days weekend show for British car enthusiasts. We ran that show for about 10 years, and it was very successful, with visitors from Ontario to Maine.

As you would understand, the work involved got to be too onerous for the aging members. Sadly in the last few years one of the most frequent activities has been attending funerals. As interest died down with the end of the car show, our membership has dwindled to about 30 regulars, and we are a happy laid back bunch who go for runs around the Island during the summer. There is always a lot of great touring to be had on PEI. The group in Halifax used to run a yearly show for British cars in Windsor, Nova Scotia and many of us attended that. They have also stopped doing that, for the same reason as us.

Later in the month we will have

seen enough street rods and butchered nice old cars to last me a lifetime. Drag racing is a big deal here.

However, we mostly turn up to the other car shows here and provide a bit of variety for the public and there are some nice old cars, like a 1923 Reo coupe that turns up at times and a couple of Packards, one with a Chevy V8 [naturally], a V12 Lincoln and original Model T and A Fords in original fine shape. It's all enough to keep the old car spirit alive. **Peter**



Canadian Bentley Special



Peter Noaks

I thought you might be interested in my effort. I have always lusted after the vintage Bentley, so when the opportunity to buy a complete body off a 4.5 litre version came up in London, I snapped it up.

I had already acquired the remains of a '51 Ford pick-up truck and so began the build.

To cut a long story short, I have built a chassis myself, to fit the Bentley body and the Ford springs and axles.



To summarize, the car is made of the following list of "ingredients." to build the chassis.

I got hold of the original factory drawings for the 4½ litre and copied that. I had a fabrication shop fold up some 6x2 plate into channel, 3/16 gauge. Also cut a lot of plate to make the curved section over the axles.

Chassis; my own construction. Ford F1 axles, spring hangers, springs. Steering; 1984 Australian Ford Falcon power steering box, fast ration GT version, rebuilt. From my bro-in-law in Ayr, Qld. Pump is standard Jaguar part. Steering rod is from a Jeep Cherokee, tie rod is the Ford part with a modern F100 piece added with Toyota adjuster buckles.

Dampers are standard Ford units, telescopic. I installed a steering damper on the front axle. Steering column is from a 1948 Chrysler sedan, with new ball races each end and a Bluemels steering wheel from England.

Brakes; I have installed Wilwood

discs on the front axle, standard drums at the back. Master cylinder is big car Chevrolet twin circuit system, with Chevrolet vacuum servo. I fabricated an external hand brake lever from a piece of stainless steel lobster boat prop shaft. It connects to standard Ford handbrake cables and shoes.

Pedals are from MG Midget. Wheels; 20X500 centre lock wire wheels from Dayton Wire Wheels

Engine: Jaguar 4.2 litre, recommissioned. Twin HD8 SU carbs from two Rover 3 litre cars. Ignition by Petronix electronic system. Alternator is standard GM with built in regulator and rectifier.

Gearbox is standard Jaguar Moss box, no synchro on first, with overdrive. Ex Jaguar Mark 8. Clutch is E type.

Fuel pump is SU electric double unit type. Fuel tank is made in weld aluminium

Radiator is recored unit from a '73 Oldsmobile 5.3 litre V8 sedan. Fan is a electric unit with temp sender in the radiator hose.

I changed the rear axle to a Ford 9 inch unit with truck axles, shortened 3 inches each side, with new 3.5 ratio gears and limited slip diff.

Tailshaft was fabricated with new tube and Jaguar sliding universal at front, Ford universal at the back to fit the pinion.

Instruments are Jaguar speedo, Stewart Warner electronic tach and water temp and ammeter. Ex aircraft altimeter, manifold vacuum gauge, clock, oil pressure gauge from a Catalina aircraft.

Body is a standard looking Van den Plas fabric covered tourer, not original, but built in the 1970's. in



good working condition. Not concours!,

It included leather seats and trim, plus original mahogany dashboard. Seat runners from a Rover 3 litre.

Radiator shell is fabricated by me from 18 gauge stainless. Exhaust system is all stainless, with a muffler big enough for a cruise ship, built by my friend Larry.

Bonnet is fabricated from aluminium sheet with leather straps made from horse harness. Headlamps are new stainless steel Model A Ford units with quartz bulbs. Tail lamps are rubber "divers helmet" units, new from England. There is a set of flashing turn signals.

There is a pair of windscreen wipers with an electric motor, from England. I also installed 4 lap-type seat belts, bolted through to the chassis.

Mudguards, [fenders? wings?] came from a Speed Six Bentley. They needed work.

It's a bloody good car. It is now on its 13th year on the road, no problems. Goes like stink, handles very well and stops. Ride is rough, truck springs. It will cruise at any speed at which you're happy to hang on. Wind buffeting gets tiresome after 70mph. Wonderful car for a long run. It does alright in traffic, but likes the open road. It steers straight, is stable, although with a beam axle on leaf springs, it tends to follow the camber of the road. I have yet to get a speeding ticket. It is not a concours car, but a driver. Just now it has cow shit on the axles and mud on the wheels. At 81 years with a dickie heart, I don't do as much cleaning as I would like.

Peter



1902 Packard Journey

In 1903, Packard investor Henry Joy hired test driver E T 'Tom' Fetch to drive a 4.5-horsepower Model F across the country to prove American-made cars could 'negotiate the all but impassable mountain and desert roads and trails of the Far West.' These days the 4700km trip from San Francisco on the West coast to New York can be done in about 44 hours - but that's on national highways.

Bill Buys

Things were different in 1903, when the word 'highway' did not exist in motoring parlance – and Tom's journey took all of 63 days.

Fetch was an enthusiastic Packard employee, serving as a foreman and test engineer and he had enough faith in the durability of his company's product to happily accept the task Henry Joy set for the transcontinental challenge.

Powered by a one-cylinder, 12-hp engine, Fetch's 1902 Packard Model F runabout had few modifications, which included the removal of all mudguards, the addition of extra fuel tanks and a special low gear for hill climbing or descending mountains.

Fetch equipped the car for expected dilemmas, carrying along several lengths of log chain for use on the wheels in tenacious ruts and a pick and shovel to cut roads along hillsides and fill in the inevitable washouts.

He also packed two strips of canvas that could be laid down ahead of the car to get starting traction on the desert sand.

For unknown reasons, except perhaps that he started on the West Coast, Fetch nicknamed the Packard 'Old Pacific.'

Chugging out of San Francisco in June, 1903, Fetch and his passenger, automotive editor Marcus Karup, had no real road maps, signs, or route numbers to follow, so they used the only published guide of the period, the Union Pacific railroad map.

There were no decent roads anywhere west of Chicago and no bridges, except, again, those used by the railroads west of Denver.

Riding on 34x4 tyres the two-seat buggy had a top speed of 20 mph (about 35km/h) as it travelled eastward.

Fetch quickly learned to avoid the best-looking main roads since they often ended at the front door of a fancy ranch or a working mineral mine.

Seeking directions from the locals proved unreliable, since most had never travelled more than a day's ride from home in their lives. It really was the wild west back in 1903.

Clever logistics made sure the Packard never ran short of fuel as adequate supplies were shipped ahead by



train to prearranged stations along the entire route.

When they finally reached Colorado Springs, Krarup wrote of the terrain they had just traversed. "Nevada is awful, but Utah is the worst I ever saw. We carry a pick and shovel along, and we found it necessary in more than one instance to use them when we had to build roads ourselves, cutting along the sides of hills."

When 'Old Pacific' arrived in Carson City shortly after a murder had been committed, everyone, including the sheriff, left the crime scene and flocked around the first horseless carriage ever seen in that part of the country.

Besides the rut-filled trails that needed to be navigated, there were section-line fences strung across roads, which Fetch had to unfasten and refasten after passing through.

Yet, except for prying 'Old Pacific' out of the mud and onto solid ground with fence rails, the vehicle was propelled the entire distance under its own power.

To make up for some of the lost time, Fetch drove the final lap from Herkimer, New York, to New York City almost steadily for 40 hours, fighting off sleepiness and the effect of road glare.

After the two-month journey, the still-solid-running Packard reached the outskirts of New York City, where Fetch

and Karup were met by nearly 200 cars, gathered to escort them to the Astor Hotel. Fetch motoring to the finish at the Astor Hotel, "bending all the eight mile-per-hour speed limits," Motor Age noted.

While the many cars were waiting in front of an orphanage, the drivers took the children for rides, which became an annual orphans outing.

As the exhausted Fetch got out of the Packard at the giant hotel on Broadway between Vesey and Barclay Streets, he was asked to say something to the assembled crowd. He had but four words: Thank God, it's over.

Tom Fetch died at the age of 72 in March, 1944. He was memorialised as one of those robust pioneers, whose courage demonstrated to the world the horseless carriage had passed the experimental stage and was here to stay.

When Packard's hometown newspaper, the Warren Tribune, reported on the trip, it noted that the completion "demonstrates the superiority of the Packard machine over all other models and this will be worth all the thousands of dollars it has cost the company"

But it turned out Tom and Old Pacific were not the first to complete a west-to-east coast trip.

A Vermont doctor, his chauffeur/mechanic and their dog had arrived in



New York after a similar epic journey from San Francisco, just a few weeks earlier.

Dr Horatio Nelson Jackson and Sewall K Crocker did their journey in a 1903 Winton a two-cylinder, 20-hp touring car, which Jackson named 'The Vermont'.

The plan was to avoid the deserts of Nevada and Utah and the higher passes of the Sierra Nevada and the Rockies, so the expedition swung north to follow the Oregon Trail in reverse.

North of Sacramento, a woman misdirected them for a total of 108 miles so her family could see their first car.

When more tyres blew out on the rocky road toward Oregon, they wound rope around the wheels. Along the way, they wired the Winton Company for supplies to be sent ahead. Nevertheless, they occasionally had to walk or cycle long distances to find fuel or spare parts.

In Idaho, Jackson and Crocker acquired a bulldog named Bud as a travelling companion—and fitted him with goggles to keep the dust from his eyes.

Things got easier once they crossed the Mississippi, as there were more paved roads in the eastern half of the country.

Then the press heard of them and Jackson, Crocker, and Bud became celebrities. Reporters and ever larger crowds awaited the trio at every stop.

They also had a tough time, but apparently not nearly as rough as Old Pacific's.

So 1903 was quite a year for the pioneers of the east-west crossing of the US by car.

A likeness of the good doctor, his Winton and Bud is housed in the National Museum of American History (*below*) while Old Pacific is on show in the Henry Ford Museum in Dearborn, Michigan.

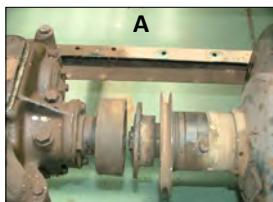
Bill



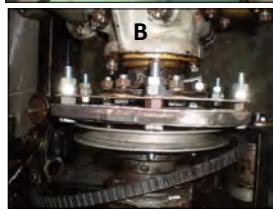
1913 Vauxhall Mechanical Work

continues from issue 69

Russell Massey



A



B



C



D



E



F



G



H



I

This article is about the drive train of the a 16-20 A-Type Vauxhall 1913

The connection between the clutch and gearbox is metal to metal. So all vibrations go direct to frame and motor, gearbox. *Photo A* After experiencing this vibrations, I looked at how I could improve this. I asked Bob Collett (he has rebuilt two 16-20 A-types) to help work out all the noises. I first used a coal mine convey belt material *Photo B* to isolate clutch to gearbox this worked well as you can see the inner part transfer the torque to the outer *Photo C & D* but the assembly was out of balance. The convoy belt setup has the same dimensions as the steel collar, had to grind some bolt head to accommodate clearance. So I found a marine outlet that made coupling for inboard engines to outboard power plants. New marine high density coupling with indentation as original steel coupling. Using the same dimensions as the iron coupling with modern material.

Photo E & F There are only three A-types existing with this solid type coupling. *photo A*. Most other A-types have used a yoke coupling with flexible joints during modern restorations. Next still had vibrations from gearbox to differential *Photo G* also the original universal chopped out brass bushes after about 200km *Photo H* even with grease nipples I had added. *Photo I* At different end new brass slides could not handle old cardan joint. *Photo J* All components replaced with a Hardy Spicer tail shaft. *Photo K & L*

The existing rear drive shaft could have been modified with four roller bearings in yoke where I had added grease nipples too. *Photo G* Plus two roller bearings in rear gearbox output housing. *Photo R* You would have had to make three new shafts and have them case hardened. But the real problem is the Cardan joint near the rear differential. The two slide allows in and out movements with four slide surfaces. Major problem is where the shaft enters the cardan housing it has to allow up

and down movement which can not be sealed so dust from front wheels would enter it. That why the Hardie Spicer unit has the 36 spline (not two) behind the gearbox where minimum dust would enter it.

I have kept all original components if someone would like to go backwards. As you can see the coupling between clutch and gearbox has been worn so surface weld applied then grind back

Photo M. In this picture cardan joint slide old "Paddy" Huston substituted a metal nut for the brass.

Photo N The pulley is for an accessory 12 volt bolt charging system (Stops working when clutch is engaged) *Photo A* Hardy Spicer gearbox to universal coupling to diff.

Differential Cardan with one new brass slide after one test drive all the old steels joints are very fragile not like new steels.

Photo P I found that removing universal joint at gearbox is easier than remove at diff end which you would normally do.

The old mechanic "Paddy" cut out the frame to remove gearbox etc. which you did in those days, saves labour cost.

Photo K I could not work out why the car wasn't listed in the 1920 and 1923 Queensland registrations. I think it spent more time in the workshop and "Paddy" used dealer plates.

Next article will be clutch and gearbox.

Russell



Rolls-Royce in Ceylon

Authored jointly by two celebrated motoring writers, Roger Thiedeman and Sir John Stuttard, this book is the product of their complementary heavyweight talents.

Rolls-Royce in Ceylon



John Stuttard and Roger Thiedeman

The one – Roger Thiedeman, domiciled in Australia – is a son of Sri Lanka with almost galactic knowledge of the island encompassing its geography, history, politics, peoples, and psyche, to say nothing of his unparalleled knowledge of the cars, buses, trucks, trams and trains that have plied the highways and byways of Sri Lanka's busy cities, its lush hinterlands, mountain retreats, tropical forests and coastal resorts, from the earliest days to the modern age.

The other – Sir John Stuttard – a gifted writer and formidably successful British businessman whose curriculum vitae includes the Lord Mayoralty of London and chairmanship of the world's oldest Rolls-Royce society, The 20-Ghost Club He marries his forensic grasp of the Rolls-Royce marque to his encyclopaedic command of the biographies and historiography that lie hidden behind the importers, sellers, buyers, chauffeurs and owners of the magnificent procession of Rolls-Royce cars that has graced Sri Lanka throughout the past one hundred years. Some are still there, some have rotted away, and some have vanished without trace. This book tracks down almost all of them and revels in the telling of their stories.

Call it Serendib, Taprobane, Ratna-

Dweepa, Ceylon, or Sri Lanka, the country has forever been the Pearl of the Indian Ocean despite being buffeted by colonial carpetbaggers across a millennium or more. 'Rolls-Royce in Ceylon' guides the reader from the island's earliest recorded days, when Buddhism arrived almost 2,500 years ago, via the wisdom of the great irrigating monarch King Parakrama Bahu I, to unwelcome raids from southern India that upset the peace for centuries until a dominant monarchy emerged in Kandy in 1590 and ruled for the next 230 years.

The book charts the history of foreign influence from the sixteenth century on, successively Portuguese, Dutch and British and describes the antics of competing European powers hell-bent on the pursuit of their mercantilist goals in times when pillage, plunder and power triumphed through persuasion, blackmail and the barrel of a gun.

The island's phenomenal natural resources, coupled with the industrious work ethic of its resilient population, were harnessed by successive invaders, whose various cultural impacts have helped shape the Democratic Socialist Republic of Sri Lanka. In a calm and matter-of-fact, yet entertaining, style, this book charts the course of these periodic uproars.

Throughout the nineteenth century and the first half of the twentieth, British occupation brought seminal changes to the island. These were largely wrought by the British East India Company, that rapacious and ruthless joint stock concern, founded in 1600 and dissolved in 1874, which spearheaded trade with East Asia. Supported by naval and military enforcement, the company secured for the British Empire large parts of

the Indian sub-continent, present day Malaysia, Singapore, and Hong Kong, as well as Ceylon. The Treaty of Amiens in 1802 temporarily ended hostilities among warring European nations. Valuing the strategic importance of deep-harboured islands, Britain wrested Ceylon from the Dutch that year and declared it a Crown Colony.

For the next 150 years British rule was conducted in comparatively civilised symbiosis (at least that is the perhaps patronising perception of a Britisher rather than a Sri Lankan). 'Rolls-Royce in Ceylon' traces the development of the island under colonial supervision as abundant natural resources were exploited and prosperity blossomed.

The book shows us how a fungal coffee-leaf disease (*Hemileia vastatrix*) devastated the country's staple crop in the early 1870s, but the East India Company had brought experimental tea plants from China to Peradeniya as far back as 1824 and it was Scotsman James Taylor who established the first tea plantation, the Loolecondera Estate, in 1867 where after the evergreen shrubs (*Camellia assamica* and *Camellia sinensis*) rapidly supplanted Ceylon's reliance on coffee as its principal export. Tea planters waxed rich, with both the scions of local dynasties and colonial playboys – the latter often the weaker sons of wealthy British families who had failed to make it back home – turning the sunny uplands of the island into horizonless carpets of lush emerald green. Mansions (bungalows) were built, and new roads cut, while a technically challenging railway network, begun in 1858, had laid 1,000 miles of track by 1905. The island was opened up to production, trade, and commerce.



1925 20hp Penman saloon, chassis GNK25



1927 20hp E.J. Newns tourer, chassis GUJ76

The dawn of the motoring age at the end of the 1800s started to populate the roads with new and exciting vehicles, the cream of which are described in this lavishly illustrated book.

While nouveau riche tea planters were making money and the island's indigenous movers and shakers were consolidating their holdings, a second strand of burgeoning success was profiting from Ceylon's newfound wealth. This book weaves the story of the rise of the arrack renters. Begun under the auspices of Dutch distillers, the practice was enthusiastically carried on under British rule. The allocation by government auction of licences to retail across the island the alcoholic spirit made from fermented coconut sap generated copious amounts of cash. With complete freedom to set prices and without restriction on the volumes sold, the profits from this highly lucrative liquor trade were regularly ploughed into other businesses such as land ownership, tea, rubber, and coconut estates, graphite and gems.

Rolls-Royce cars are identified by chassis number, a unique alphanumeric code given to each chassis built. Before 1946 Rolls-Royce did not build their own bodies, each was bespoke and erected by a coachbuilder to customer specification.

The first Rolls-Royce recorded in Ceylon appeared on the island in 1921, a Silver Ghost imported by the Alford

family who owned a range of businesses in Colombo. Built in 1914, the car was bodied by coachbuilder Salmons in the cabriolet style. The book goes on to describe in great detail another 28 Rolls-Royce cars that came to Ceylon over the next 30 years. It delves into

the backgrounds of their owners and importers, details their businesses and relates the histories of their families, whether established local dynasties or British settlers.

The background and work of the famous Bawa brothers and their great good taste in owning a number of Rolls-Royces is explored.

When I had finished this book, my knowledge was hugely increased; it has been a most enjoyable experience and I can commend 'Rolls-Royce in



1934 20/25hp Connaught drop head coupe, chassis GKC4



1947 Silver Wraith Hooper limousine, chassis WVA40

<https://www.sundaytimes.lk/251116/plus/taking-a-spin-back-in-time-to-the-grand-dames-of-ceylons-roads-620782.html>

Taking a spin back in time to the grand dames of Ceylon's roads

As a great admirer of Sri Lanka after spending many unforgettable holidays there enjoying the scenery, hospitality, accommodation, food, sunshine and collections of classic cars, I was delighted to be asked to review a most important contribution to the topic of Rolls-Royce cars in the country. Do not think this is a niche publication; it is far from that and offers

a fascinating tour of Sri Lanka through the prism of its motoring heritage and its affiliation with Rolls-Royce cars in particular. Rolls-Royce: the respectful term that has long represented the king of cars has entered the language of many cultures to convey the acme of manufacturing achievement. Rolls-Royce is the benchmark by which all other motor cars are measured. 'Rolls-Royce in Ceylon' is a book of masterly scholarship but at the same time an eminently readable treatise whose appeal extends far beyond devotees of the old car movement.

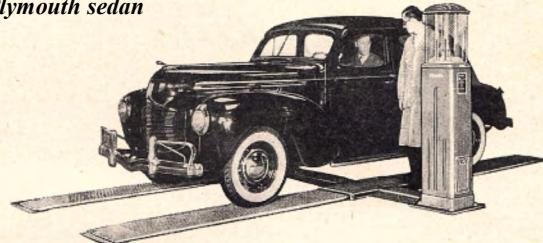
Ewan Ltd, Salisbury Garage (UK) Equipment Catalogue

Prior to leaving the England in 1960 our next door neighbour (the Bentley owner) gave me a thick book which catalogued tools and garage equipment available from Ewan Ltd of Salisbury, UK in 1953. I unearthed it recently and show a few pics of cars using their workshop equipment.

AUTOMATIC DRIVE ON BRAKE TESTERS

5 MODELS

1941 Plymouth sedan



The Weaver Brake Testers are the only ones of their kind on the market—since they actually test the car in motion, a **Dynamic Test**—made in several sizes to cope with the lightest or heaviest vehicles. Four thermometer-like tubes in the head of the tower fill with red fluid as brakes are applied. The height of the liquid in the tubes shows the braking effort separately for each wheel—as easy to read as a thermometer. Calibrated scale shows degree of brake balance.



VL Churchill & Co Ltd 120 Electronic Wheel Balancer



Laycock Heavy Vehicle Lift capacity up to 8 tons, height of platforms raised from ground level 4'9"

AEC and Guy buses

1950s Loadstar Austin truck

M.E. PORTABLE GANTRY HOISTS

Commercial Model—Type C.

Austin K2 bus

Side Lift load, 60 cwt.
Centre Lift load, 30 cwt.

This hoist is suitable for dealing with the front or rear of commercial vehicles, back axles, front axles, and engine units, etc.

Open construction and easy portability allow quick, safe and simple lifting. The hoist is sturdily constructed throughout, and is fitted with substantial gusset plates.

The bollard is of the self-sustaining type, and is easily operated.

Four steel castors are fitted, and drop brackets are provided to steady the gantry when under load.

1937 Austin Cambridge

Side lift load 20 cwt.
Centre lift load 10 cwt.

Each hoist is carefully tested to its rated safe working load plus 25% overload and a certificate is supplied with each hoist in accordance with Factory Act requirements.

Late 1930s Rolls Royce Phantom III

Laycock Niagara-Merlin Washing Plant

M.E. Breakdown Body, Type L and 3-ton Equipment on Austin 2-ton L.W.B. Chassis.

Mann Egerton & Co Ltd breakdown vehicles comprising Special Breakdown body, Standardised in design to suit six makes of chassis, 25cwt to 6 ton and full breakdown equipment

Bits & Pieces

For Sale 1927 Chrysler 52 Part restored.
Lots of spare parts.

Contact Gary Stephenson (02) 4988
6486 \$1,000.00 or best offer



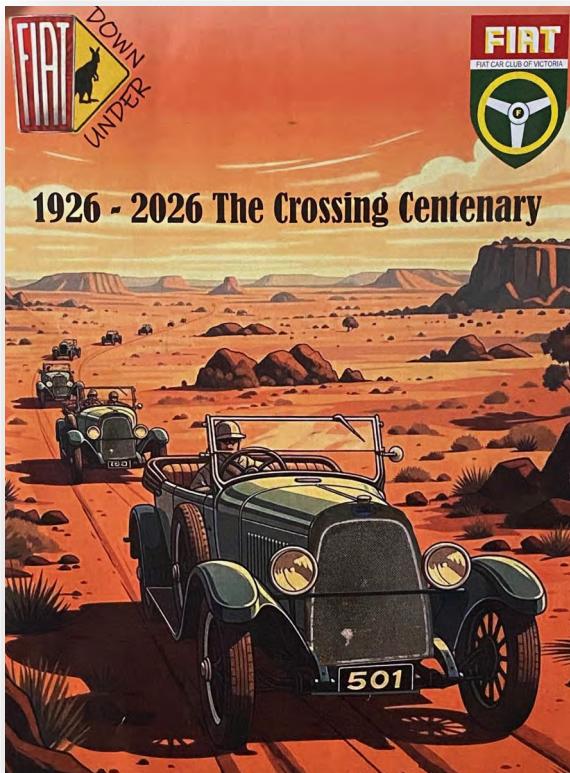
In 1925, two ordinary men, Neville Westwood and Greg Davies, dared to dream of driving a car right around this incredible continent. Their Citroën 5CV, "Bubsie," became their companion on this epic adventure, battling scorching heat, mechanical breakdowns, and the sheer isolation of the outback. This year we celebrate the 100th anniversary of their remarkable achievement.

THE FIRST JOURNEY AROUND AUSTRALIA BY CAR - 1923 CITROEN 5CV
A TRUE STORY OF COURAGE, FRIENDSHIP AND AUSSIE ADVENTURE!

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49th HISTORIC WINTON
30th and 31st May 2026
Early Bird Tickets
1 November 2025 - 31 January 2026

www.historicwinton.org
Winton Motor Raceway, Benalla, Victoria



From Richard Unkles
Crossing next year.

The Fiat Car Club of Vic is doing a "rerun" of the 1926 trip from Perth to Melbourne and Sydney.

This time it is not necessary to send out camels to make the fuel drops in the Nullarbor.

Plan is to take a bag of Fiats to Perth and travel back using the same nightly stops as original.

Mostly post WWII Fiats but I plan to take the 501 "taxi" and the 509S, plus lend out the 124 spider.

Already have several expressions of interest from O/S. So we expect there will be extra passengers and sharing of drives.



Sunbeam 14/40 from a vintage catalogue



From Neil Summerson

My oldest car is far too new to compete with the wonderful cars written up. It is a 1948 Fiat Topolino which was identical to my first car. I bought this one from John Laws 25 years ago.

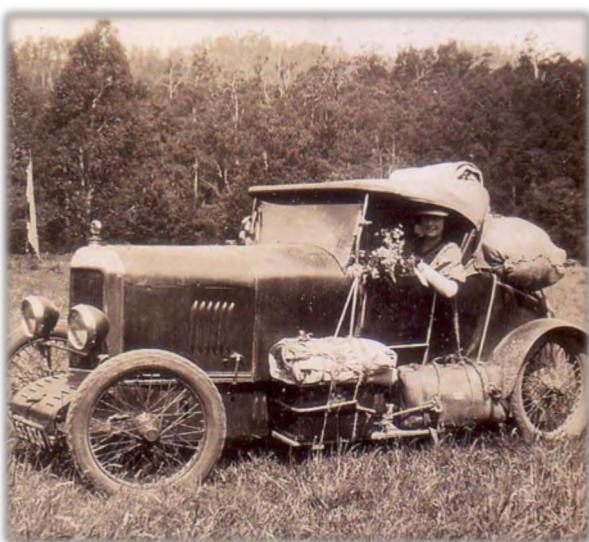


Expatriate Europeans in India in a Mercedes, followed by a Nagant.

There was not much provision for luggage when racing car driver Marie Jenkins went on holiday in 1928.

Her little DFP has New South Wales registration.

A MAF in Germany. They were built from 1908 to 1914



From Alex Gows photographic collection



1960s Atkinson Truck

Seen in Bridgewater for sale was a 8 wheeler Atkinson dump truck.

Brief history - In 1916 Atkinson designed and built own steam wagon with a 6-ton payload. 1920 October Exhibited at the Commercial Motor Exhibition at Olympia with a vehicle with the Uniflow engine. 1933 Formed Atkinson Lorries Ltd for the production of diesel powered vehicles using the Gardner engine. WW2 Built 160 6-wheelers and 100 8-wheelers for wartime contracts. 1953 Launched range with the bow front. 1957 Heavier vehicles launched for cross-country and oil-field operations. Models included Colonial, Borderer, Defender and Venturer.

SANDOWN REVIVAL SUNDAY 18 Jan. 2026

EVENT FEATURES

- Two days of action at Sandown Raceway
- Vintage fashion show and prizes
- **FREE PARKING & PUBLIC TRANSPORT** All ticket holders will enjoy **free** on-site parking (first come first serve) and **free** weekend public transport the weekend of Sandown Revival.
- Exhibitors and distributors
- Displays, entertainment, competitions and more

The inaugural Sandown Revival will feature 240 classic and exotic vehicles competing in SuperSprint and Regularity events on the historic Sandown track. See the cars up close and feel the heat of the Pits as drivers and crew prepare and tune their vehicles.

There will be an additional 350 exotic, historic and classic vehicles on display at the motor show – plus food vans, exhibitors, trade displays, competitions and all the excitement you've come to expect from a Revival event over two great days.

SUPERCARS AND CLASSICS / REVIVAL FASHION AWARDS. Step back in time and celebrate the style icons of the past at the **Revival Fashion Awards.** This glamorous competition honours classic looks across a range of categories, including True Vintage, Reproduction and Automotive-Themed fashion. Showcase your flair and see who will be crowned best in show!



49th Historic Winton Set to be Another Thrill-a-Minute

Car Race Event in 2026

The Austin 7 Club is thrilled to announce that the 49th Historic Winton will be held at Winton Motor Raceway on 30th and 31st May, 2026 at Winton Motor Raceway, near Benalla (Victoria, Australia). Austin 7 Club Member and Historic Winton Event Coordinator, John Kessner said that 49th Historic Winton will be another full weekend of historic car racing, fantastic displays, automotive market and delicious food and beverages.

"We are working hard to encourage even more displays through providing free display passes (driver and one passenger per car) for anniversary marques and invited clubs," he said.

"Once again, spectators will have access to the competition paddock where they can view the race cars up close and meet the drivers, who just love chatting about their race cars."

Historic Winton is renowned for its unique camaraderie where like-minded enthusiasts meet from all over Australia.

"Competitors and their teams have a

great time socially as well as on the track. The buzz is just great but as soon as the helmet is on and the car revs, each driver means business and its 'game on'."

A full race program with some new features will be announced in due course in 2026.

Early Bird tickets are now on sale with Early Bird ticket holders going into the draw for a chance to win a ride in one of the spectacular parades.

The winner will participate in the parade in his or her own approved classic, vintage or veteran vehicle or a ride will be for two people in Austin 7s.

Mr Kessner said that sadly, no solution has yet been found to the exclusion of motorcycle racing on the Winton Motor Raceway track, which became an issue for the previous event, however the organisers are investigating more involvement of motorcycles.

"The Vintage Motorcycle Club will display some amazing motorbikes and some other ideas are being explored.

Motorcycles are historically important to the event and we are taking the feedback of disappointment very seriously," he said.

The 49th Historic Winton will remain an iconic event that brings together motor enthusiasts, racers, tourists and families to celebrate the passion and legacy of historic motorsport.

The Historic Winton website, Facebook and Instagram pages provide the latest news and event details. <https://historicwinton.org/> Photo Library: <https://www.dropbox.com/scl/fo/iwbaasvjdlnos0fu9vi6z/AFNtUOht3a4sVAX7UQqh9mg?rlkey=3s6uf8l0up93eqdg7smjfzvzoh&dl=0> To organise interviews or for more information, please contact:

Leanne Cutler
Siren Marketing
M: 0400 790 060
E: pr@historicwinton.org

31 Entries Open 1st November 2025 31

CRAWLIN' THE HUME 2026

April 11th



WALLAN EAST TO ALBURY

Start and check-in-Commercial Drive Wallan East to be gone by 8.30am
(check-in will be available Friday night and Saturday morning from 6am at the Crawlin bus)

Lunch Stop & Community Event- The Chiltern Racecourse, Racecourse Rd

- Local car club display
- Small Engine Display
- Catering onsite

Leaving Chiltern Racecourse at 3pm sharp for a grand parade via the Main Street

Dinner Saturday Night- The Albury Race Club- Bookings on Entry Form, Drinks at bar prices, Presentations will take place at dinner, all welcome!



Robert French-0409 380 090 - Scott Hough- 0417 305 192- Jenny Cotterell- 0412 479 084
Join our Facebook page to keep up to date with our news- Crawlin the Hume 2026
Enquiries- crawlinthehume@myyahoo.com

31 CRAWLIN' THE HUME 2026 31

CRAWLIN' THE HUME 2026

April 11th



Possible Accommodation Options

Whittlesea - (18km to Wallan East)

- Whittlesea Motel- 36 Walnut Street, Whittlesea (03)9716 3863 (directly behind Royal Mail Hotel)
- Royal Mail Hotel-29 Beech Street Whittlesea (03)9716 1400

Kilmore (14.5 km to Wallan East)

- Fox on the Run Motel-95 Sydney Street Kilmore (03)5782 1346
- Kilmore Caravan Park- 110 Northern Highway Kilmore (03) 5782 1508

Broadford (25km to Wallan East)

- Broadford Sugarloaf Motel-1-3 Short Street Broadford (03) 5784 1069

Seymour (35km to Wallan East)

- Seymour Comfort Coach Inn- 66 Emily Street Seymour (03)5792 3744
- Seymour Motel- 144 Goulburn Valley Highway Seymour (03)5792 1500
- Seymour Wattle Motel-7-9 Emily Street Seymour (03)5792 2411
- Seymour Auto Lodge Motor Inn-20 Emily Street Seymour (03)5792 1700
- Highlands Caravan Park-33 Emily Street Seymour 03 5792 2124 (cabins)

Campbellfield (30km to Wallan East)

- Nightcap Sylvania Hotel-1631 Sydney Rd Campbellfield (03)9359 4099

Coolaroo (32km to Wallan East)

- Nightcap at Coolaroo Hotel- crn Barry Rd and Maffra Street, Coolaroo (03)9303 3211

This is a list of possible accommodation options we do not guarantee truck parking, so you will need to make your own enquiries

Robert French-0409 380 090 - Scott Hough- 0417 305 192- Jenny Cotterell- 0412 479 084
Join our Facebook page to keep up to date with our news- Crawlin the Hume 2026
Enquiries- crawlinthehume@myyahoo.com

Make a Weekend of it in Chiltern

Saturday 11th AND Sunday 12th April 2026



SATURDAY – 1.00pm to 3.00pm
Chiltern Racecourse Reserve

CRAWLIN' THE HUME
Over 200 historic commercial vehicles will be parked up at the Old Chiltern Race Track (*Racecourse Road*) on display while event participants enjoy lunch.
YOU are welcome to attend to get a close-up look at these magnificent vehicles.
Then – at 3.00pm sharp, they will depart down Conness Street, Chiltern (*formerly Hume Highway 31*) in a magnificent display of yesteryear.
You are welcome to display your car too!

SUNDAY – 10.00am to 2.00pm
Lake Anderson, Alliance Street, Chiltern

ANNUAL CANCER CRUISE CAR & BIKE SHOW
Join with local and visiting car clubs and enthusiasts to help raise funds for the Albury – Wodonga Cancer Foundation. Enjoy a relaxing time amongst friends on the shore of Lake Anderson – a short walk from three National Trust properties.
Food and drinks available onsite or enjoy nearby shops in Conness Street. This is not a “show and shine” in the traditional sense, but fundraising for medical research. And display your car too!

Accommodation: Lydoun Motel – 03 5726 1788 Lake Anderson Caravan Park – 03 5726 1298 or Air B&B

Kevin Mayhew <kevin037@bigpond.com>

SOUTHERN YORKE PENINSULA HISTORIC VEHICLE CLUB

2026

40th Anniversary

BOTTOM END MOTORCYCLE RALLY



20TH—22ND FEBRUARY



From Peter Noaks

We are all getting a bit tired of endless hot rods, street rods and lovely old cars butchered and painted horrible colours at car shows here. Very sad. Even Packards get the chop, actually. Grrrr.

Danny (Club President) purchased a very original still running Rolls Royce 20/25 to save it from the hot rodders. It was being driven around the Prince Edward Island (Canada) with no rego, no insurance, for 2 years by the owner's 2 teenage sons, with no licences and being flogged around a farmer's field. A lovely old car, however it needs a great deal of work.





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for Manufacturing.

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