

Country Motor

Australia



Issue 73

Magazine Produced for Pre-1960 motor enthusiasts

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Back copies of Country Motor are
available upon request



Tom Clarke's Rolls Royce

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 73

- 3 Editor's Entries
- 4 1951 Rolls Royce
- 11 Beast of Turin
- 13 1950 Fiat 1400
- 15 Singer Roadster
- 17 Sports Car Builders
- 21 The Murtaya
- 22 Louis Coatalen
- 24 Treatise on Tools
- 28 Bits & Pieces



Editor's Entries

Welcome to issue No.73. I hope everyone is having a productive new year. Due the constant heat here in North Central Victoria I'm afraid I have achieved very little since about November last year! That and many hospital visits and the Xmas season. It has at least enabled me to produce a few interesting issues of Country Motor.

Due to the efforts of a few correspondents issue 73 has a lot of cool stories to keep you nailed to reading the magazine.

Tim Clarke of Ballarat has provided a very comprehensive history of his delightful Rolls Royce Silver Dawn including is a potted history of the Western District.

The Beast of Turin must be one of the scariest racing monsters ever produced! Bill Buys discusses a rebuilt Fiat S76. The chassis and parts were sourced from Australia! You wonder how many remarkable cars ended up in our country, unfortunately many have left our shores.

Another Fiat story follows. Some what more modern but a rarity. Cam Impellizzeri has restored a lovely Fiat 1400 Cabriolet. It looks lovely now but certainly wasn't when he acquired it.



A Fiat 1400 saloon along side Fiat 1100 at Andy's Autos, Campbellfield 30 years ago

From the Sunbeam Car Clubs of South Africa newsletter I have borrowed a story on the development of the early 1950's Singer roadster. An interesting addition to the story is the creation of a fibre glass bodied model. While researching it on the internet I see in 1953 Singer produced the Monarch tractor. Has anyone ever seen one?



When I request stories for the magazine I never know what is likely to be received in my In Box. Liam Darlaston-Jones recently got in touch as a new reader to the magazine. I am very pleased he did as he has sent a story of a club he is very passionate about, the Sports Car Builders Club of Western Australia. Many of the club's specials are similar to the Lotus 7 Clubman, though a following story is about a kit car called the Murtaya built up by John Harrison. This story would appeal to many people who have wanted or have actually built sporting specials.

A final story on Louis Coatalen at Sunbeam finishes the series from the Sunbeam Car Clubs of South Africa's newsletter.

Something we take for granted is the necessary tools for our old cars. David Prince has provided a story on automotive tools through the development of the motor car. What do we get now in a modern car? apart from a wheels brace and a jack, which probably doesn't get used as we call the RACV to change our tyres anyway! Not that we experience many punctures these days.

David lists various makes of tools and mentions the Snail



brand. Above is a display by a collector of Snail brand tools seen at Lake Goldsmith a few years ago.

Snail brand now is a specialist manufacturer focused exclusively on producing high quality hand tools for the construction and steel fabrication industries.

Finally a page of Bits & Pieces. The Singer Car Club is looking for a buyer who has the skill and youth to restore a 10hp utility. I say youth as it appears to be a long term restoration some of us oldies would probably run out of time to restore!

David's Miscellaneous Ramblings

Tools

Talk about tools. Many older cars were equipped with comprehensive tool boxes, trays or wraps with their cars. In the vintage period owners were able to maintain their cars with the tools provided. The Austin 12/4 I owned had under the bonnet a hinged down tray in the scuttle with provision for many specific tools. Even a half moon shaped spanner to adjust the castellated nut for the water pump seal. The spanners had the word 'Austin' moulded in the shank. *See page 28.* A Rover 3 litre I had had tray under the dash on the passenger side housing several small tools.

Magazine Problems

Readers of the magazine on my distribution list will know that I had problems with issue 72.

Firstly blocks of text was missing and the magazine was for some reason 10MB not the usual 3-4MB. The first problem I solved by reducing some photos or moving them around on the affected pages which enabled all the text to be returned. Although I reduced it to 9MB it was still too big for some reader's computer in-boxes.

If you didn't receive the magazine then I suggest you look up Country Motor - AOMC on the internet and the revised version is posted on the web site.

Picnic Set

A few years ago Peter Fleming was seeking items to complete an antique picnic set which was shown in Country Motor. Our son Colin alerted him to a collectables dealer. Peter located her and she had a similar incomplete set for sale at a very lofty price. Peter came across her more recently and expressed an interest but not at her price. After a brief stalemate she relinquished and reduced the price by 50%. A few morals to the story there. It pays to tell people what you are seeking and secondly it pays to hold out if the price appears too high.

Motor Cycles

I rarely get any stories on old motorcycles. If you are a motorcycle enthusiast and have restored a bike or had particular good fun on an event please consider sending a story in.

Happy Motoring

David

1951 Rolls Royce Silver Dawn



Tom Clarke

Boom time Rolls: the story of SDB26 © Tom Clarke, 2018-25

‘As a uniformed schoolboy, I watched in wonder as women in smart suits by Balenciaga stepped from Rolls-Royces to shop in the market town’s Gray Street.’ Thus wrote Richard Zachariah about boom-time 1950s Hamilton in Victoria.

His book *The Vanished Land* (2017) ranges nostalgically over the *‘disappearing dynasties of Victoria’s Western District’*. My own car wasn’t owned by a dynasty and it came from the

Wimmera region on the northern fringes of the Western District, but the boom time connection was the same. This is its story.

The early 1950s saw an agricultural boom in the fertile Western District and elsewhere in Australia. There was huge export demand for wool and meat, especially when the Korean War began and wheat for the European market.

Graziers and wheat farmers saw their incomes rocket to stratospheric levels and, to add to the bonus, their

production costs were relatively low.

After a while a certain hubris and complacency set in – life was good, it would never end, why not spend up? Hence the good sales of Rolls-Royces and Bentleys, and the gracious or even lavish lifestyles in the grander country homes.

Many years later it all ended badly. Wool prices collapsed and tax bills piled up. But let’s bask in some of the reflected glory from those heady days.



‘Mt Mitchell’ in 2009, rather parched ground but the grandeur of the portico very evident

From ‘Mount Mitchell’ on the Sunraysia Highway at Lexton, 47km northwest of Ballarat, bachelor farmer brothers Frederick George Muller (1896

-1986) and John (‘Jack’) Ernest Muller (1907-81) often banked £16,000 at a time during the boom.

These staggering sums in other

hands would have led to life being lived high on the hog. But their upbringing in the Muller family meant money was always conserved, which is probably

They had a wheat farm at Kinimakatka, near Nhill, where Fred in particular promoted a high-yield grain called 'Dollar'. (Their relation Ernest Muller died at this farm in November 1938.) In 1923 Muller Sr. bought the 'Woodstock Station' pastoral property (1,214 acres or 491 hectares) near Avoca to farm with his sons. In 1936, after their father's death in 1927, the brothers added 'Mt Mitchell' (2,590

For modest brothers a 'standard steel' Silver Dawn seems more appropriate than a coach built Silver Wraith. SDB26 was a stock order car timed for the Motor Show and so it had already been chosen in black with tan interior rather than anything more brash that could have put off potential buyers. The brothers were happy with that specification and paid a £500

The Australian Monthly Motor Manual May 1951 issue (that had somehow stayed with the car down the years) stated that ‘*A Silver Dawn Rolls, and Bentley...make a very attractive showing*’. The brothers would almost certainly have come to the Motor Show to see their SDB26 on display before making the final payment of £4,256.9s.0d on 24 May 1951 after

Order Ref. SX.SLS. Serial No. 1906

To: W.M.

By: M.R. de la Torre,

For: M.R. de la Torre,

At: Nr. Alcobaca,

On: _____ Car Type: SIXER DASH. Chassis No.: S.D.B.85.

Make: _____

Model: Road Line Engine No.: S-13-S. Body No.: _____

Year: 1931.

Color: Black. Series: B. Works O/N: 5080

Other: (1)

Remarks: Copy/D.O.

Date: 15/VI/37.

By: _____

Rear Road Springs, L.H. P.F.3001/S/548. R.H. P.F.3001/S/544.

Steering Position A.

Switch and Lock Lock No. 8 Bolt Handle HMA-507.

Battery Type Bride S-MEM-56 Dry.

Body Style Steel Saloon. Coachbuilder R.H.Greene

External Body Finish Black. Single Primer Lin.

Upfitters: Tan Leather Wm.846 with Tan Piping Wm.946.

Ren. Kowaleck, Byron Gargay.

SPECIAL FEATURES
Fit into 1st Am.Ville

Double filament headlights.

Quadrant front-end motor.

Kodion and short wave radio and separate speaker.

Sport bumper.

Built in rear number plate-separate switch at rear for tail lamp.

Oil bath air cleaner.

Front shock dampers to have one leak hole omitted & 070 oil used.

Main paint panel to be prepared under same conditions as body - to be degreased with car.

REN.Front seats.

Speedometer in miles.

Dust proofed including blind.

Yellow Walkster Pty Ltd.

Customer _____ Delivery promised #/S-13th Dec.1937.

\$F \$3,750.00. 1930.

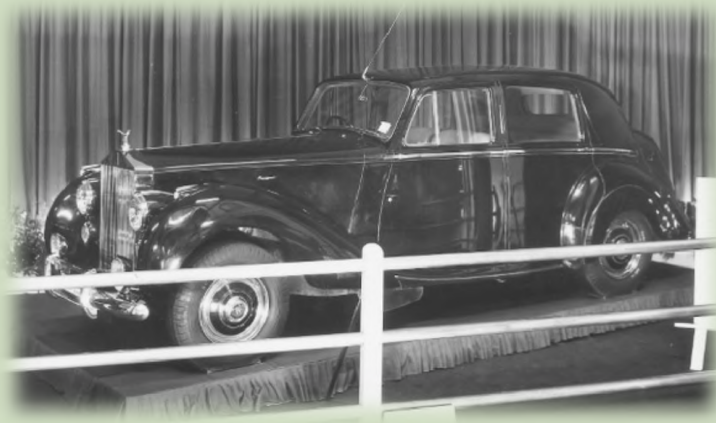
5018 Hydraulic Starter Cylinder.....	5100 Paint & Paint Treatment.....
7043 Front Brakes.....	5110 Roof, Floor.....
7044 Front Valve.....	5120 Roof, Siding Work.....
7060 Frame & Fittings (Welder assembly).....	5130 Scaffolding & Screens.....
7066 Frame & Fittings (General assembly).....	5150 Seats.....
7068 Front & Rear Sumpers.....	5170 Tonnage.....
7070 Rear Springs & Fittings.....	5180 Body Trim.....
7074 Take & Cross-steering Valve.....	5190 Wings & Front Apron.....
7074 Cross-steering Valve.....	5200 Wheel Mounting.....
7084 Spring Suspension Assembly.....	
7090 Steering Column & Box.....	
7090 Side Steering Tube.....	
7090 Fuel Tank.....	
7100 Fenders.....	
7150 Damper & Fittings.....	
7151 Floorboards & Pittings.....	
7160 Pipes & Fittings.....	
7161 Oil Pump on Deck.....	
7162 Rear Shock Damper.....	
7166 Front Shock Damper.....	
7166 Front Stabilizer.....	
7200 Spares & Tools, Standard Kit.....	
7200 Spares & Tools, Basic Kit.....	
7300 Side Spare Wheel Carrier.....	
7350 Instrument Board.....	
7500 Wiring & Fittings.....	
8000/8010 Starter Motor.....	
8010 Starter Motor.....	
8070 Dynamometer & Oil-Out.....	
8100 Ignition Distributor.....	
8140 Ignition Coil.....	
8150 Switches.....	
8170 Distributor Rotor.....	
8200 Stop & Reverse Lamp Button.....	
8220 Car Heater.....	
8230 Lamps & Body Electrical Fittings.....	
8300 Petrol Pump.....	
8400 Radio & Fittings.....	
8430 Demister & Defroster.....	
9010 Body Shell.....	
9020 Doors, Front.....	
9030 Doors, Rear.....	
9030 Doors, Truck.....	
9040 Door Spare Wheel Compartment.....	
9070 Floor & Fittings.....	
9090 Windings Appliance.....	

Some of the Crewe construction records for SDB26

The delivery almost one month after the Show, rather than immediately, seems odd. It was probably agreed at the time of the sale so that Kellow-Falkiner had a showroom car until the next one (already on its way) arrived.



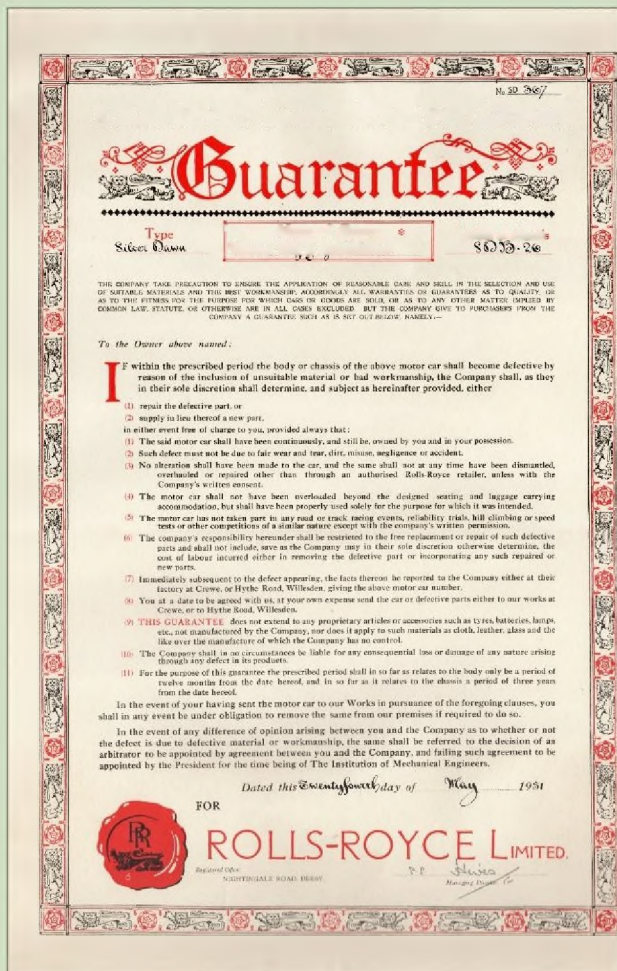
*Views of Silver Wraith WHD77 and Silver Dawn SDB26 at the Melbourne Motor Show in April 1951.
Curiously, the latter's mascot is turned the wrong way*



*The magazine that actually mentioned SDB26
at the Show*



Cheque, mate! Proof of the amounts paid and when



ROLLS ROYCE LTD.
14-15 CONDUIT STREET
LONDON W1

TELEGRAMS
"ROLLS ROYCE LONDON"
TELEPHONES
MAYNOR 88117 (4 lines)
IN YOUR NEARBY PLEASE
QUOTE
GST2/T 7.4.51

20013 USED
A.M.C. (18 MONTHS)
WENTLEY
MARCONI MOTOR TRADE
WESTERN LIGN

7th June, 1951

Messrs. W. & J. E. Muller,
Mount Mitchell Private Bag,
RAILWAT,
VICT; AUSTRALIA

Dear Sirs,

re Rolls-Royce Silver Dawn Saloon.
Chassis No. SDB-26

It is with much pleasure we attach our Three Year
Guarantee No. SD-367 operating from May 24th, 1951 in respect of
the above car.

We trust you will derive much pleasure from the use of the
car and in due course favour us with your acknowledgement of
the attached.

Assuring you of our best services
We are, Dear Sirs,
Yours faithfully
For Rolls-Royce Ltd
G.S. Townsend

*The guarantee sent from England in a cardboard cylinder
(still with the car); and the encouraging letter sent from the
factory at the start of the brothers' ownership*

The brothers' two previous cars had
been Armstrong Siddeleys in 1929 and
1936 (both still at 'Mt Mitchell' in 1981).

The Silver Dawn would have been
quite a revelation by comparison but they
used it modestly, reaching only 62,000
miles by 1981. Even when I got it the
mileage was a reasonable 80,000. The car
remains very original to this day, thanks
to the brothers' low mileage and no use

of the back seat!

The Silver Dawn was maintained at
Kellow-Falkiner beyond the three-year
guarantee period but August 1957 seems
to be the last ledger entry.

As with many cars supplied to
Victoria, the tail and number plate lights
were controlled by an additional switch
above the number plate box but this was
bypassed in February 1955, presumably

when the pre-war requirement was
revoked. (The switch is still there, a
weatherproof press on/off type, and it
seems the aim was to prevent anyone
escaping detection after a night-time
accident.)

Other than that I don't know how
the car was maintained from the 1960s up
to 1986, a local mechanic perhaps. Fred
certainly did some chores himself.

Make of Car	Rolls Royce	Regd. No.	22626	NAME	W. J. Muller
Sheet No.	1	ADDRESS	111 Spring Street, Melbourne		
JAN. 22. 1957	22626	Dieter	W. J. Muller		

Sheet No.	1	NAME	W. J. Muller
ADDRESS	111 Spring Street, Melbourne		
JAN. 22. 1957	22626		

Day	Mech. No.	Labour Details	Hours	£	s.	d.	Dieter No.	Materials	Cost	Dieter Charge
		<u>794 (194) 22626</u>								
		Heavy oil 120 c.c. and 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
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		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1 1/2 oil 120 c.c.	1 10	10 0
		120 c.c. oil 120 c.c. oil	1 1/2	10	0		7944	1		



A later view of SDB26 during Muller ownership showing its dishevelled appearance and the homestead with its overgrown garden and veranda posts hidden in later wooden boxes (now restored). Also glimpsed are the oversize heavy duty tyres that the Mullers preferred

The only picture of Fred Muller, and a bad one, showing him in 1981 at 'Mt Mitchell' with SDB26

'Mt Mitchell' was sold by Fred Muller to Richard Salter in 1981 and it is not clear where Fred spent the following years.

Richard restored 'Mt Mitchell' back to its early splendour and we were able to take SDB26 back there in 2009, later being given the cheque books (used in this article) that showed the purchase of the car. I'm grateful to Denis Deasey, a friend of Richard's, for springing into action on these relics. In typical Muller fashion these had been left lying around the house!

We saw the old large garage where the car had been kept for over thirty years. Yes, I scoured it in case any car parts had been left behind! Fred had been interviewed by *The Age* in 1981 and mentioned several things taken off the car for one reason or another. Amazingly, these items like the clock, radio, and arm rests had all survived.

With 'Mt Mitchell' sold Fred held onto SDB26 and after his death it passed

to his brother Edward. It was from his family that Dr George Tippet of Kew bought the car in 1987.

George improved the car over many years, attending to the front suspension, repainting, and some chrome work as well as routine maintenance. I bought it in early 2008, with the intervention of my old W.A. Branch mate Andrew Brownell who had seen it for sale.

It was fortunate that George included a lot of spare parts with the car. Andrew cared for the car at his Daylesford home until we arrived in early 2009 to use it for the first time. The time in between wasn't wasted and Andrew gave the leather plenty of Connolly's hide food and had the wheel discs re-chromed. Yokohama radial tyres were fitted to replace the Dunlop cross plies. After 20,000 miles they are still very serviceable.

The biggest task was undertaken by Doug MacKay of Ballarat in 2008, fitting new pistons and rings because several of the original pistons had broken landings

and rings.

The hard chrome inserts in the bores were in fine condition with no ridge where the inserts ended so I opted to keep them in situ. In hindsight this might have been a purist choice too far because the new J.P. pistons and rings didn't bed well, U.K. rings ditto, but Doug persisted and eventually American-made Egge pistons bedded in and we got back the smoothness and normal oil consumption that eluded us for quite a while.

New big-end bearings were fitted at the same time. Andrew had meanwhile arranged a slap-up picnic at 'Mt Mitchell' as a sort of blessing for my union with the car! Along with Fiona and me, the congregation included Peter and Elizabeth Crauford, Denis Deasey, Darren Overend, Andrew as culinary choreographer and Richard Salter our host. What an evocative occasion to start off my custodianship.



SDB26 back at 'Mt Mitchell' on 16 February 2009 with the house very shipshape



The holy grail, SDB26's garage attached to the house but no longer the original doors

Fiona and I came from England to use it every couple of years until 2014 when I shipped it to the U.K. After much useful work was done on it by Lex Lynch.

He undertook a total brake overhaul, installed seat belts, and sorted out the

carburettor. His Bentley is the role model for all of us!

Prior to shipment I ensured I could keep the original UV-603 on retention, and for a while we had WXU-518 on the car and then 08179H. Here in England it is now YVL-587, luckily no annual

'road tax' for older cars. The car has let us down only once, on the overlander to Albany in 2009 – a rear wheel bearing.

Overall it has been a lovely car to own and use even though the pre-war cars are my first interest.



In the years since the car has been in England (not necessarily permanent!) I've had more chroming done, fitted a new radiator, new master cylinder, had the

doors insulated as Lex suggested (to stop the tinny sound of all-steel bodies) and fitted a new exhaust system. I hope to rebuild and refit the original system with

its nicer fittings. I retain original finishes where I can. For example, just wax on the interior woodwork creates a lovely appearance rather than redoing it in high gloss.



Views of SDB26 in England, showing off the original interior, the luggage straps all these cars had, the period rear reflectors that were the subject of a RollsRoyce Service Bulletin, and the well preserved exterior



One of the pleasures of owning a classic car, particularly a Rolls-Royce or Bentley, is ensuring it is complete in its fittings and accessories.

For a pre-war car this is a huge task quite often but the post-war cars also came with a fair number of things that often get lost or over-looked. SDB26 is fortunate, despite the brothers' rough and ready ways (!), of remaining largely complete. Today it is fully complete, as these detail photographs attest.



Tools and handbook for the cabin



Under-bonnet tools



Tools fitted in the spare wheel area



Useful manuals and special tools for the garage but not supplied with each car when new. The long tool is for removing inlet valve springs in situ and (left inset) is its companion which threads into the spark plug holes; the L shaped tool is for extracting the exhaust valve springs.

What of SDB26's ancestral home, 'Mt Mitchell'?

After the departure of Fred Muller it was painstakingly restored by Richard Salter, the site now being a smaller 766 acres (or 310 hectares).

Since 2015 it has been owned by Kate and Simon Tol who have improved the house and grounds even more. The homestead site itself being 10 acres or 4 hectares overall.

You can now enjoy the house and its farm yourself with holidays at the property. It truly is a distinguished home, built in bluestone and designed by noted architect Charles Webb who

also created the Windsor Hotel in Melbourne.

It was built during 1860-61 with 14 rooms and greatly enlarged in 1910-12 by architect Percy Richards, doubling its size. One day I really will have to take SDB26 back there again and let the car grace the house and grounds to re-kindle its memories.

Later update 2024-25: SDB26 was brought back to Australia in late 2023 and is now in Ballarat on its original UV-603 number plates.

Before leaving the U.K. it had a final round of improvements done on the gearbox, new clutch and thrust race,

original exhaust system refurbished and put back, and the long-standing problem with brake 'jaggers' was finally solved by Dan Moore at Whittlesey near Peterborough. The car now drives superbly and gives 19 mpg on a long run.

Acknowledgements: my thanks to my friend Bentley MkVI enthusiast the late R. Andrew Brownell of Ballarat for checking over so many details and for looking after my car some years ago; and to the late Dr. George Tippet for his preservation of the car over so many years.

Beast of Turin



Who, in the world of motoring, has not heard of the Beast of Turin?

Bill Buys

Everyone the annual Goodwood Festival of Speed in recent years will certainly never forget the deafening bellow from its flame-spitting 28.4 litre engine, nor forget the sight of the tall, bull-nosed Italian beauty of 1911.

It's the mighty Fiat S76, in its day the fastest car in the world and capable of speeds in excess of 130mph (210km/h).



The fact it's there is testament to English classic car enthusiast Duncan Pittaway.

'I saw a picture of this funny looking car in one of my father's books when I was a child and it always stuck in my mind,' he said.

Once he's focused on a particular car, he sets his mind on acquiring it – he has a few other rarities too – but the Beast was a serious challenge. Once he found all the bits and pieces, he spent 13 years restoring it.

Fiat built only two S76s in 1910, specifically to beat the land speed record then held by the Blitzen Benz.

Its 28.3litre four-cylinder engine

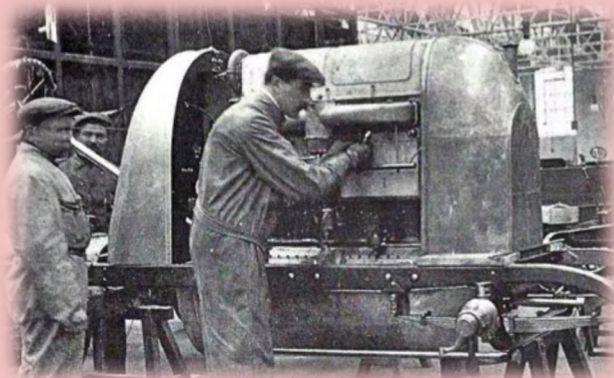
Of the two built, Fiat retained one and the second was snapped up by Prince Boris Soukhanov, of Russia, who hired professional drivers to set the speed record.

Along came WWI and at the end of it, Fiat dismantled the first one to prevent rivals from copying their technology.

The other somehow ended up in Australia, where some reports say it was rebuilt, fitted with a Stutz engine and raced and crashed by someone in Armadale.

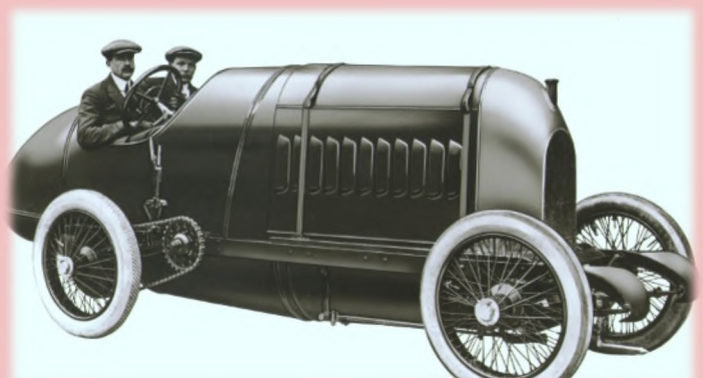
'Boris Soukhanov kept it until 1914 – after that the trail went cold,' says Pittaway.

'By 1914 the Russian aristocracy



There's a special race for the so-called Edwardian Leviathans, when about 20 contemporary machines take to the track, but the Beast is hard to miss: it's the biggest and noisiest of the lot.

with two spark plugs per cylinder delivered 210kW. It had a four-speed transmission, with double chain-drive to the rear wheels and hit a verified top speed of 132.27 mph (213km/h) at Ostend, Belgium.



realised the writing was on the wall and the revolution was coming.

'Many of them fled with their cash and possessions and it's often hard to find out where they went because they didn't want to be found.'



He also believes the car probably made its way to Australia during WW1. 'Australia was an extremely wealthy country at the time because it was producing food and raw materials for the armies that were fighting on the Western Front and elsewhere.

'Between 1910 and 1918, for example, Rolls-Royce sold more Silver Ghosts in Australia than anywhere else in the world.'

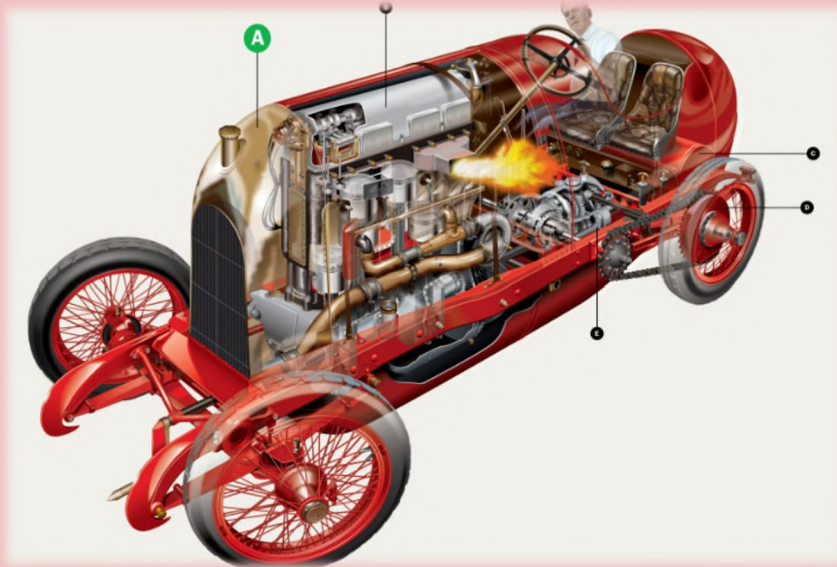
It was lucky for him that the S76 had ended up where it was.

'Because of the climate, enough remained to make restoration a possibility. If it had been lying in a hedge in Herefordshire it would have been compost by the time I got to it.

'It had been in a crash, so there was a bent and rusty chassis with axles, steering, wheels, pedals and levers.'

He shipped the remains back to the UK, but for several years he was left wondering what to do next, reluctant to begin restoring it because the S76 was missing a key part – its enormous engine. 'Without that, the car somehow didn't have enough heart, so I put out the word to people I knew saying I needed one.

A solution finally emerged from Fiat itself. The engine of the second S76 had survived; it was found tucked away in a warehouse in Fiat's giant industrial estate.



There followed a painstaking process of restoring chassis and engine and bringing the pair together successfully, culminating in the ear-shattering moment when that mighty engine came back to life.

'It's easy to forget that the S76 was originally built in 1910' Pittaway said. 'Everything else you see from that period is so different. They look like something out of the 19th century, but the Fiat, with its serious attempt at streamlining, looks as though it belongs in the 21st century.

'It must have looked like a spaceship to people in 1911.'

'The truth is it wasn't a big, heavy lumbering thing. It was timed at 136mph – faster than the fastest aeroplane of the day.'

The S76's original bodywork was lost to history, so Pittaway had the aluminium skin re-created using company drawings and in-period photographs. The Beast looks much like angelfish on wheels.

In profile, it's comically bulky; from head-on, its body is only 70cm wide at its

thickest and with its tapered tail and the sculpted radiator surround, daringly streamlined.

To get an idea of the engine size, consider that each of the S76's four cylinders has more capacity than an entire Ford or Chevy big-block V-8.

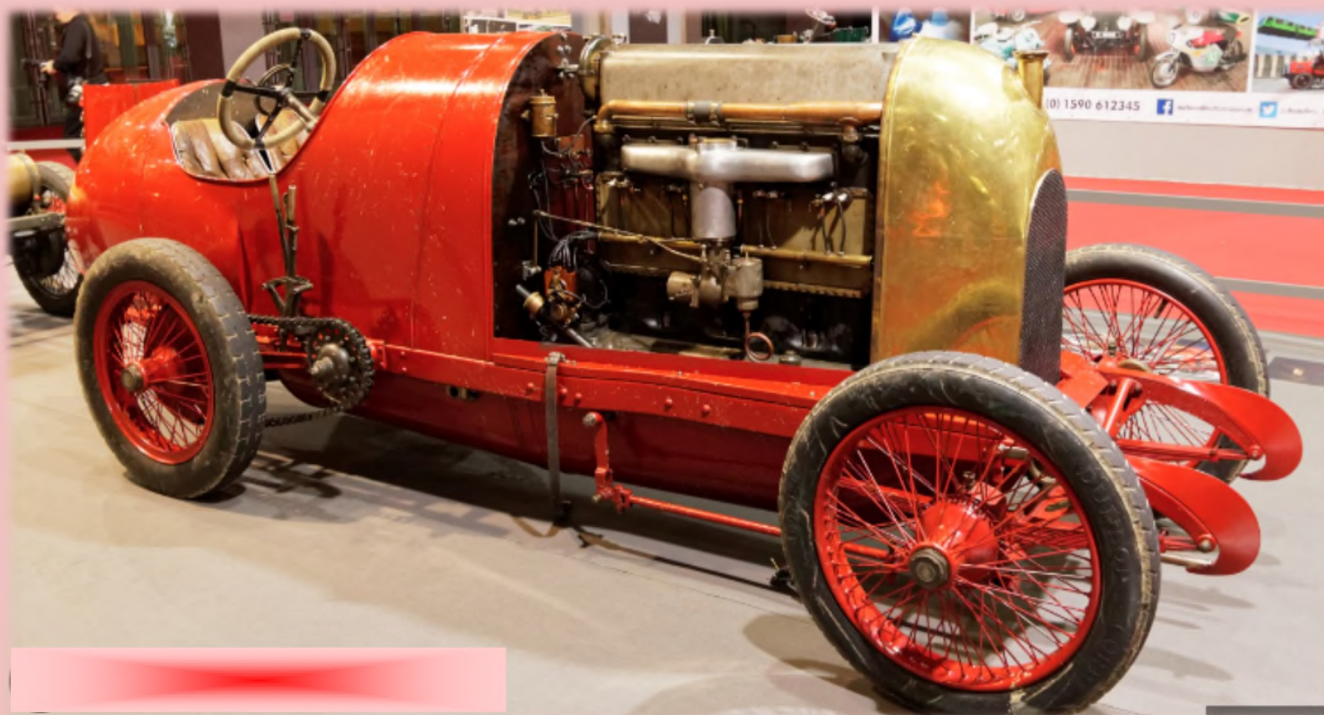
The Beast is a racing car, but Pittaway has driven it on public roads many times.

There is no fuel gauge and the tank holds only 38litres so on the 230km trip from his house to Goodwood, Pittaway has to stop for petrol 11 times.

By the time station attendants register the horror of the Beast spitting flames at the pump, he is usually gone.

When you see and hear that 28.4 litre inline-four run, with each power stroke individually recognisable and flame, spark and smoke blasting from its two rectangular exhaust stubs, you will know why it's called the Beast of Turin.

Bill



1950 Fiat 1400 Cabriolet

Cam Impellizzeri

This car is believed to be one of only seven cars imported in Australia in 1950 and first shown at the 1951 Adelaide Motor Show

The car was very upmarket for the day; being sold with a standard built in valve radio as an example.

It was Fiat's first unitary constructed body which boasted four speed gear box, hydraulic brakes, ventilated aluminium drum brakes, anti-roll bars, traffic indicators and an inner lined folding roof with centre dome light to name a few! It later became Fiat's first car with a diesel engine.

Following its debut to the Australian market, the car was deemed to be too expensive for our local consumption. The seven RHD cars were sold off and no further cars were imported except for the four-door version which was less lavish

but much cheaper and price competitive.

Of the seven original cars, it would appear that only two have survived; this one and a sister car in unrestored condition in Victoria. I would love to hear of any others if the information is incorrect. I also managed to obtain the remains of a third car from Orange which was written off in an accident.

This car was first owned by Mr Geoffrey Dutton, a sheep farmer in outback South Australia and sold off at auction in Adelaide in 1998 before coming to Queensland where it remained in my care for the next 14 years.

The Fiat spent a total of 11 years as a registered car in South Australia and covered a total of 81,000 miles in that time.

During this period, the car travelled as far as Alice Springs and mainly on corrugated outback roads. Not exactly built for the rugged Australian conditions, the car suffered several "bush repairs" and any broken metric fastener was always replaced by an imperial

cousin. Needless to say, the body was not in pristine conditions when I got it but on the main it was complete!

A total ground up restoration on the project began in 2012 and took ten years to complete. The restoration journey took far longer than anticipated and all projected budgets by the end of 2022 had become a distant memory! The car was first registered in October 2022.

The journey produced many challenges and there were times when I had to do some serious "soul searching" on whether to continue or not; my sincere thanks to those supporters around me who were a genuine source of encouragement to persevere! They were my ongoing source of mental positiveness and I can't thank them enough.

Now that the project is finally finished, I can look back, absorb the view and appreciate the final product for what it is; all with an abundant sense of satisfaction and justification both for me, my family and for those who urged me on along the way!!

Since completion, this car has been



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on show at various venues such as Auto Italia in Canberra, Noosa Classics Car Show, Noosa Concourse D 'Elegance, Fiat's 125 Years Celebration in Forster/Tuncurry and several local exhibitions.

The Fiat has had various media coverage and has received several awards such as Best European and Best Car of the Show at the 2023 Noosa Classic Car Show.

The invitation to be a part of the 2024 Noosa Concourse so far ranks as both a privilege and the ultimate experience in what has been a most interesting journey so far. *Cam*

FIAT 1400 Cabriolet

Specific Details:-

Chassis No 101 * 901911

Engine No 101.000 039087 **

These are original matching numbers
It was first registered in South Australia
in 1951 Original Reg Number –
SA 340 918 and was de-registered on
Nov 30, 1961; 1960 Windscreen label
No 18666. The Fiat had covered 72,188
miles in 10 years.

A Total of approximately 2300 units
were produced



Singer Roadster



As a boy growing up in Durban during the late 1940's and 1950's, I remember these Singer roadsters quite well, little did I know that they were to become extremely rare in South Africa.

Singer dates back far earlier than MG. Founder George Singer started building bicycles bearing his name in Coventry, England, in 1874, transitioning to motorcycles and cars around the turn of the century.

By 1908, Singer sports cars were racing at Brooklands. The company persevered through the death of its founder in 1909 and the first of what would be several reorganisations. It prospered in the years leading up to and following World War I. It peaked as the third-best-selling British automaker in 1929 and scored a series of strong Le Mans finishes in the early 1930s.

The first Singer aluminium bodied, wood-frame Roadster rolled out of a modernised factory in 1939, before the British war effort sucked up all of Singer's production capacity. It was an open version of Singer's Bantam saloon and used many Bantam parts. It was unusual in that it was an open 2/4-seater sports-tourer.

It had Singer's overhead camshaft, 1074 cc inline-four engine used in the Bantam range but tuned slightly to give 36hp (27kW) at 5000 rpm by fitting a high efficiency "hot-spot" manifold and

downdraught SU carburettor as well as having slightly higher compression. When peacetime production resumed in 1946, the Roadster, essentially a one year old car, was re-launched with non-lubricated rubber shackle bushes, it had more space by moving the engine forward and an improved lid at the rear of the body providing a flat platform for luggage. Better engine mounts and other isolations were introduced, providing a smoother ride and lessening maintenance and the engine move seemed to have improved the handling also.

In October 1951 at the Paris Motor Show, the 4AD, or as it became known, the SM1500 Roadster was introduced and was to be made for export only. It used the 48hp (36kW), 1497 cc engine from the SM1500 saloon fitted to a virtually unchanged chassis and body, retaining the hydraulic/mechanical hybrid braking system.

A 58hp (43kW) twin carburettor engine option was offered from 1953. Although early 4AD production was still all for export, with the smaller 4AB being

regularly available in the United Kingdom. From 1953 1.5 litre cars became available on the domestic market as well.

The 4AB continued in production until January 1953.

Driving both a Singer roadster and an MG TD, it was clear that the Singer is the more tractable machine. Even though the TD and the Roadster each achieved a top speed of about 80 mph in contemporary tests, only the Singer feels like it can comfortably keep up with today's traffic.

Its 58hp engine and taller gearing allow it to cruise at 50 mph and it soaks up bumps well for a nearly sixty-year-old sports car with a leaf-spring rear suspension.

A hint of what might have followed appeared at the 1953 London motor show, where Singer showed the



fibreglass bodied, modern-looking SMX Roadster. By that time, however, Singer was haemorrhaging too much cash to build more than a handful. In late 1955, the Rootes Group bought the company and quickly ended production of the Roadster, which with its handmade body didn't exactly support their new low-cost business plan.



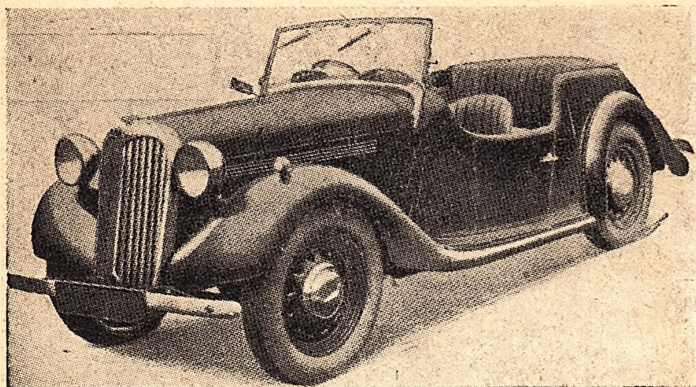
1952 Singer 4AD Roadster



The 4AB continued in production until January 1953

*right: From the Motor Manual 1948-49 Annual
Story from the Newsletter of
The Sunbeam Car Clubs Of South Africa*

SINGER 9 SPORTS TOURER



The little Singer 9 imported sports tourer is definitely one of the most attractive small cars on the road, and with other Singer models has the only overhead camshaft unit in a production car. This spritely development of the famous Le Mans produces 36 b.h.p.—more than enough power for a full passenger load. A lock-up luggage compartment adds to its roominess. Remote control gearbox and good performance give the pleasures of a small sports car and the comfort of a bigger one. The dependability of the Singer motor is another asset.

ENGINE.

Four cylinder, overhead valves, overhead camshaft engine of 1074 c.c. 60 m.m. x 95 m.m. developing 36 b.h.p. at 5,000 r.p.m. S.U. carburetter.

TRANSMISSION.

Single plate Borg and Beck clutch and three speed synchromesh gearbox. Ratios 5.43, 9.9, and 18.08 to 1.

SUSPENSION.

Semi-elliptic springs all round. Remote control central gear lever.

STEERING.

Burman-Douglas.

BRAKES.

Girling mechanical brakes.

WHEELS.

16 in. steel spoked wheels with 5.00 x 16 in. tyres.

DIMENSIONS.

Wheelbase, 7 ft. 7 in.; Track, 3 ft. 9 in.; Clearance, 6 in.; Weight (empty), 15-1/4 cwt.

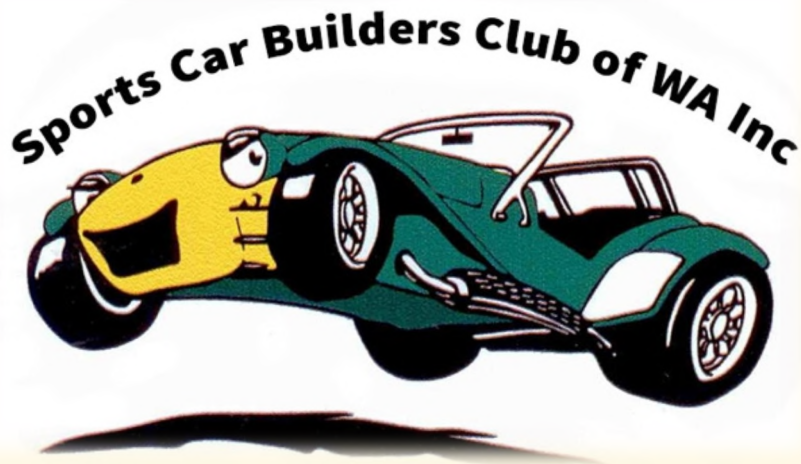
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An experimental version had a fibre glass body. Designated SMX was displayed at Earls Court Motor Show October 1953, around 10 were made



The SMX was introduced in late 1953 as a fibreglass bodied sports car based on the Singer SM1500 chassis. Its bodywork was moulded in 'Vibrin Polyester', an early type of fibreglass and consisted of three separate moulds plus doors and a pivoting front hood and fender unit.

The design incorporated smaller wheels to lower the centre of gravity and reinforced chassis to support pivoting hood. Only four or five SMX prototypes were built, with up to 15 bodies produced for design studies. The car was displayed at the 1953 Earls Court Motor Show, but it received limited media attention and did not enter production.



Liam Darlaston-Jones

Below is a brief overview of the SCBC of WA. Many of our members also belong to other clubs in WA e.g. VSCC, TVR Owners, Triumph Owners, Jaguar Owners and others, mainly historic and/or single marque type clubs.

I am a member of the Sports Car Builders Club (SCBC) in Perth W.A. and Bruce Wilkins is the club secretary.

The Sports Car Builders Club (SCBC) in Perth W.A. is a relatively small club with about 40 paid up members and was started in the early 2000's as, essentially, a sports car club for people wanting to create their own cars from scratch.

We began as an informal group of people interested in building road registered sports cars and at that time the focus was on Lotus 7 type clubman cars the majority of which were to be scratch builds, with only say 25% being kits; we are not a kit car, hot rod, muscle car or custom car club. Having said that, no one is included or excluded based on the vehicles that they own. A few club members have built kit cars and hot rods etc. generally selling them on to fund their next project.

These other projects have included road going restorations, race cars, EV's and even a trike. This illustrates the diversity and overlapping interests within our club and as is usual with car

enthusiasts means that there are always more ideas for projects than time available to build them. Although it is safe to say that in general the interest is in older, not modern cars.

To date the SCBC membership has transitioned through several very broad phases

1. Initially building clubman sports cars
2. Participating in motor sports and other events
3. Currently a more 'broad church' of social events, club runs, other types of car builds and for people who want to access historic 404 and C4C (WA) registration for their vehicles via membership of an affiliated club.

So although the SCBC started with a relatively narrow focus it would be



incorrect to characterise the club specifically as only one of those things at any one point in its existence to-date.

Within the SCBC there are a number of people who were employed in the motor industry in one form or another i.e. on the tools as mechanics, panel beaters etc or in engineering and management, even running dealer race teams.

Although most of us are now in retirement several members still work in the industry on clients cars and projects, including full builds, fabrication work etc. Covering everything from EV conversions to the inevitable hot rod, but also including in tertiary education lecturing into the automotive engineering programme at UWA.

This is the core strength of the club in my view i.e. the depth and breadth of interests, knowledge and experience across all manner of makes, marques and engineering skills.

Indeed, not long after forming the SCBC in the early 2000's, new enquiries to the DoT in Western Australia for people wishing to commence the build of an Individually Constructed Vehicle (ICV), would often be re-directed to the SCBC for 'how to' advice. At other times we have participated in school and college automotive programmes by acting as





tip. It sounds sacrilegious to say it now and I have since recounted the story to Escort enthusiasts and nearly got myself lynched for my troubles!

It was at about this time (I can't recall the exact year,

judges for student projects etc.

The initial impetus within the SCBC is to build *fully* road registered sports cars meant by default that we had to use modern fuel injected petrol engines (so definitely post 1960). However, that was only because to achieve full registration our engines had to be compliant with the emissions under the current Australian Design Rules (ADR's). Had we the choice, many of us would have used an engine from an earlier period.

I had been inspired to build my own car after driving a pre-litigation Westfield with a Ford Cortina engine and 4 speed gearbox that belonged to my elder brother in the UK.

For those who might not know of the Pre-Lit' Westfields, they were a clubman kit car that was a very close approximation of a Lotus 7 and were supplied by Chris Smith who owned the UK based Westfield Car Company.

Chris Smith was an enthusiast and supplier / fabricator of parts for early Lotus sports and racing cars; I believe he even carried out full restorations. Suffice to say he was an expert on these early Lotus cars and in the early 1980's began supplying complete Lotus 11 type cars and then the 7 in kit form.

Caterham Cars, then owned by Graham Nearn, sued Westfield because (as we all know) Caterham had taken over the rights to manufacture the 7 from Lotus and they considered the Westfield kit car a virtual clone of the car to which they (Caterham) now owned the rights.

The ensuing litigation went in Caterham's favour; damages were awarded and Westfield had to alter the design of their kit car to what is a silhouette of the 7. As a consequence, Pre-Lit Westfields are now sought after by those who want the authentic Lotus 7 driving experience, but without paying the price for an original 7, or risking it if they own one!

I also wanted that feel and simplicity of an early Lotus 7 and planned to fabricate a chassis as close as possible to an original live axle 7 chassis, including running gear. I had been collecting books and literature on the Lotus 7 for some time and had begun CAD drawings of a replica 7 chassis to create, what would have been as near as I could make it, a road going S2 Lotus 7 tribute; so essentially a car from 1960, but whose genesis lay in the early Colin Chapman cars from the 50's. I had acquired a written off MK11 Ford Escort 2 door with a 1600 cross flow and 4 speed gearbox as a parts donor. The engine and gearbox was on-sold, as even then I realised that I would need a more modern engine and to that end I bought a healthy 4AGE 1600 engine out of a Toyota Corolla. I had been able to drive the car before I removed the engine, which I did as part of the deal, so I knew that the 4AGE was a strong runner. From the Escort I salvaged the rear axle, steering rack, wheels and all manner of other incidental parts.

The Escort body, although the car had been written off, had only superficial damage on the near side and was still intact and useable, but finding no takers, I cut it up with a 9 inch angle grinder so I could fit it in my box trailer and it went to the

but it would have been the late 90's that I made contact with several others who were interested in building similar cars and over the course of this early period we met up several times.

The first meeting being at a local McDonalds. From the collective knowledge of that small group of 5 or 6, it quickly became apparent that our scratch-built cars would have to conform to the dreaded Australian Design Rules (ADR's) i.e. it would be all but impossible for any carburetted engine to be made to comply and the



Ray Burroughs Wanerloo 2010

Ray Burroughs and Craig Bradke, Wanerloo 2009. The cars in the pictures are Ray Burroughs Locost Clubman No. 76 engine Nissan SR20 DET turbo, and behind Ray going sideways, is Craig Bradtke in his Lucalia Clubman. The Lucalia is one of several clubman cars built by Craig I think in the 80's and is powered by a naturally aspirated Mitsubishi 1600 SOHC Saturn engine

applicable ADR's also required (amongst other things) a torsional rigidity test that even a good Lotus 7 type chassis would not pass. These two requirements alone necessitated an up-dated (modern) build to achieve full road registration.

Several of the other ADR's that conspired against us were; no side exit exhausts, no multi point race harnesses and the need for side impact protection. Whilst all of the ADR's sound laudable, the side impact protection in a 7 would be effective against skateboards, but virtually all other road going vehicles would impact the driver / passenger at about temple height. Were the aforementioned impact to indeed occur, trucks, busses and pumped up (or should that be pimped up) 4wd's would probably pass straight over the top!

So, channelling our inner Don Quixote, as a group we felt the need to challenge the translation of some of the ADR's as they were being applied to builders of Lotus 7 Esque clubman cars and we decided that we needed to approach the DoT with a united front and that this would be best served if we formed an official club.

Several of the group were senior members in other car clubs and had experience of club articles and the nefarious bureaucratic niceties and so suffice to say that the Sports Car Builders Club was born.

Fast forward and many of us used the book *How to build a Sports Car for as little as 250 Pounds* by Ron Champion and subsequently our type of Clubman cars are collectively known by the name 'Locost' (a name that is both misleading and one that I personally loath). In a twist of irony, Haynes (the book publisher) were sued by Westfield Cars, because Ron Champion had plagiarised the Westfield clubman chassis design in virtual identical detail and subsequently Haynes had to pay financial compensation to Westfield. 'What goes around comes around' as they say!

The reason that using the book was attractive to our group was that the Westfield design that it replicated, was known and accepted in large part by the DoT, because it was essentially the same as the Australian delivered Westfield kit cars, some of which had already been assembled and successfully registered for the road in Western Australia.

Although the book provided us with a big 'leg up' in building our cars, there were still challenges that we as a group

had to overcome. Whilst I acknowledge and give credit to Haynes and Mr Champion for the impetus their book provided, especially to those Locost builders who might have never before, or otherwise built their own cars, the notion that anything more than a scrap yard paddock buggy utilising (dangerously) 2nd hand parts could be built for £250 UK and driven safely on modern roads, or worse, used in motor sports events is tenuous to say the least. It might have been possible in the UK at the time, when a lawn mower engine bolted to a pedal car could pass an MoT, but that didn't make it a good idea!

There were / are dimensional inaccuracies contained in the original book drawings which compromised the front suspension geometry of a car being built to the book and there was additional chassis bracing that was required by our DoT before registration would be granted.

The additional bracing, exemptions for side exit exhausts and to use a multi-point race harness were all worked through and resolved within the SCBC and accepted by DoT when we registered our cars and continue to be included in new builds.

Technical discussions, sharing information, advice and knowledge are all ongoing hall marks of our monthly meetings, punctuated with the inevitable hyperbole and down right lies and long may it continue.

Our club president Greg O'Brien pointed out that we do have associations with active 'sister clubs' in SA, Victoria, NSW, ACT and Queensland i.e.

SA - Clubbies SA.

Victoria - Victorian Clubman Builders Group.

NSW - Clubman Drivers Club.

ACT and Southern NSW - Southern Sevens. Canberra based.

Queensland - Westfield Sports Car Club of Qld.

Also a couple of very active forums. Ozclubbies.

Separate internet forum.

Australian Clubman Cars on Face Book.



The first picture of the blue clubman (Kwinana Motorplex) is me arriving for a Motorkhana event put on by the Triumph Sports Owners Association (TSOA). 2nd picture at another TSOA event, a hill climb at Jacks Hill Wanneroo.

I began the build about 2006, but I was working FIFO at the time so it took a few years to complete. It was a running car in 2010 and registered for the road in 2011. I built this car from scratch using the Haynes book as a guide, but I made the following changes from the book drawings:

Corrected the front upper wishbones to give the correct castor angle.

Modified the steering rack location and shortened it to engineer out the inherent bump steer.

Changed the profile of the cockpit sides.

Modified the rear spaceframe from the rear firewall back.

The only parts that were not made from scratch were:

Nosecone.

Petrol tank.

Intake manifold.

Exhaust headers.

Main components:

The engine and 5 speed gearbox are Nissan SR20 S15 naturally aspirated DOHC 2000cc.

Live rear axle (English) MKII Ford Escort.

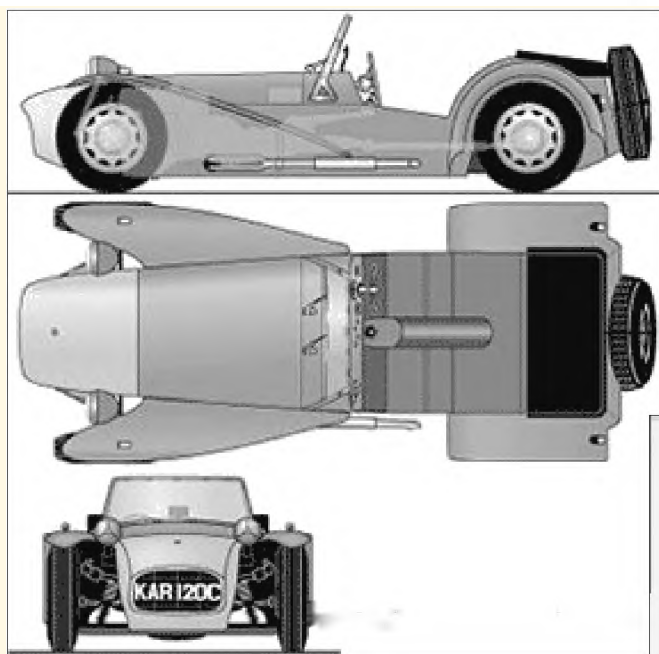
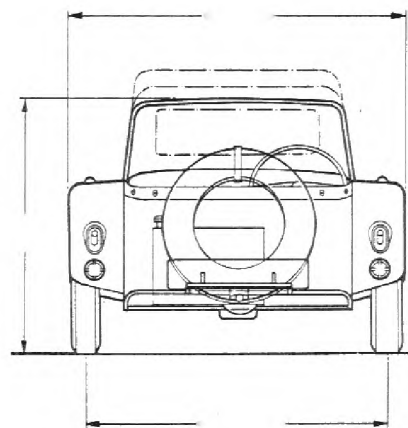
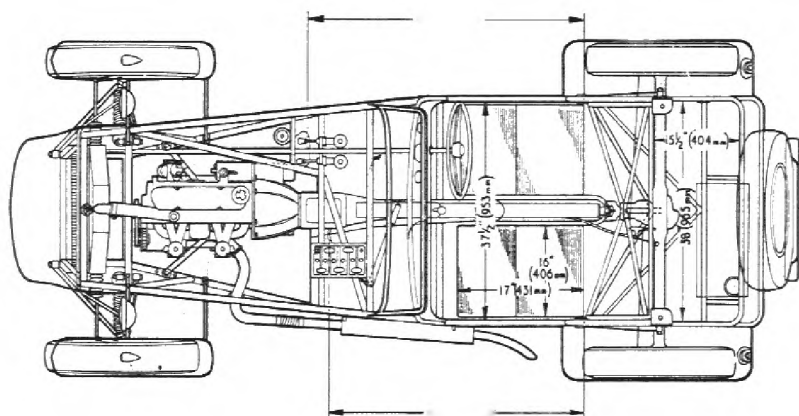
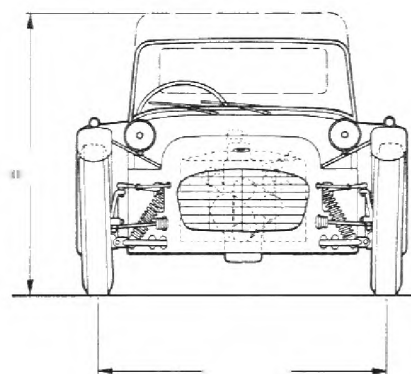
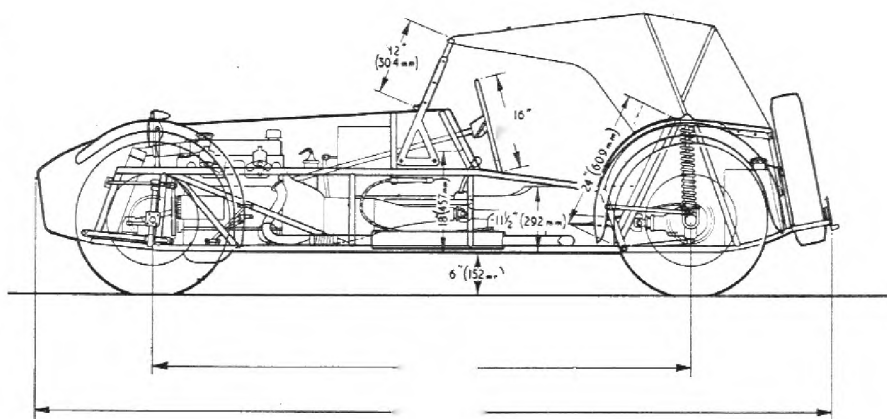
Steering rack (narrowed) MKII Ford Escort.

Front uprights, discs and calipers MK3 Ford Cortina TD.

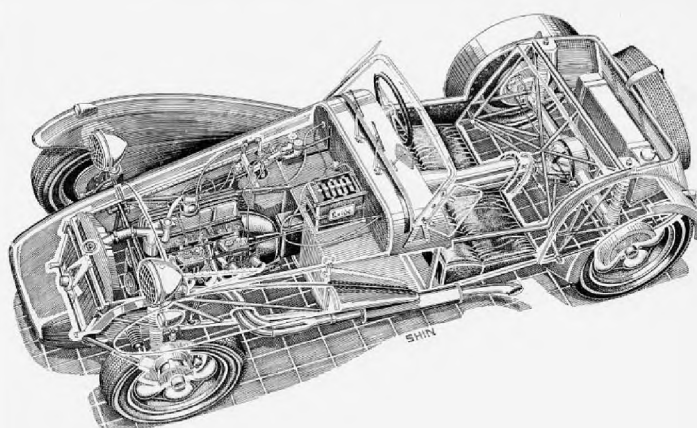
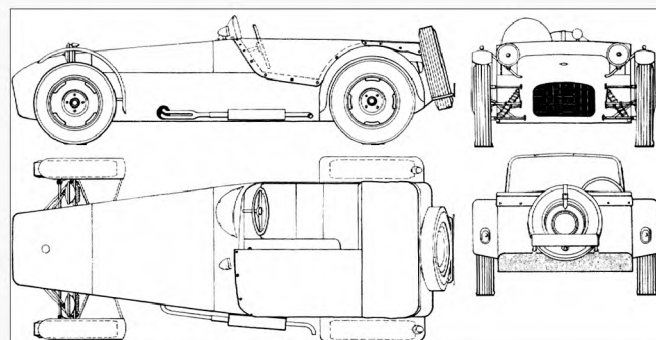
Seats – Holden Gemini narrowed by 55mm.

Steering column is a mixture of 19mm dia Chromoly tube & Lada Niva.

Liam



Lotus Super Seven Series II Cosworth 1965
'The Prisoner'



PUBLISHED BY K&L

Terry Fielding in his Porsche 908 Tribute Car

Terry passed away late in 2025 and, with his family's permission, I am hoping to write an article about Terry and his car.

It is a scratch built car and has been finished to a very high standard, it is based on Subaru WRX running gear, but virtually every other part of the car has been made

from scratch by Terry.

The project was a collaboration between Terry and his friend (and employer) Kim Ledger and two cars were built.

I will speak with Terry's family and Kim if possible include more information and pictures.

Kwinana Motorplex 2023 Terry Fielding



Pictures and a Brief Story of The Murtaya

It's not a Clubman, but John Harrison (the owner / builder) is one of our long-standing members and during his time in the Sports Car Builders Club (SCBC) John has built several cars, a trike, restored a 60's Mustang and is now building his 2nd Murtaya kit.

The Murtaya is a single donor kit car produced between 2006 and 2012 using all the mechanical parts from the GC8 Subaru Impreza WRX 1993 to 2000.

Unlike other cars using the WRX as a donor, this one retains the original driveline layout utilizing the all-wheel drive system. The car has been designed by a leading specialist chassis engineer in the UK (Daniel Muir) who is responsible for the creation of structures for major automotive companies such as Lotus, Aston Martin and Jaguar.

The construction is a fibreglass monocoque design with a sub frame up front for engine and suspension mounting with the rear using the donor sub frame, all mounted to the fibreglass centre section. This construction method resulted in a very stiff chassis and the car is the only kit car in the UK which has been homologated to be used in rallying.

The first car built in Australia (green one) has been built using the standard ECU with modified air intake and exhaust, performance is excellent due to the finished car being 400kg lighter than the donor car. The car features all mod cons including A/C, heater, electric door and boot release, stereo, electric windows, all of which is very unusual for a home-built kit car. Latest additions feature a soft top with removable fibreglass rear section.

The second car currently under construction is using a 2000 model Subaru Forester GT as the donor car which has virtually identical running gear to the first generation Subaru WRX. Completion will be later this year or early next year, at which time the first car will be available for sale.

The Murtaya was produced by a company called Adrenaline Motorsport in the UK, which is no longer in business.

Approximately 40 cars were



produced at the time, with these two in Australia, four in New Zealand, and the rest scattered across Europe and the USA.

The Murtaya was a development of earlier kit cars called Delfino Feroce and Minari, both of which never made it to production. As a kit car, the Murtaya was an expensive option compared to other available kits at the time, which ultimately lead to it's downfall, but the buzz I get



from driving the only car of it's kind currently on the road in Australia is great. I have never come across anyone that knows what it is and it certainly gets a lot of attention.

John Harrison, Builder & Owner

Sunbeam History - Leadership Under Louis Coatalen *Continued from issue 72*

In 1914 the RAC decided to revive the Isle of Man Tourist Trophy as an event for cars.

Coatalen rose to the occasion by designing a new car, powered by a 3.3litre, 4 cylinder, 16 valve engine, which wasn't quite as it seemed.

The first and second places in the 1913 Coupe de L'Auto had been taken by Peugeot. Their cars, designed by Ernest Henry, were far more powerful than the Sunbeams, and Coatalen realised that his existing cars stood no chance against Peugeot's more powerful twin overhead camshaft engines.

He decided to get his hands on a 1913, 3-litre Coupe de L'Auto Peugeot, examine it in detail and design a new car

based upon it.

It has been suggested that he purchased one of the cars and brought it to Wolverhampton with this in mind, but it seems that the real story is a little more dramatic.

His good friend, and Sunbeam racing car driver, Dario Resta, had been given the job of driving the 1913 Coupe de L'Auto winning car to all of Peugeot's French agents as part of a publicity exercise. Coatalen arranged for Jean Chassagne to collect the car and drive it to Waverley House, Goldthorn Road, Wolverhampton, where Louis and Olive Coatalen lived.

Once there, the car was closely examined and stripped down. Detailed

drawings were made of all the parts by two of Sunbeam's draughtsmen, Hugh Rose and Ted Hatlands.

When the car was re-assembled, it was driven to Moorfield Works so that the engine could be bench tested, before returning it to France. The whole operation was carried out in great secrecy, so that Sunbeam could claim full responsibility for the design of the 1914 car.

The T.T. Sunbeam had an identical engine with an enlarged bore and stroke, and was capable of producing 100bhp. Three Sunbeam cars were entered for the 600 mile race that was to be run over two days, with 8 laps, each of 37.5 miles being completed on each day.



Kenelm Lee Guinness in action during the 1914 Isle of Man T.T.

The race took place on the 10th and 11th of June. The Sunbeam drivers were Dario Resta, Kenelm Lee Guinness and his elder brother Algernon.

Unfortunately Resta had to retire during the first day due to a broken big end nut, but on the second day K.L.G. and Algernon were in first and second places respectively. All continued to go well until Algernon started to have problems with the lubrication of a

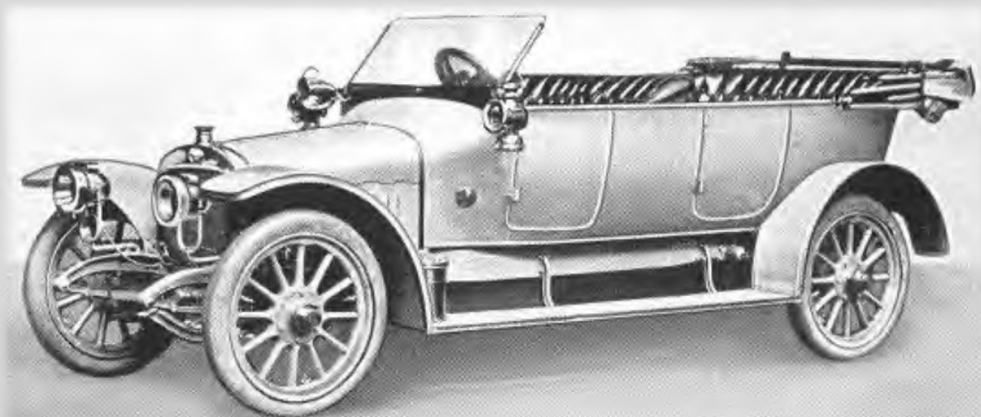
universal joint. Unfortunately the joint seized and he had to retire.

Kenelm however, went on to finish the race in first place, at an average speed of 56.44m.p.h. For his achievement he was awarded the Henry Edmunds Trophy.

In 1914 Thomas Cureton retired from the position of Managing Director and was replaced by William Markley Iliff and Louis Coatalen, who were

appointed as Joint Managing Directors.

Even after the outbreak of war, when Sunbeam were involved in war work, several cars were produced. The 16hp. appeared in 1915 and continued in production into 1916. The car, a development of the 12/16hp. model, was powered by a 3 litre, 4 cylinder engine and looked quite modern with its upright radiator.



Just over 1,600 were made. A larger version, the 20hp. was also produced and just over 100 were built.

During 1915 and 1916 a 30hp. model was also produced, featuring a 6.1litre, 6 cylinder engine, but only 15 were built. The cars could also be supplied with a Sunbeam Air Compressor Self-Starter, for an extra £40.

In 1916, the Coatalens moved to Bromley House, Penn Road, Penn, where they lived until 1919. The house

was sold at auction on 18th March, 1919.

At this point car production ended at Wolverhampton for several years because the Ministry of Munitions ordered the company to concentrate solely on war work involving aircraft and aircraft engines.

There was still a demand for the 16hp. Sunbeam car for such use as staff cars and ambulances and so a licence was given to Rover to produce them.

The Rover versions carried the

Rover name and it has been suggested that the crafty Coatalen tinkered a little with drawings before they were passed on to Rover because the Rover versions were not as powerful as the Wolverhampton built equivalents.

The demand for the company's aircraft and aero engines was so great during the war, that Moorfield works had to be vastly expanded to cover several acres.



A 16-20hp. Sunbeam staff car



A 16-20hp. Sunbeam ambulance



Aero engine production at the works

From the Newsletter of The Sunbeam Car Clubs Of South Africa

A Treatise On Tools

The history of automotive tools is intertwined with the evolution of automobiles

The early years of automotive tools can be traced back to the late 19th century when automobiles first introduced to the market were relatively simple, consisting of basic mechanical components. As a result, the tools used for automobile repair were also straight forward and primarily consisted of hand tools such as wrenches, screwdrivers, and pliers which were essential for basic repairs and adjustments and were typically owned by automobile owners themselves.

These tools were versatile and suitable for a wide range of tasks, including loosening and tightening nuts, adjusting components and making minor repairs.

As the complexity (and the number of marques) of automobiles increased, repairs and maintenance required more "specialized" tools. This led to a range of manufacturers and mechanics developing tools to suit the broad needs of a burgeoning automotive industry as well as some specific to each marque.

Early cars required frequent maintenance and repairs. Every driver had to learn to change and repair tyres, which blew out frequently. Many owners also chose to perform minor repairs for pleasure, convenience or savings.

The arrival of the Ford T in 1908 is worthy of mention in this context. The Ford T was designed as a car for the masses and its simplicity endeared it to millions. Some T owners claimed to fix their cars with twine, baling wire or clothes pegs!

To help make it affordable, many parts included as standard in other cars were offered as optional extras, e.g. the speedo and windscreen wiper, and tools.

There was a range of tools available for the car, but apart from the supplied jack and a wrench, the others had to be purchased separately.

For example this picture shows a very nicely presented fixed display of the complete set of Ford T tools, including two different jacks.

Many machinists,

needed to keep the car running, including grease guns, odd - shaped oil bottles, the ubiquitous tappet spanner and always a couple of strange tools that were peculiar to each make and model.



This is a tool kit from an MG TC, a typical example of what might have been included in a standard English tool kit.

In Britain, the production line methods that emulated Henry Ford's saw the introduction of cars such as the Austin Seven and Morris Eight.

Thus, the automobile which, individually produced,

had previously been the province of the rich and had cost £1000 or much more, could now be bought for £500, £250 and in some cases, for as low as £100

But even at this price and with hire purchase offers such as the following, ownership was limited to the middle class, i.e. sales reps, factory managers, professionals and shop owners

Cars were still out of the reach of ordinary workers such as factory hands, miners or shipbuilders for whom the average wage was £10.00 a month. Even for the lowest priced model, it would have taken them many months pay to buy a car, compared to the American worker who could buy a car with four months pay. British workers often had to wait for second hand cars to become available before they could access the luxury of motoring.

Cars required servicing on a monthly basis and in 1930 a typical garage charged £3.6.0 a month for a



blacksmiths, bicycle mechanics, and others started auto repair shops. New car dealers and petrol stations also offered repairs and many towns and cities had garages that stored, cleaned, fuelled and serviced automobiles.

In USA by the 1920s there were more than 60,000 service shops. In the 1930s, oil companies also provided repairs. They used brand identity and the promise of uniform quality to attract customers

ENGLISH CARS

In the 20's 30's and 40's most English car companies provided comprehensive tool kits with their cars. They consisted of a range of tools that enabled owners to undertake routine maintenance and medium-level repairs. British cars required more than just five tools and the makers supplied everything that was



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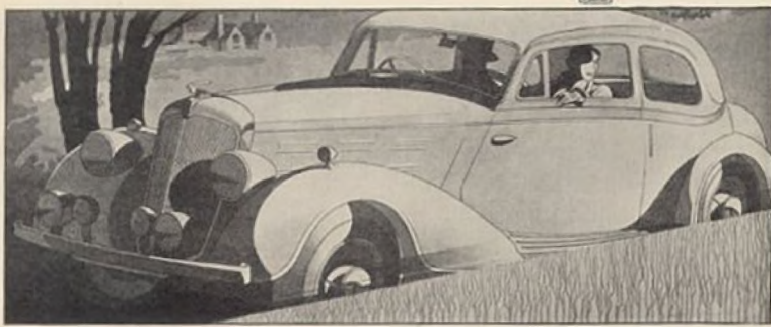
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Nov. 23, 1931 THE ILLUSTRATED LONDON NEWS 101



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regular servicing scheme. Consequently many people who could just afford a car could not afford the added expense of maintenance and repairs and were forced to do it themselves.

Even if one could afford to have the car serviced, garages and repair stations were still scarce in the rural areas of Britain. A breakdown on the way to a picnic in the country, would have inevitably required the driver to get the car going again. This meant a need and demand for suitable tools.

Identifying UK toolmakers

The English car makers contracted various toolmaking companies to supply the tools and names like King Dick, Shelley, Garrington and Snail became common.



Some car makers, e.g. Rolls-Royce, Jaguar and Austin personalised their tools and had their name embossed



on the spanners and certain other tools.

As to storage, it too varied from make to make. The more upmarket makes like Rolls Royce, Bentley and Jaguar had tool boxes and trays built into various places in the bodywork.

With the individually hand-built Rolls-Royce and Bentley it was at the whim of the coachbuilder and tool trays could be put anywhere in the car, while the other makes used trays built into the boot.

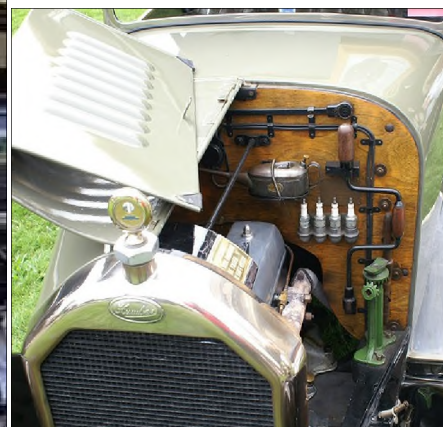
1936 Rolls-Royce 25/30 HP Coupe

1936 Rolls-Royce 25/30 Saloon





**1933 Rolls-Royce Phantom II
Continental Cabriolet DeVille**



Production line cars generally came with a bag of tools, or a tool roll, but early Humbers had them attached to the firewall and the 1925 Talbot's standard equipment included a tool box.

Although car companies contracted out to individual toolmakers, it does not follow that a particular make of car had to have a particular brand of tools.

Often, the first contractor would subcontract out to other companies and also the car companies chopped and changed regularly.

Morris named Shelley as their tool supplier, who supplied the tools as described in the parts list, but that does not mean they were all Shelley tools. As we know, grease guns were supplied by Enots or Tecomit and tyre irons were made by Dunlop for many years. Other tools could have had a range of makers' names.

Among other companies, MG had a number of tool suppliers; when they ran out of one supplier's batch they started another. They even changed brands, then went back to the original when they eventually got more stock.

In fact the MGTD operation manual states "A comprehensive set of tools is provided as detailed below." When you look *below*, it states "The tools supplied may vary or be omitted from time to time as a result of the supply situation."

People associate Jaguar with Garrington spanners, but there are illustrations of three identical "Jaguar" marked spanners, each one with a different maker. A single Jaguar tool kit could also contain a King Dick jack handle, Dunlop tyre gauge and a Tecomit grease gun. Even Rolls-Royce, who contracted the Shelley Tool Co, had some items by King Dick and some unmarked spanners in their tool

kits.

That is another point many smaller makers did not name their tools, but simply branded them "British Made". There were literally hundreds of small tool companies based around Sheffield and Birmingham, in close proximity to each other and the employees probably drank together at the pub after work, so one company using another brand to make up a contract shortfall would have been a common practice.

AMERICAN CARS

Were different. While top of the range coach built cars such as Auburn and Duesenberg—arguably the US equivalent to Rolls-Royce did supply a range of tools, some early Cadillacs had a small tray of tools built into the door lining.

Production cars were far more frugal. Certainly all makes came with a jack and crank handle and sometimes a tyre pump.

In the thirties and forties the standard American car tool kit consisted of a screwdriver, hammer, pliers, wrench, spanner and some times a spark plug spanner plus a bag to put them in, as shown



in this picture of a Chevrolet tool kit.

However there was always something on the market from opportunist producers, as evidenced by this advert for a Goodall-Pratt extensive tool set from a US Saturday Evening Post of the 1920's.



Identifying American Tool makers

On American car tools, makers names are rare and most American car tools are simply marked "Drop Forged" and /or "Made in USA".

Three names that you might see are Vlcek, McKaig-Hatch and Plomb Tools.

The biggest tool company was the Vlcek Tool Co, of Cleveland Ohio. It began in 1894 as a small blacksmith shop, founded by Frank J. Vlcek, a Czech immigrant. It started producing automobile tool kits in 1909 and at one point Vlcek claimed to sell to 85% of the American automobile makers.



AUSTRALIAN BUILT CARS

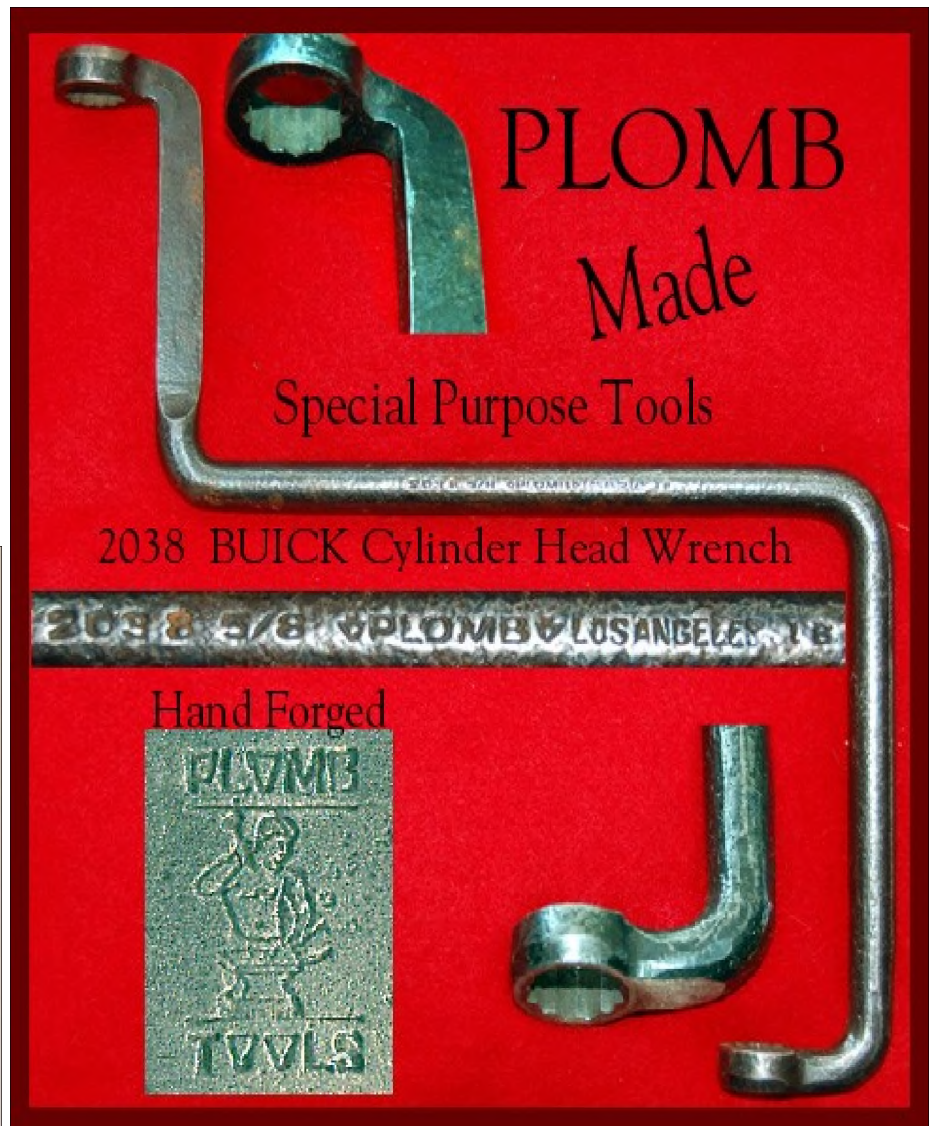
The "big three" of the mid-20th century, Holden, Ford and Chrysler Valiant, all provided a basic tool kit with their new vehicles.

As an example, when the FX Holden, was released in 1948 its tool kit comprised seven tools, rolled up in a canvas bag as illustrated. Like all car companies, Holden sought out the cheapest tools available to keep costs down, but they had to be Australian made if possible, to keep their promise of 95% local content. Most tools were unmarked as to maker.

PRESENT DAY

Since the simple days of the 1920's -1970s, cars in the modern era are far more complex and mechanically complicated, with such features as fuel injection, power steering, turbochargers, on-board computers etc Mechanics need specialized tools.

Key developments in the latter regard include pneumatic impact wrenches, timing lights, hydraulic jacks



and lifts, torque wrenches; and further, the arrival of hybrid and electric vehicles has brought with it a whole new aspect to mechanical requirements.

Some new cars now do not even have a spare wheel!

The increasingly complicated nature of the car has minimised the average owner's involvement with

maintenance and resulted in the virtual disappearance of the once -valued "toolkit"- still fondly preserved, however, by many classic car owners.

David

Bits & Pieces

Singer ute collected by
the Singer Car Club



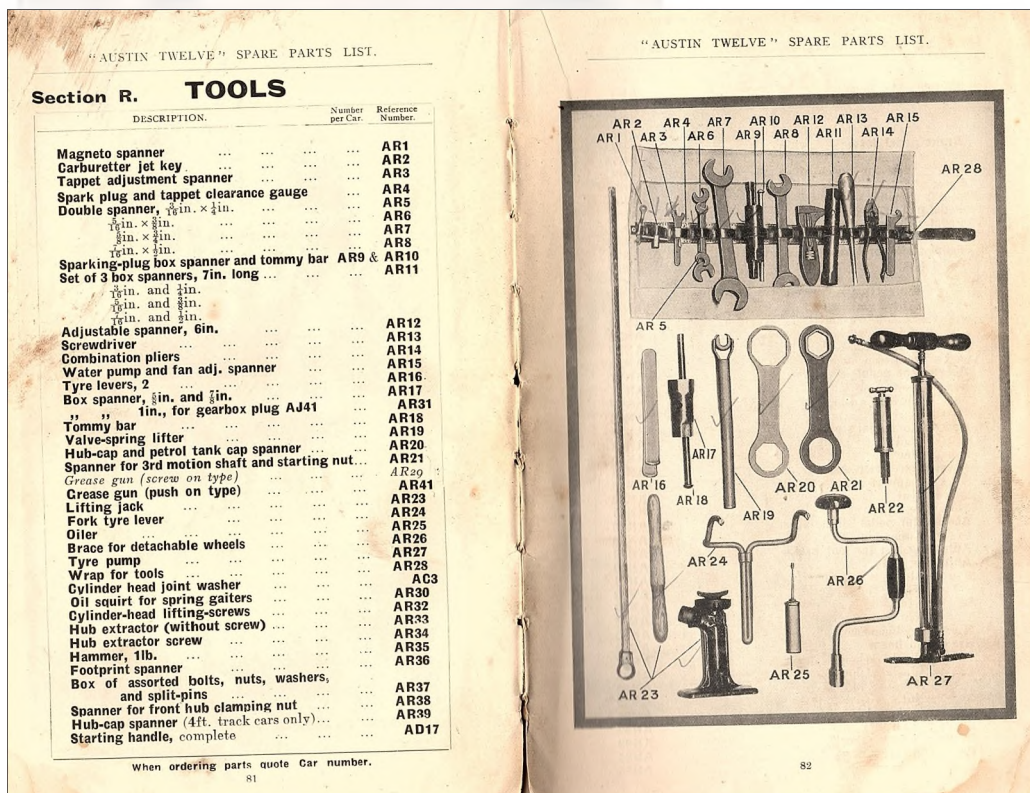
1955 Bedford A5 truck seen in a back street of Charlton



The Singer Car Club Queensland received a generous donation of two 1948 Singer 10 utes.

The donors were Club members David and Meg Mulhare from Hervey Bay. On the Australia Day long weekend President - Derek Gardner, Stuart Topp and Dave Mulhare took two trailers and with the generous support of some neighbours, all was loaded in a time manner with a minimum amount of personal damage.

L to R: Stuart Topp; Graham Smith; Derek Gardner; Meg and Dave Mulhare with their generous donation.



On the subject of tools, the above is from vintage Austin 12/4 Spare Parts List



Seen in the above club's newsletter 'A-hoo-ah' were these three Cadillacs shown below.

The 1951 Coupe de Ville, which John Jacobs bought 14 years ago, was imported by Col. L.T. Bland who was an officer of the South African Air Force.

John bought his 1949 Cadillac Convertible from Kobus Mostert and it took seven years to restore.

The third Cadillac was a 1947 Sedanette, which he bought when the previous owner died. This car stood in a barn for 37 years and it is still in an original condition.