

Country Motor

Australia



Issue 57

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

Produced by David Vaughan

Ph: 0439 429572

countrymotor@aussiebb.com.au

Back copies of Country Motor are
available upon request



Riley 9 owned by Nigel Steel-Scott

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

Welcome to Issue 57 of Country Motor Australia

Issue 57 starts with a story on a delightful Riley 9 roadster owned by old car collector and serial restorer Nigel Steel -Scott.

I have been corresponding with UK Michael Ware. He provided a story on a Galloway and a brief account of his career involving old cars. How amazing to be the curator of the National Motor Museum at Beaulieu!

There have been many body builders over the years. Some specialised on bodies for expensive cars and their work reflected on the quality of the chassis. Bryan McGee has made a study on Freestone and Web. Illustrating some examples of their splendid bodies on Rolls Royce and Bentleys, as well as a Lagonda.

We all have heard of the British Crossley, however few would know about or even seen the 1930's 20.9hp model. Peter Caunt, a keen Crossley fan, owned one and shows how the large saloon was beautifully restored. He has also passed on a selection of photos of other Crossleys he has owned.

As I receive the South African "Crankhandle Chronical" I can't help but request permission to copy some of the stories that appear in the club publication. Although out of the magazine's period I thought the story by Derek Stuart-Findlay would be of interest. It tells of many cars that were developed in South Africa. Like Australia they made models and variations that were exclusive to their country.

I am in touch with many readers whose ages are well advanced, if 80+ can be regarded as well advanced. They all have many memories of their interest in old cars and a few have in past issues discussed the cars they have owned. These stories are welcome for the magazine.

Sadly the time had come for other senior old car folk to leave us and I have included stories on a few people who have recently passed away. Although many readers may not have heard of these people, they were active on the old car movement and it's appropriate to acknowledge their contribution to the old car scene.

Old photos are always of interest. John Kruger sent in a set of interesting photos and I have also borrowed some old ones from Alex Gow's collection later in the magazine.

Tractors are inevitably a common

sight in the country. Groups of tractor owners enjoy restoring and running their machines. Neil Athorn has kept us informed of some tractor activities around Bendigo. His stories included the Farmall 100 Years Display and a ploughing session in Huntly.

Howard tractors are often seen at tractor rallies, being very popular in their day for smaller duties on properties.



Howard's on display at the 100 years of Farmall 2023.

Talk about little tractors, when I was in my mid-teens I worked at a chook farm in Tullamarine on Saturdays to earn some pocket money for car magazines or model cars. The property was only a small holding of about 5 acres. A few acres of which required the grass to be cut in the spring/summer months. It was my job to cut the grass with a small three wheeler tractor/mower. I can't remember the name of it but I saw one at Lake Goldsmith. It had a small single cylinder engine and tiller steering. I spent hours chugging around the paddocks chewing Juicy Fruit chewing gum looking forward to riding home to Glenroy on my bicycle.

Finally Bits & Pieces have a few interesting stories and a brief look at some Motoring Books I purchased at the Bendigo Swap last year. That finishes off this edition.

Peter Fleming has just been in touch to let us know he has completed his veteran Bullnose Morris. The project has taken on and off ten years to fastidiously



rebuild the car. It will be on display at the National Morris Rally in Shepparton later in March.

Phillip Levi from Adelaide is selling his beautiful 30-98 OE238, formerly owned by David Vinnall and his father Laurie for \$260,000 firm. He requests no



offers below this price. Phillip can be contacted on mobile 0499 147 911

A few events I hope to attend include the Annual Historic Vehicle Muster at Natte Yallock run by the Pyreness Historic Vehicle Club of Avoca. Free entry. On 17th March 2024.

The Eddington Vintage Sports Car Sprints on Saturday 23rd March 2024 run by the Bendigo Car Club.

Easter Monday 1st April is the Rheola Charity Carnival car display, usually 70-80 classic cars attend. Lots of country activities to observe, including a vintage tractor pull and stationary engines.

A few Alvis Car Club members are currently compiling a book on Alvises in Australia. John Lang started the book many years ago however he has been immersed in doing club publications for both the Victorian club and the UK club. Dale Parsell has taken on the task and seeks any information on Alvises in this country from past or current owners of the make. Contact Dale on dparcell@ozemail.com.au if you have any suitable stories.

Happy Motoring, **David**



Riley Nine Roadster

Nigel Steele Scott

When we returned to live in Adelaide in the late 70s, we brought with us my daily driver a Citroen light 15 and 1928 Buick that I had begun work on. By now I had decided that as well as gardening, helping my wife, rebuilding old motorcars would be what I wanted to do as a hobby.

My old friend John (Jacko) Grenfell had bought a derelict Alvis ducks back, unusually even then with its original Carbodies body and a complete history from new. I was green with envy and suggested John that he would never complete the project and he should sell it to me. In 2003 he called me to say that I could buy the car as he was dying from emphysema and could no longer work on it. I bought the car and John recovered and bought a Riley 9 roadster. 1 of 3 bodied in this style by the Adelaide firm Spencer Motor Bodies. When I visited him if I found him in his shed there was a long plastic tube coming out of the house across the backyard supplying him with oxygen as he worked in the Riley and his collection of Norton motorbikes.

In 2017 he called me again to tell me

he was dying and that I should buy the Riley 9 from him. He had done substantial work on the chassis suspension and brakes and had begun rebuilding the wooden framework using the remnants of the old framework as patterns.

The car was in much the same condition as the Alvis had been when I bought that from him. Unfortunately, he did die this time, not long after I took delivery of the car which is pictured as I got it home after I connected the differential and rear suspension and fitted the wheels. As well as the assembled bit there were a large number of bits and pieces shown laid out in my workshop.



John had taken the body off the frame in order to rebuild the frame and I completed making the pieces and fitting them altogether. Everywhere the body had touched the lower parts of the wooden frame it had rusted away.

I took all the panels and the wheels to Minus Paint and a month later retrieved the pieces all etch primed black. I have found this process much the most satisfactory for rebuilding old motorcars as the panels are not distorted and the full horror of the rust is revealed. I fitted the rust-free panels to the frame which involved sanding and shaping some of the frame and the laminating new bits in other places.

I now had 5 panels to repair. The

main part of the body, the dicky seat door, the scuttle and 2 doors. The bottom 2 to 3 inches of each piece had rusted away but enough was left to estimate the height of the body.

I am very fortunate to have good relationships with the group that has done and continue to do work on my cars and they allowed me to use their bending and stretching tools to make the replacement panels. In the end they encouraged me to use an English wheel to finish the door and boot panels. It is a wonderful tool. I think they enjoyed teaching an octogenarian their skills.

This enabled me to cut out the rust and make replacement pieces. I found about 4 to 500 mm at a time was the best I could do as I could not stop longer pieces from distorting too much when I welded them in. The body and door panels were in reasonably good shape. The 3 door panels needed work on the English wheel which took me a while to master. All of the panels had distortions which needed the careful use of heat, dollies and a wooden hammer to reshape. The scuttle and body could only be done by hand. I had to learn to expand and shrink the panels to get them to fit and maintain shape.



I got the body fitted to my satisfaction, but the mudguards both front and back really challenged me as they had been substantially distorted. John had sent them to a friend to straighten them out. He did not have the advantage of the body and chassis to work with so they looked pretty good but did not fit.

I had to cut and shut the valances of the front mudguards which were stretched right out of shape which meant a lot of welding and panel beating. The rear mudguards were a similar problem and I was able to deal with them by getting the curvature close to correct and allowing extra length to hang out the back of the body, quite stylish really. I was still very grateful that I was able to conceal my difficulties with piping.

The windscreen, such as it was, was rusted steel with no stanchions. Some-

where along the line I had acquired some stanchions and I was able to shape them to fit the body and make new uprights and a complete window frame from new brass stock. Lou the local windscreen expert fitted a new toughened screen to the frame. I also had the remains of a 2 seater set of hood irons and I set about fitting these to the car and the windscreen. Being a 2 seater there were only 2 trapezoids to fit together. I got pretty close by theory, but to get a neat folding stack I welded up and re-drilled most of the holes in the hood irons several times. I could not find anyone in Australia to make new hood bows at that time so I made them up by laminating 3 ply on a jig.



The upper surfaces of all the body panels were pitted with light rust. As the body is solid steel this was not a structural issue so I was able to fill them with fine body filler. I assembled the car in order to get a good body fit, the hood line etc.

Now came the running gear. John had installed and assembled a higher ratio differential and a close ratio gearbox. The engine components had been machined, new white metal bearings poured and fitted, high compression pistons bought and the cylinder head rebuilt. I assembled it all and took the assembled chassis to an exhaust specialist to fabricate a stainless steel exhaust system.

Next cooling. The radiator shell was



badly dented and leaked where the bonnet had rubbed through. I dismantled it and repaired the splits with Nickel silver sheet, but getting it really straight defeated me and a clever tradesman at A Class platers did an excellent job.

The core was also damaged and I gave up chasing solder around the damaged films and got a new core from NZ. It took a lot of fitting because of the pointed shape, but eventually I was able to solder it in place.

I was fortunate many years ago to listen carefully to George Bell a radiator specialist and collector of Veteran cars. He told me it was easy! As long as everything is spotlessly clean. With this advice I have rebuilt several radiators. Getting everything clean is the hard bit.



I elected to paint the car myself in my backyard choosing days when there was a very light wind so that I could stand upwind of the spray drift.

The 1st couple of coats displayed my lack of body panel work skills and a lot more tapping was necessary before I could keep going. Once I had that sorted the next couple of coats laid bare my spray-painting problems. In the end with lots of practice I got there but I sanded off a lot more undercoat and paint than now remains on the car. In the end the only serious filler needed was on some of my welds. The top surfaces of all the panels were mildly pockmarked with rust and once primed I found a very fine filler which worked really well.

I drew up a wiring diagram and made a rope loom pattern but in the event Covid meant that Vinwire did not have the resources to make one for me. So I purchased the relevant cloth covered wire according to the Lucas schemes and wired the car myself fitting the loom in the expandable poly sheathing available from UK suppliers.

John had purchased two small bucket seats which seem to me to be ideal together with Connelly leather for the trim. Phil Spencer, who has no relationship to the body builder, trimmed them and was able to make door cards as well from the leftovers. I had checked



before trimming the car by fitting them and sitting on them as I did the body.

Unfortunately once again as with the Alvis I would have been much better to have added a couple of inches to the space in the tub to make more room.



Once the steering wheel and dashboard were permanently in place they put limitations on the space for my knees.

I can fit okay but it would be much better with a extra couple of inches. This has not been a problem with my bigger cars as once in they are fine, although the doors are a bit narrow.

The final product does not please every one. With help from a son for design and a granddaughter for colour I am very pleased with the result. The pedestrian Spencer body now has some dash and style.

◆ Riley 9 ◆

The Riley Nine was one of the most successful light sporting cars produced by the British motor industry in the interwar period. It was made by the Riley company of Coventry, England with a wide range of body styles between 1926 and 1938.

At launch in July 1926 two body styles were available, a fabric bodied saloon called the Monaco (*below*) at £285 and a fabric four-seat tourer for £235. The saloon could reach 60 mph (97 km/h) and give 40 mpg (7.1 L/100 km; 33 mpg US).

Very quickly a further two bodies were offered, the San Remo, an artillery wheeled basic saloon and a two-seater plus dickie open tourer and there was also the option of steel panelling rather than fabric for the four-seater tourer.



The thirties saw further models introduced, 1933 being particularly busy, with the 2 door Lynx, Kestrel, and Falcon all appearing. With each year customers demands for more refinement saw the cars get heavier and heavier so that by 1934 the Monaco and Kestrel were of all Aluminium coach built construction. The Lynx gained 4 doors and lost the disappearing hood.

The Riley Imp (*below*), a sports version, was produced in the years 1934-1935, with a prototype version being displayed at the 1933 Motor Show at Olympia, London. The Imp gained quite a reputation for its good looks with swept back wings. Light bodied competition versions gained success in the 1934 Ulster Tourist Trophy, thereafter being known as the Riley Ulster Imp. Kay Petre and Dorothy Champney took 13th place in the 1934 Le Mans race in a standard bodied Riley Imp with competition chassis and drivetrain.

The 1,087 cc four-cylinder engine had hemispherical combustion chambers with the valves inclined at 45 degrees in a crossflow head. To save the expense and complication of overhead camshafts, the valves were operated by two camshafts

mounted high in the crankcase through short pushrods and rockers. The engine was mounted in the chassis by a rubber bushed bar that ran through the block with a further mount at the rear of the gearbox. Drive was to the rear wheels through a torque tube and spiral bevel live rear axle mounted on semi elliptic springs.

Initially produced with a cone clutch drive train it quickly evolved to have a plate clutch driving through a Silent Third gearbox, then all helical dog change box to an ENV pre-selecta epicyclic gearbox. The engine gradually became stronger, gaining extra webs and internal oil feed to the rockers. The final iteration in the Merlin series gained a single plunger oil pump, replacing the double plunger, and an oil filter amongst many other updates.



**GALLOWAY, A
SCOTTISH SURVIVOR
1928 GALLOWAY
12/30 HP
MICHAEL WARE**



Galloway is not a make one hears a lot about, it was manufactured in Scotland between 1921 and 1928.

At first it was a smaller model built for Arrol-Johnston but under the Galloway Engineering Company (GEC) name.

Its chief engineer was Thomas Charles Pullinger who had previously worked with bicycle and motor cycle industries on the Continent and later with Humber and Sunbeam.

The Galloway was built in factories near Dumfries under the supervision of his daughter Dorothee. During WW1 she had taken charge of thousands of women workers on war work and munitions production at Vickers in Barrow-in-Furness. Many of GEC's own female munitions workers stayed on and worked for the car company. She later became a Director and Manager of Galloway Engineering and made design modification to the car to make it more suitable for women drivers of the day.

There was also an apprentice scheme for women, marketed as a

'university for women engineers'. At one time the car was advertised as "A car made by ladies for others of their sex".

Around 4,000 cars were manufactured, one of the last cars built by the Company in 1928 is now preserved in Guernsey by Jonathan Martin.

Jon is the great grandson of Thomas Pullinger. His father, Lewis, had bought the car in 1997. Jon told me: "He bought the car because he wanted it for the family connection and many of his grandchildren and great grandchildren have since sat in it and played in it..." Sadly Lewis died in September 2021.

It was registered OT 7347 on 4th April 1928 in Hampshire for its first owner, a Mr Hammond from Gosport. Nothing is then known until it was offered for sale at an auction in 1952 and bought by a Mr Milner of Tenterden who used it until 1963 when it was sold to garage owner Mr Dixon of Dumfries.

The bodywork was in poor condition so he replaced it with one from an Austin Ten Eton two seater. His son remembers lengthy Scottish tours in the

car. Later it moved to Holland then then to Dublin (no details available). In 1994 it was sold to Brian Smith and Arthur Turnbull .

After purchase they researched the car and realised it had the wrong body. Knowing the Galloway was rare they set about a complete restoration and built a reproduction of an original body and painted it crimson lake, an original colour. In this research they were greatly helped by the then Glasgow Museum of Transport at Kelvin Hall, (now the Riverside Museum) .

In 1997 Lewis Martin bought it from them, driving it 300 miles to Guernsey. Jon explained: "It has been driven less than a handful of times on Guernsey roads. It has been kept indoors in a heated utility room/garage and has not been out of doors this century. It is my hope to get it back into running order for wider use on the Island".

It is thought some 15 of the various models of Galloway cars survive worldwide.

The Guernsey connection. In 1924 Dorothee married Edward Martin and later established a laundry business with 17 shops in Croydon. In 1947 she moved to Guernsey where in 1950 they established Normandy Laundries. She died in 1986.

I am grateful to the late Brian Heath and The Automobile along with Neil Johnson-Symington and Dr. Nina Baker for help with this history.

Michael

Michael contributes to the Classic and Sports Car Magazine (UK) Lost and Found column where this story was recently shown



UK Motoring Journalist - Michael Ware

Michael got in touch with me when the Galloway story was included in issue 52 and offered the previous story for use in Country Motor. I was aware Michael has been around on the UK classic car scene for many years and asked him to jot down his experiences during his career as a motoring journalist. I personally would love to have had his resume.



Age three, foretaste of what was to come!

Michael Ware trained for three years as a photographer. Starting his own business he got side tracked into motor sport photography for Autosport and other magazines.

He undertook this for 5 years mainly supplying pictures of competitors in action to the drivers themselves.



Earning a living as a freelance 1959 – 1963.

In 1963 joined the Montagu Motor Museum at Beaulieu as Photographic Librarian (and photographer). In 1966 the late Michael Sedgwick, who had been the Museum's Curator left to go out as a freelance author. Lord Montagu asked Michael if he would take on the job of Curator (as well as his other jobs!).

In 1972 the Museum expanded into a big new building, which was run by a Charitable Trust. Michael continued as the Curator, though he was in fact CEO of the Museum and charity. He retired in 2001.

He had always done a small amount of writing in connection with his photography and a few museum related articles.

In 1983 he was asked to work with Nick Baldwin to write a new column in 'Thoroughbred and Classic Car' (later Classic Car) called Discovered.

In 2000 he switched magazines and started writing the Lost and Found column in 'Classic and Sports Car', a post he still holds. They are overused words, but the stories are about "Barn finds".

The book "Discovering Lost Automobiles and Their Stories" is his second one on the barn find subject and is published by Pen and Sword with rrp of £28.

Sorry he does not know if there is an Australian distributor.
Michael



Taking part in the London to Brighton Run in a 1904 Cadillac.



Racing with the VSCC, 1912 Coupe de l'auto Sunbeam

FREESTONE AND WEBB LTD



Bryan McGee



Freestone & Webb were one of the smaller and the last to be founded of the principal British coachbuilders for Rolls-Royce and Bentley cars from the 1920s until their effective demise in 1958

Arthur John Webb was born in Paulerspury (current hometown of the RREC) in 1882 and is thought to have been apprenticed to messrs Windovers in Huntingdon before moving to the body department of Sizaire-Berwick in London.

Victor Ernest Freestone was born a year earlier in Lavendon in 1881 and was apprenticed to Arthur Mulliner in Northampton. He is believed to have later worked at Crossleys in Manchester before also moving to Sizaire-Berwick where he first met A J Webb.

Arthur Webb and Victor Freestone agreed to form their own company, Freestone & Webb Ltd, in 1923 to operate from a new purpose built *Unity Works* at Brentfield Road, Willesden in London.

The Company was best known during the vintage period for the bodies they built for W.O. Bentley of Cricklewood, their main customer. Many of these were built to the light weight *Weymann* patents. They also built bodies for Rolls-Royce and at least a dozen for Mercedes Benz cars in this period with a handful also for Voisin, Lanchester and others. The range of designs were astonishing for a production rate of rarely more than 50 in a year.

In the 1930s Freestone & Webb created 'razor edge' designs, one of the earliest was for a 1933 Phantom II *Continental (42 PY)*, built for Sir John Leigh and currently owned by RREC member, Lord Bamford and which appears from time to time at the National

Rally at Burghley House.

The later Top Hat '*Brougham*', a popular design for Derby Bentleys, set a trend for semi-razor edge designs which endured into the post war period. Their more conventional bodies for Rolls-Royce models included a splendid 1934 Phantom II *Continental 185RY* for cosmetic 'queen' Elizabeth Arden, in her 'house' colours, which has been to RREC meetings at Harewood House. (see below by Colin Hughes)

environment.

Orders were very sparse at first with an unexpected contract from Daimler helping tide them over until the new chassis started emerging from the Rolls-Royce factory at Crewe for the *Silver Wraith* and *Bentley MkVI*.

Freestone & Webb produced 103 bodies for the *MkVI* during its 6 years of production and a smaller number for the *R* type and the *Silver Dawn* and *Silver Wraith*.



Car production was halted on the outbreak of war and the firm used their light alloy fabrication skills to produce wing parts for Spitfire fighters until the armistice enabled them to restart production in a very different economic

Under chief designer Henry Simmons the firm produced a diverse range of designs, some of which were quite flamboyant and even included some in the '*Empress*' style as pioneered at Hooper by Osmond Rivers.



1933 Phantom II Continental, 42 PY, built for Sir John Leigh and currently owned by Lord Bamford, chairman of JCB makers of earth moving equipment. Photograph by Colin Hughes



1938 Lagonda V12

1951 Bentley MkVI, B 195 HP, one of 21 bodies built to design 3046/C/F. First owner was Arthur Webb, proprietor of the Company. Photograph by Bryan McGee

1954 Silver Dawn 'Empress style'

*1958 Silver Cloud 'Honeymoon Express'
Bryan McGee*



Freestone & Webb's more restrained designs, embodied by the 3046 series, remained popular with its more conservative customers. A fine 1949 *Silver Wrath* (WFC 32) was displayed on the RREC stand at the NEC in November 2022 and 2023.

Trading conditions for coach built cars continued to decline before and after the death of Arthur Webb in 1955 and the Company was taken over by the Swain Group in 1957 and ceased building new bodies in 1958.

The 'last hurrah' was the so-called *Honeymoon Express* 2-seater drop head coupe built for the Earl's Court motor show on 1958. It created much interest but failed to stimulate the necessary new orders to sustain the business.

The Motor of 27th October 1954, in their report on the London Show, noted the following:

Freestone and Webb bodies are of composite construction. The main frame is of ash, triangulated for strength, and reinforced with steel fish-plates, linen backed to prevent creaking; the central pillar is also steel, keying into the floor and into the cant-rail at the top. All joints are screwed with graphite and the body is treated with Cuprinol and aluminium primer to keep it damp-proof. Panelling is in aluminium sheet.

Further Reading: Freestone & Webb, 1923-1958: The Story of a British Coachbuilder By James Taylor.





1949 Silver Wraith, WFC 32. Photograph by Bryan McGee



‘Top Hat’ Brougham style

Freestone & Webb and razor edge

As I mentioned in the article on Vilhelm Koren in *Review* 992, many motor historians cite Freestone & Webb as having been the instigator of the razor edge look with their Bentley Top Hat ‘Brougham’ design of 1935. That later versions of the look, following B6EF which featured in the small Dex Garages Ltd. advertisement included with that article, were of more severe/crisper razor edge. B6EF, from July 1935, was fitted with body 1165 to design 1598 (1 example). Design 1617 followed very closely.

B6EF – Sir Ronald Gunter’s Freestone & Webb ‘Brougham’ (‘Top Hat’) Derby-built Bentley to design 1598, supplied by Dex Garages Ltd. of

Newcastle-on-Tyne to Sir Ronald in July 1935, when Frank Clement was working for the agent in Northumberland.

B6EF is considered by many to have been the start of the British razor edge style and was not as severe as later Freestone & Webb versions of the type, having beautiful rounded and swaged wings as against the later flat sided style. Note the unusual mascot, the beautiful French-made, scuttle mounted, Stephen Grebel spot lights and the rear grid, all three features of which the car retains today. A truly stylish and different, well-balanced design to my eyes.

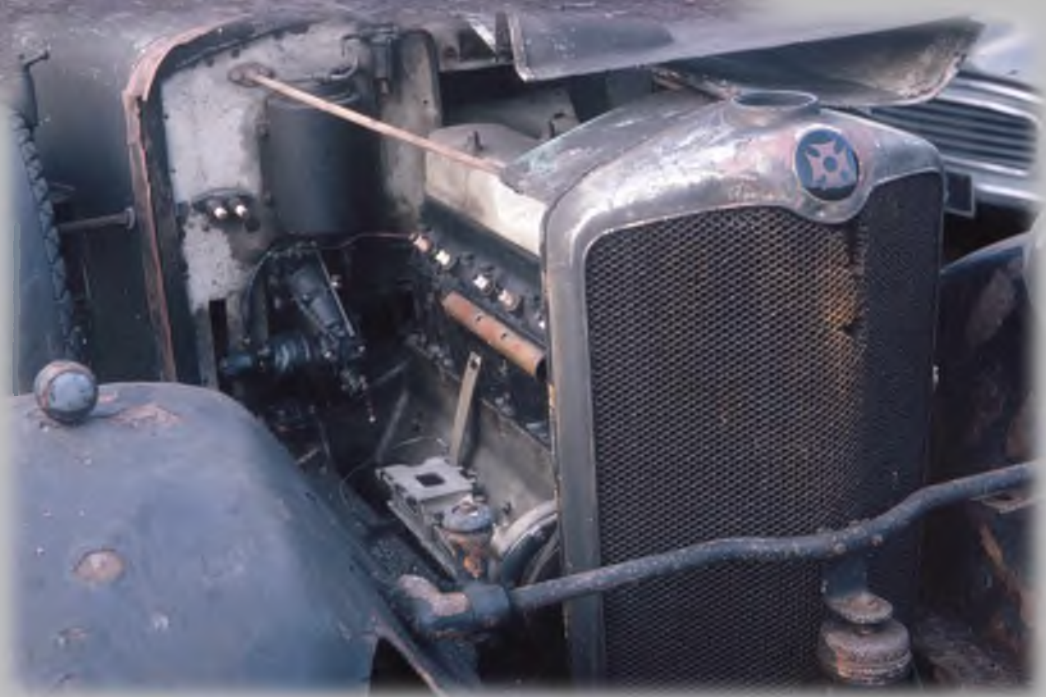
For a very quick view of this car in period, bring up You Tube on your computer and search for Wetherby Grange. Then click on ‘September 1938 Wetherby Speed Trials’. From

time to time, Sir Ronald held motor speed trials on his estate and you will see that ‘our’ baronet had B6EF parked at the start line as Astons, Frazer Nashes and Rileys etc. dashed through the dust all those years ago!

See also Foundation Corner in the recent *Review* 291 for a report and photographs of the 1929 Double-Twelve, in which race Gunter and Sammy Davis, driving the 4½-litre, KM3088, finished second. As has often been repeated, numerous past sporting Bentley owners and racing drivers from the 1920s, such as Sir Ronald, moved their allegiance to the new Bentleys from Derby – possibly more than some vintage owners would like to admit! (Michael Ellman-Brown - ‘Bentley – The Silent Sports Car 1931 – 1941’)

Notes on History of M594 in ownership of P. E Caunt

Prior to Restoration





Notes on History of M594 in ownership of P. E Caunt

Crossley 20.9 hp Limousine, Chassis No: 42173, Engine No: 42164, Body No: 282. First registered 30th May 1934 and owned by The Dowager Lady Mabel Crossley. The car was sold back to the Crossley Factory when Lady Crossley no longer needed it in 1941 and sold for use as a taxi after Lady Crossley died in 1943.

Laid up for repairs in March 1948 by the then owner, Mr Thomas, but never done. The car was in a garage and jacked up on stands to keep the weight off the tyres. In Lady Crossley's ownership, the car was always driven at 30mph when Lady Crossley was travelling in the car and when it arrived home, the car was jacked up and the wheels removed and the car cleaned outside and underneath, whatever time the car had arrived home.

This information was supplied to me by Mr. J. R. I. Crossley of White River, South Africa after he had written to 'Veteran and Vintage' Magazine (published by Lord Montagu) to comment on a photograph in V & V showing a 19.6 hp Crossley given to the Museum when the factory closed in early 1959. He also stated that the car would have been ex-Lady Crossley and carried her personal

registration number, M 594. (A Cheshire County Council issue of 1905)

It is interesting to note that two other Golden Crossley saloons were registered at much earlier dates than M594 but have very close chassis numbers. Chassis 42174, LG 8271 was registered on 29th February 1932 whilst Chassis No. 42189, AGX 887, was registered on 30th May 1933. One assumes that the chassis for M594 had been stored ready for the order of what would be Lady Crossley's last car.

On Thursday 8th March, 1969, I attended a concert in the Free Trade Hall, Manchester with the Halle Orchestra playing. During the interval, I phoned DIDsbury 3381 in connection with an advertisement for "Crossley car, 1934, Highest offer" which I assumed to be a Ten or Regis. The lady, Mrs Thomas told me that it had a "window behind the driver". I realised then that it would be one of the larger type of Crossleys and arranged to view the car on Monday 10th March. I saw a very old, dilapidated car on blocks with a cocktail cabinet, the latter being nothing other than an old TV set placed in the car for somewhere to store it! I offered £20.00 and this was accepted. I

paid the money on 11th March and had it towed home on Wednesday 12th - paying my local Dean Mount Garage, Moston three pounds for the tow. All these amounts of money are so different from the "telephone numbers" of cash in 2018! Looking at the photos would suggest that £20.00 was a rather enthusiastic offer to allow someone the privilege to have to pay much more to make the car roadworthy.

To put the purchase into its right context, I did not actually have £20.00 at that stage. I therefore borrowed from a friend and quickly repaid him after selling some model Dinky Toys to another friend, Ron Barton - totally unaware that Ron would later buy the car and do the same to raise the cash of three thousand pounds purchase price 12 years later. Ron's model sales came to slightly less than the selling figure but he was a friend so the sale went ahead. In retrospect, he was probably the best custodian for the car at that stage.

Purchased in March 1969, the car had been parked in a garage in 13 Hatherley Road, Burnage, Manchester for twenty one years. The garage was a decrepit timber/asbestos structure and was

pulled down about 1965 or 66 and the car placed back on the slab. During the "off road" period, the car had been jacked up on blocks to preserve the tyres. The house was a corner block and the garage exit was actually on Haselmere Road, leading to Parrs Wood Road.

The tyres were inflated and the car towed home with the front wheels suspended. The tow took us via Pottery Lane, Openshaw and past Crossley Brothers Works, at that stage known as Crossley Premier Engines.

A full range of photographs were taken of the car once it was situated at Moston as a guide to refitting parts as the car was restored.

During its time in my garage, a lock-up type with no power or lighting facilities, the axles were dismantled and checked and cleaned. The front axle at first giving cause for concern. The axle appeared to be bent until registers were placed in the kingpin holes and the brake pivots and all measurements were correct - the web of the axle giving rise to the "bent" appearance.

New, high quality kingpins from a Volvo truck were obtained via a friend who was an engineer with Goteburg Post Office. Slight changes to the stepped profile were needed so these were taken to the College of Science and Technology where my father worked as a blacksmith. He softened them in the fire so that they could be altered in a lathe and then re-hardened in the fire. The College kindly allowed new phosphor bronze bushes to be made for the revised kingpins. These kingpins were fitted without problems and have survived several MOT inspections.

It was later found that the axle eye has ten thousands of an inch taper where the kingpins fit but there was no perceivable taper apparent when the axle was measured, nor on the old king pin, but is something of which to be aware on any future kingpin renewals.

The chassis was cleaned and painted, the engine being removed for this and the engine sump was removed for cleaning and repair of one or two corrosion holes that were patched and brazed. The front cross member had the chassis and frame numbers stamped on the lower flange and these were picked out in white paint when I painted the chassis. I also added "Restored by P E Caunt, 1971" which allowed me

two years for the work - a most optimistic period as with most restorations.

The radiator was devoid of chrome and a second hand unit was given to me by John Levaggi. I cannot now recall the details and thought I had swapped him for the old unit. I had used several of John's cars in rallies and had repaired his 20.9 hp tourer by fitting a new petrol gauge made from brass by my father to replace the crumbling mazak metal gauge that had started to draw air in and had been repaired with Araldite to get us home. No charges were ever made to John for payment. However, comments from Ron Barton, by John Levaggi in more recent years suggest that John still considered the radiator surround to be his. He has never pursued the matter and I assume it to be closed. I mention it here primarily to have the matter recorded. I do not consider that the radiator surround belongs to anyone other than the owner of M 594.

Work started in restoring the car and a house move due to marriage in September 1971, to Boothstown, required the car to wait until the new garage had its roof raised to allow the car to be stored in the new (old) house. The car was towed to Boothstown in July 1972. It is thought that Dean Mount Garage of Moston again performed this tow.

The engine was put into running order and the car tested in the rear lane behind the house. Work continued on the body and a new roof was fitted using Wigan Double Duck material that not only improved the appearance of the car but made the roof water tight.

Another house move required the car to be returned to Moston for storage. It was

towed there by a good friend David Cunningham's Star Sapphire, XUL 213 on 12th January 1975.

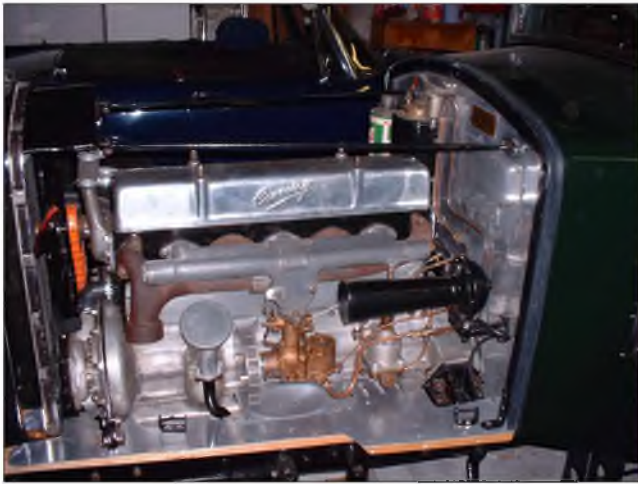
House moving again required the garage at 42 Stetchworth Drive, Boothstown to be rebuilt when the opportunity to extend it to twenty feet by twelve feet. Quite a respectable size by British standards, with an additional height of six inches to accommodate a limousine! M 594 was again towed there, this time Gerrard Murray's Triumph 2500, HUS 354L, in March 1977. The long period of inaction, on M 594 at least, was due to the rebuild of the sills and mudguards on PNK 6, the family's Armstrong Siddeley Sapphire once the garage work was finished.

Work continued on the body and chassis with the petrol tank being removed and professionally rebuilt due to rust inside the old tank and this was refitted and connected into the system.

Wiring had been in very bad condition and this was removed and a wiring list and new harness made up following the old 20.9 hp wiring diagram. Wiring also included modern flashing indicators since the old semaphore type are rarely noticed by modern motorists. The earth return is via black wiring rather than "chassis earth" so that a circuit is guaranteed rather than have to make special connections to overcome the insulation properties of a wooden-framed body.



Some hardware was purchased to replace badly corroded door handles and these were fitted to ensure that doors remained closed during test runs. Side lights and tail lights were purchased and Ron Barton had



already given me a pair of headlights for the car. Door interior cappings were cleaned and varnished to provide some light relief from heavy work on the chassis and body. The dashboard was similarly treated. New aluminium valances were cut to fit against the chassis and backing on to the new running boards. The running boards were themselves covered in ribbed rubber with aluminium edging to keep the rubber in place and prevent scuffing. The car was given a coat of paint on major areas in the bottle green that was used on all Lady Crossley's cars. Refer J R I Crossley, South Africa letter.

This work continued until the car was sold in November 1981 to Ron Barton of Chadderton due to my emigrating to Australia in June 1982. At this stage, the car was about ready for an MOT Certificate. (Rego in Aussie terms!)

Ownership statistics of the car from build in 1934 to present are as follows: New, 30th May 1934 owner Dowager Lady Mabel Crossley to 1941 then Crossley Motors to 1943. 9 years.

In use as a taxi by Mr Thomas 1943 to 1948 5 years. Mr Thomas laid the car up for repairs which were never carried out. 1948 to 12th March 1969 21 years.

Peter E Caunt, purchased for preservation, 12th March 1969 to November 1981. 12.5 years.

Ron Barton, continued preservation. Taxed for road use during most of ownership. 22.5 years.

Michael F E Crossley. Continued preservation, 16th July 2004 onwards.

Work done on restoration by D M Eyre as joint owner with Michael.

Later into ownership of John Crossley, Penrith.

Whilst Mr Thomas owned the car the longest, he used it on the road for only 5 years. Ron Barton, therefore, has used the car on the road for the longest period of its life although ownership by Lady Crossley would have included a significant mileage in view of her work with the Crossley House at Openshaw and her residence at Glenfield, Altrincham, Cheshire, a daily return mileage of at least 24 miles. The mileage figures are, of course, assumptions on my part.

Here is the life of M 594 from birth in 1934 to present day.

We, the Crossley Register of UK, think that about 100 20.9 hp cars were built, not all limousines. Some limo's were built on longer chassis

that M 594 which is on the standard length chassis.

The photos of M 594 being restored by Mike Eyre for Michael Crossley in about 2006. The views of the interior are shown since then the division between chauffeur and rear compartment was moved back six inches since both Mike and Michael are over six feet tall and the car was built around Lady Crossley's chauffeur who was a small man. I had problems driving it when I got it roadworthy in about 1971 so understood why the change was made! The pictures were taken by Mike Eyre. *Peter*



Crossleys Once Owned by Peter Gaunt



BTD 272 my first Regis at Altrincham, Manchester on collection 14th July 1962. On right is after painting into Regis livery with BLJ 17, my 10/4 Regis alongside.



AOL 313 had the garage roof fall on to it. Bought for spares in late 1962 it had been the General Manager's car at Crossley's. BNF 624 was bought since the steering needed work for the next MOT—I used the engine in BTD 272 and it went well!



CXW 468 a 12/6 bought from an old chap who was 70 years old and had owned the car from 1940. Then a 20.9 Golden Crossley that was Lady Crossley's last car, registration M 594. I restored it almost to MOT standard and sold it to Ron Barton before I emigrated to Australia in 1982. Seen on collection by me n March 1969 .



In Australia I bought a 15/30 in 1985 that was a tourer but had been intended to become a ute. I restored the chassis and later sold it to a chap in Sydney who exported it to UK. My purchase of a Regis was a surprise to find one in Aussie! Bought 24th January 1998, I restored it and used it from January 2009 until sold to Shane Perrott in Victoria 7th March 2021. On right is an illicit test drive near our house in 2007!



By Derek Stuart-Findlay

FORD SOUTH AFRICA AND OTHER PRODUCTION SPECIALS

By the late 1960s South Africa's Local Content Programme had produced a few surprises.

A few years before, the UK-based Rootes Group had taken over the Stanley Motors assembly plant in Natalspruit, south east of Johannesburg, to produce the Hillman Super Minx. At the time the plant was also assembling the Peugeot 404, a vehicle that was rapidly developing a reputation for durability in African conditions. Both cars were powered by 1600cc engines, and when the Super Minx Mk III was announced in 1965, it, too, sported the 1618cc Peugeot engine. This was unexpected, as by then a major shareholder in the Rootes Group, Chrysler, had bought a share-holding in Peugeot's French competitor, Simca. When, two years later, the Rootes Group announced its new models, the Hillman Hunter and Vogue, they were equipped with the 404 engine and Chrysler Valiant rear axles. This combination of Rootes, Peugeot and Chrysler technology was unique to SA.

The first BMWs built in South Africa had bodies like no BMW ever seen. They were a legacy from Hans Glas, who had made

cars at Dingolfing in Bavaria before the company had run into difficulties and was taken over by BMW. The deal left BMW with two new four-door saloons competing against each other, so the Glas tooling was shipped to SA, where the car, equipped with the BMW engine and gearbox, was put into production in 1968 by Praetor Assemblers in Rosslyn, Pretoria.

They were marketed locally as the BMW 1800SA and 2000SA and as the Cheetah in Rhodesia (Zimbabwe). Five years later, after these cars had proved to be popular, BMW took over and extended the factory to put the 520 and 525 into production. It was the first BMW plant outside of Germany. The models with the original Glas bodies, with front and rear ends deftly restyled to make them look like true BMWs, continued as the cheapest in the range, and were marketed as the BMW 1804 and 2004.

Ford SA's determination to produce a light-medium pick-up suitable for local conditions went back to 1962 when it announced

a vehicle based on the Taunus station wagon. But it proved too expensive and the launch a year later of the cheaper Cortina looked more promising. However its monocoque construction was not robust enough and the lack of a suitable heavy-duty differential impeded the development of a viable workhorse.

All this was to change when, in 1969, Borg-Warner set up an axle production plant in Uitenhage. By then the layout of the Mk III Cortina had been specified, and local Ford engineers were able to design a chassis-supported load-box to link to the front half of the car. A box section under the seat added the required strength by bracing the joint between the front and rear, and the locally-built components meant that the new design achieved a 78% local content ratio.

When it was announced in November 1971 the handsome and competitively-priced Cortina pick-up was an immediate success. It was equipped with the popular 1600cc Kent engine and the tuned four-cylinder unit



Hillman Super Minx Mk III



Hillman Vogue



The restyled BMW1804/2004



BMW1800SA/2000SA

powered the back wheels via a 4-speed synchromesh gearbox and a 4.1:1 diff ratio. Although the 1600 Cortina sedan was lighter, it was outperformed during road tests by the new 750kg payload 'bakkie'.

By 1977 the Mk IV Cortina pickup had an additional power unit, the renowned Essex 3litre V6 engine. This version, equipped with truck tyres, could carry a 1000kg payload and was marketed as the 'Ford 1-tonner'. It was also offered with a three-speed automatic gearbox option. Five years later the South African developed utility vehicle, based on the Mk V Cortina and incorporating a slightly longer wheelbase, was exported to Europe as the Ford P100.

By 1982 another unique pickup variant had been developed on the Mk V Cortina. Branded as the 'Blitz Bakkie', it was developed by Simpson Ford in Port Elizabeth and sold through selected Ford dealerships. Standard equipment included a tuned version of the 4-cylinder engine with competition carburetion, breathing and exhaust, two-tone paint, white styled-wheels, a tonneau cover and numerous options. Acceleration was excellent and fuel consumption was reported to be 10% better than the standard 4-cylinder model.

To compete with the popular Nissan 1400 pickup, in 1983 Ford SA announced the 'Bantam Bakkie' based on the Mk III Escort. It featured a SA-developed load box, tailgate and leaf-sprung rear suspension. Initially available with Ford's CVH engine, it was later equipped with crossflow variants of the reliable Kent engine.

By then Ford SA had accumulated years of experience in adapting the Cortina frame to accommodate the Essex engine. In September 1973 the Cortina 3-litre 'Big Six' had been launched, and this car, unique to South Africa, had generated considerable acclaim. The engineers in PE had developed an uprated front suspension for the greater mass of the heavier power unit and the larger radial tyres fitted to the new model. Prior to this, the Cortina 2000 GT had been Ford SA's performance car, but the Big Six left it standing, with a 25% improvement in acceleration tests and a much higher top speed. Noise levels were low, braking was sound, and fuel consumption was surprisingly good, nearly 30 mpg at 60 mph. This helped to carry the new model through the

international fuel crisis which developed later that year.

But without question, Ford SA's ultimate special was the Sierra XR-8. It was a performance car built to go into battle in SA's Group One Championship against the BMW 745i and the Alfa Romeo GTV6. Announced in 1985, the XR-8, with its stonking 5-litre Mustang engine, was the first V8 available locally for a decade. It caused a sensation. As a real muscle car, it was an evocative reminder of the days when petrol was 30 cents a gallon and acceleration and speed were there to be enjoyed by anyone who could afford to buy a powerful car. To satisfy homologation rules, 252 were built and to save costs the standard 5-door Sierra body was adapted to fit the V8 linked to a Granada 5-speed gearbox. The suspension was highly modified, the grille was pushed forward to allow for the marginally longer engine, and the rear window sported a futuristic 'bi-plane' spoiler. Ford SA's director of product development assured the public that the race-capable car was free from temperament "There are no turbos to fiddle with and the V8 is simplicity itself to service." The XR-8 certainly lived up to the hype and achieved a maximum speed of an impressive 231 km/h, it was an exciting addition to South Africa's stable of performance specials. *Acknowledgements to Car magazine June '65, April '67, June '68, Nov '82, Jan '85, Autocar 19 April '75, CCA March 2017* **Derek**



Cortina Mk V 3-litre bakkie



Ford Cortina Mk III pickup



Cortina Mk III Big Six



Sadly We Loose Old Car Folk

Unfortunately we loose relatives, friends and associates. These include old car folk who have some wonderful life stories, whether we know them or not their stories are worth sharing.

These are not all official obituaries some are contributions from friends who knew the deceased

Late Darren Overend

John Reis

Sadly on Tuesday 16th January 2024, saw the passing of Darren Overend, a VDC / VSCC member from the 1960s, but particularly well known in those circles, certainly a 60 year current member of RROC (Vic) and for decades an active participant in the vintage car movement at Mt Martha, Templestowe, Rob Roy, Berwick, Kalorama, etc, with scores of interesting cars.

Including Rolls Royce, (20hp, PI, PII, Silver Shadow) Bentley (Derby, MkVI, Turbo S) Jaguar (XKs various others) Down-sizing last year, reluctantly sold his Porsche 928 and barn-find Ford Model T, which he was very keen to just get running and driveable.

Most of us will well remember his spectacular vintage Packard straight 8 tourers, a familiar sight at many events, VDC night trials etc.

Darren suffered severe ill health and other challenges over the last couple of years, the outcome was never in doubt but always sad when the race finally ends.

We became neighbours of the Overends when we moved from Hampton to Brighton in 1952. Bicycles were our modus operandi for nearly a decade till licences and cars came along. In 1960 membership of VDC.

Every youth in those days could buy a car for 10 quid and have lots of fun. Element of competition driving home from Deepdene Park Hall to Brighton that we never told our parents about.

We have not seen him at an Rolls Royce event in his car for a long time, although he brought Gerald Swinnerton's Bentley to a recent Concours.

A few miscellaneous pictures (by Fred English, mid 1970s) of Darren which might be of interest. Locations unknown. Lady obviously his wife, Jenny.



Darren Overend's impressive 1925 P2 eight cylinder Packard tourer at 1965 Rob Roy. Below 1936 Bentley 4 ¼ litre TT 2 seater



Photo of Darren holding a broly was taken at the 2022 RROC (Vic) Concours at Xavier College on a memorably wet day --- perhaps the last event he attended, driving Gerald Swinnerton's 2004 Bentley Continental GT and collecting a prize **John**



Rolls Royce Barker Sedan De Ville

Late Brian Hawke

Peter Renou

It is with great sadness I report the death of Brian Hawke at the age of 86. In his obituary Tony Kovacevic summarised Brian's career as follows:

"Brian's father was a car person and the car gene was inherited by Brian. He began an apprenticeship as a panel beater in 1953 and between the years 1960 to 1969, he ran his own car body repair business in Newtown. It was during this period that Brian became the official body repair facility for the NSW importer of Lancias, Lambda Motors.

"Brian then began a career as a NSW TAFE teacher of panel beating at Sydney Technical College and in 1978, became the head teacher of panel beating at North Sydney Technical College and held post trade courses at Woolongong and Newcastle colleges.

From 1992, Brian was involved in the restoration of vintage, classic and specialist vehicles and in that time, fabricated a number of complete car bodies in steel and aluminium.

Of course, the repair and restoration

of Lancias featured heavily during this period as well as ownership of a Lambda and the 1947 Aprilia Ghia Grand Sport, the body of which, was restored by Brian after its importation from the USA.

"Notable cars that Brian worked on during this time include the 'Blue Lake' Vauxhall 30/98 OE297, the Don Wright 30/98 OE121. On this car, Brian built a complete body in polished aluminium which was left unpainted, highlighting Brian's skill and abilities. He also built the body of Linton Morris' 1928 Lancia Lambda Mille Miglia Casaro replica and the Lambda Airway body for Gary Byrd which now resides in the USA."

I was introduced to Brian by Don Wright when I imported the very battered remains of one of two surviving 1947 Aprilia Ghia Grand Sports. Don did the mechanical repairs and Brian restored the



body. I sold the car to Brian and he has owned it for over 40 years. He was a good friend and a superlative craftsman. He will be sadly missed.

We send our deep condolences to Dorothy and the family. *Peter*

Late Bill Tozer

Jim O'Shea

In order to know Bill Tozer as a member of the Queensland Early Ford V8 Club and you would need to be a member for more than a few decades.

Bill was a very active member being heavily involved in club activities carrying out many club duties. His car was a beautifully restored 1932 Murray Body Ford three window coupe. He always had a soft spot for working on modified vehicles. He converted the coupe to a modified car. Before I knew Bill I believe that he had built a few hot rods. Since I have known him he has built at least eight vehicles that I can recall.

Over this period he suffered severely from rheumatoid arthritis. This was made worse by the impact of the strong medicine he had to take. Right to the end he spent daily hours in the shed working on his latest project.

Bill was a skilled mechanic willing to help anyone. He enjoyed solving problems that confronted him. Metalwork was his forte too. He made 1934 grilles (he needed one for a project) He made a grille for a 1940 woody wagon he built. He made and louvred "A" bonnet for his speedster. If he encountered a problem that his hands could not handle he would design and make a special tool to help him do the job. He was indeed a very skilled man.

Sadly, Bill passed away a few months ago. The large number of people, hot rods and restored cars present at his funeral was testimony to his involvement in the old car movement over many years.

Jim



John Kruger sent in a group of fascinating photos



*Whatever is that contraption on this 1907 veteran in the USA?
I hope this guy has light insurance! He is braver than me that is for sure
A 1905 London bus in private use. The guy on the upper deck is carrying an empty coffin, they must be going to a union rally!*



Taken in 1936 a Model T camper in Carroll County, Tennessee, USA



1938 Tram and bus in Hlubocepich, Czech Republic



1917, electric at charging terminal in St Pancras, London. Who said electric vehicles are a new phenomenon?



1910 Hammersmith Bridge, London. The all inclusive photo shows a high wheeler bicycle (penny farthing) and motorcycle with a very relaxed passenger in a side car, evidently not aware a double-decker bus is coming along to clean him up! Or will the photographer make it back to the motorcycle in time?



*1926 Pasove Rypadlo
huge steam shovel at 220
ton it dwarfs the guys
below*



*1948 Skoda type 1101
Auto Salon, Belgii*



1927 electric locomotive E466 in Skody



*1950 Skoda bus chassis exporting to
Bulharska, southern Europe*

**FARMALL 100 YEARS
DISPLAY 3RD DECEMBER**

We celebrated 100 years of manufacture of Farmall and Howard tractors at the Prince of Wales Show Grounds in Bendigo. We woke to a bright sunny day and ready to hold another display in conjunction with the Market at the show grounds. This event was sponsored by the City of Greater Bendigo.

It was a joint celebration to mark 100 years (1923 to 2023) of the manufacture of Farmall and Howard make tractors. Over the years between them both companies have produced many various sized tractors for the market. From market garden ones to broad acre ones.

There were a couple on display that are rare ones today. Farmall C. and Farmall 140 with its underbelly implements still. Farmall 1256 Turbo with dual rear wheels. Farmall M 7 made in the USA in row crop configuration.

In all we had 14 Farmalls including a couple of McCormick Deering ones that came from the same tractor family. 2 Howards, one 3000 Ford, 20 TEA, 3 Fergusons, one MF 30, one Ferguson 35, one Massey Ferguson 35, one Allis Chalmers and one home made tractor.

In addition 2 passenger buses that were used in Bendigo many years ago. Two Chev trucks. 2 Studebaker cars. 2 Valiants, one Ford Galaxy motor home. Plus 8 stationary engines.

The crowd was reasonable all morning and early afternoon with a number coming down from the market for a look and some coming just to see the display. This was a free day to the public and those who came for a look I believe enjoyed the display and the step back in time. Certainly a few farmers and ex-farmers came for a look and they gave us an insight in how these tractors assisted farmers in their day to day activities when they were new.

We ran a short display of the tractors starting and driving so as the crowd could see them in action. That went well and all tractors ran smoothly.

Our youngest tractor owner who was there with his Howard was 8 years old. Our oldest with a MF35 is 90. So an event for all to enjoy.

Neil

*Top: Farmall C
RHS to LHS American Farmall M. McCormick Deering
W4 and W 9
RHS to LHS Farmall A and Farmall Cub
Farmall 140
Cars on display - Valiant, Studebaker and Ford Galaxy*



Neil Athorn



PLOUGHING AT HUNTLY



Neil Athorn

Although it's only been a few weeks since our last clean up at Huntly we found that the weed growth has started with the summer rains that we have been experiencing.

Neville decided that it was time to run over it all again with the cultivators and scarifiers and chop out what weeds we could.

First job on one of the cultivators was to replace the points with wider ones to help pull the weeds out. That done and the other tractors attached to implements we

all headed to various parts of the block to make a start.

A MF 148 with a Fergy spring tine cultivator, a MF 135 with old scarified, John Deere 2020 with modern scarified, Fordson Power Major with old scarified, MF 35 and Ferguson 35 with cultivators.

The dust started rising but it was worth it as the weeds were coming out and the block cleaning up well. We came across a couple of sections where there are rocks which we will need to remove before a crop goes in.

It was soon morning tea time and a chance to check over the machinery. A couple of the cultivator tines had worked loose so we fitted a locking nut to the bolts and that problem went away. One scarified needed some more grease which was easily done.

By lunch time we were almost finished. We all came in for lunch and looked like we had been in a dust storm. Ken had come along

to see how we were going and on his way collected the ham and salad rolls that we ordered at the local bakery. That along with a refreshing hot drink some cold water had us ready to do the final 45 minutes before knocking off and loading all the machinery up again.

Morning tea and lunch times are a good chance to catch up on how current restorations are going and to find out if anyone is chasing any hard to get parts. Good to see a recently restored 135 Massey Ferguson out for its first run.

All in all a good day and the block looks clean again. Next we plan to work it up again in the same way in April and plant a crop of Oats.

Neil

*Massey Ferguson 135 above
Massey Ferguson 148 below*



John Deere and Fordson

Bits & Pieces

The Renault 4cv. arrived in Australia—the last ‘*Louis Renault*’ model – with sales in the week beginning 21 February 1949. It provides a wonderful opportunity for the impressive number of 4 cv. enthusiasts, some of whom own other models attributable to Louis Renault, to hold extraordinary musters to celebrate this 75th anniversary of a model that reached 500,000 sales worldwide on 8 April 1954! In Australia, the 4CV was marketed from 1949-1961, initially as the *Renault 760* and later as the *Renault 750*. It was imported in both fully assembled and CKD form, with assembly of the latter undertaken in Sydney.



1935

Fords galore at the Pacific International Exposition held in San Diego, California in 1935 and 1936. They are all parked in front of the Ford Building, which housed the company's industrial and automotive display, the largest exhibit at the Exposition. Fortunately, this magnificent building is still standing and now houses the airplane exhibit at Balboa Park, San Diego's Cultural Center.

Thanks to the San Diego Early Ford V8 Club for this classic photo from 1935.



Rear of an original pickup bed on a US 1945 Ford

Another vehicle that Bill Tozer built a 1945 Ford Pickup.

The pick up bed was made by his brother-in-law Phil Dean to resemble what was offered in the USA.

As you can see, he did a great job and I don't think many people could tell that it was made here in Brisbane.

Trevor Poulsen



Bits & Pieces

The owner of the Motorclassica rights (Carlos Piteora) visited the Travelrite stand at the Bra Glen Car Show yesterday.

He told me the new show - Motors & Masterpieces - will premiere at the Melbourne Showgrounds on 22-24 November this year. Their website should be operational from today. Carlos confirmed that the adjacent Melbourne Museum, which manages the Exhibition Building on behalf of the Victorian Government, had increased the rent by 300% since Covid. Plus, as a heritage listed building, it had a number of constraints for a large car show.

Carlos says the new event will be cheaper, bigger and better! (My feedback from other vendors I have met over the past six months promoting T/rite is that Motorclassica was already expensive for many of them). This should become the new focus for our reunions!

👍 it works!!

Regards,

Old Photos

Looking through Alex Gow's old photos volume 242 I copied these gems. Many of the photos shown in this volume are European cars, which are not a common sight in Australia.



The Zbrojovka was built in Poland between 1924 and 1937. The one above is an early type Z-18.



Giuseppe De Vecchi (1878 - 1945) built the De Vecchi car in Milan from 1905 until 1919. The 25/35 hp tourer above was in use by the Italian military in 1915.



Shell commissioned a painting depicting the fuelling of a 1921 Maxwell 25 just before a consumption competition.

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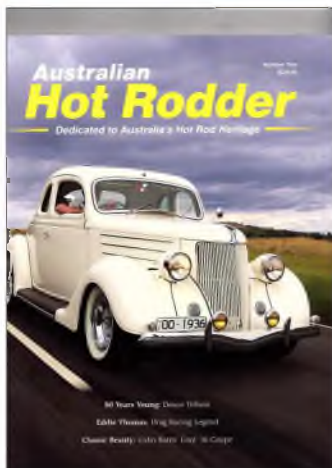
In July 1896, the first Russian made car was put on show at the World Exhibition in Nizhny Novgorod.

The car was built by Yakovlev-Freze.



Motoring Books

Australian Hot Rodding



At the Bendigo Swap I bought a few motoring books. I was impressed with a publication called 'Australian Hot Rodder'

It is produced by Graeme Smith who is dedicated to hot rod heritage and is based in Campbells Creek, Castlemaine, Vic, a town known for its many hot rods and rod museum. It is not a magazine full of illustrations but like myself he likes to present stories on the cars and owners of some very attractive traditional hot rods. The photos are excellent on good quality paper. The books cost \$29.95 plus postage. Check out their web page for more info on the publication. Graeme's rod is a beautiful 1932 Ford V8 Deuce. (right) www.australianhotrod.com.au info@australianhotrod.com.au

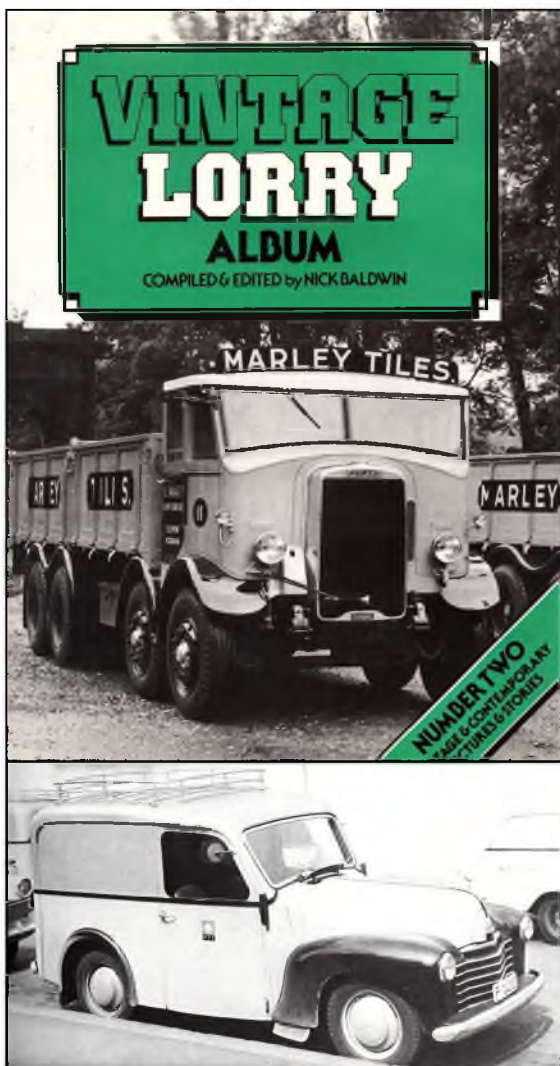
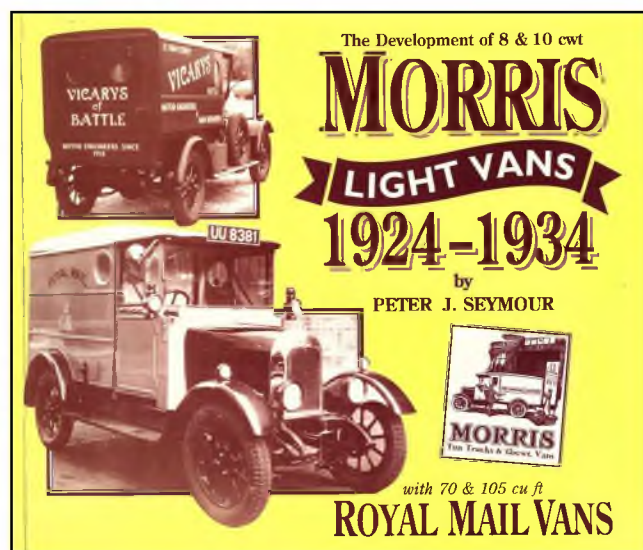


Morris Light Vans

When I was active in the VDC in the 1960s I used to chat with Graham Stokes who had a keen interest in commercial vehicles. At the swap I met Graham for the first time since the 1960s. Graham was selling off his library he had accumulated over the years. I inevitably acquired a few books that interested me from him.

Graham has a collection of Morris Commercials and is finishing off a project a 1960 model three tonner ready for a RWC on the 26th of February in preparation for National Morris Rally at Shepparton late in April.

One book I was attracted to was "Morris Light Vans 1924-34" by Peter J Seymour (UK 1999). It is an excellent book giving a history of Morris commercials, great period photos and catalogue reproductions as well informative text.



One large chapter covers the UK Royal Mail vans. The purchase of vans started after WWI when a few ex-WD T Ford vans and a GWK were tested on a few routes.

The outcome was very positive and the Royal Mail bought 50 new GWK 8ewt vans in 1920 and a further 106 in 1921. Also 200 Model T Ford vans, which later became the predominant make. A Buy British campaign was instigated by Morris Motors who in 1925/6 benefited from a substantial order for the Morris 8ewt 'Snubnose' vans and Trojans were also acquired.

Morris vans were produced until December 1984 when the Morris marque became extinct.

Vintage Lorry Album

A second book I bought was the "Vintage Lorry Album" by Nick Baldwin (UK). One of a series on lorries. Anyone who bought the 'Old Motor' magazines available in the late 1960s will immediately recognise the formatting. Big black and white photos accompanied by descriptive text and informative

stories on the lorries.

One section deals with photos taken by motor historian and author GN Georgano who whose family holidays were spent in France in the 1950s. He had a fascination for old weather beaten trucks and using his Baby Brownie camera he took hundreds of photos of many makes not seen in the UK or any other part of the world for that matter. Such names as Berna (Swiss), Bussing (German), Liberty-Willeme (French) based on the American Liberty truck; De Dion Bouton, Alfa Romeo, SPA (Italian) SIG EL300 electric van (Swiss) etc

The photo left is an oddity, A Vauxhall variant never seen in Britain. This light van based on the LIX series Wyvern of 1948/51. They were widely used by the Swiss Post Office, Zurich. Taken in September 1963.

A further study by Peter J Davis is on ridged eight wheelers which were common in the UK until articulated trucks became more popular with truck fleets.

Motoring Books cont:



The Bugatti Story

'The Bugatti Story' was published in 1966 and written by Mademoiselle L'Ebe Bugatti, daughter of Ettore Bugatti. It is a biography of an outstanding man written with some authority by his offspring. The story is more than just model by model descriptions of the famous sporting cars. It gives an insight into a brilliant, likeable, considerate, artist and motor vehicle entrepreneur—Ettore Bugatti.

Ettore Bugatti had no technical or engineering training yet he designed and built cars of the most fantastic quality and reputation which will never be excelled. He was one of the last to maintain quality production that depended upon a small number of skilled workers and a small output.

L'Ebe gives an intimate insight into the character of her amazing father as she describes life at Molsheim in Alsace (France) which he ran more like a baronial estate than a car factory.

He opened his factory in Molsheim in 1910 and built 5 cars. In 1913 writing about a new car he would say "each one will be tested for at least 600 miles before delivery and will have a 5-year guarantee."

After the 1914 War he returned to Molsheim and began producing his unsurpassed racing

cars. For years they were virtually unbeatable. In 1926 they won 12 major Grand Prix races. In 1927 Bugatti cars won 806 races. Between 1909 and 1927 they won 2,136 races. But Bugatti's were not only racing cars.

They crossed 10,000 miles of jungle and desert and provided for the first time links across remote areas. Other cars were of such super-size and luxury that only the ultra-rich could afford them.

Whether he was designing aero engines or marine engines or improving the French rail service, his imagination and inventive genius immediately produced better, more reliable designs; some 900 patents related to cars, railway engines and planes, are in his name.

He tried to transmit his instinctive understanding of machinery to his workmen and to raise them to the level of artists and craftsmen. He did not want men who worked only along the lines taught in technical schools and trusted above all in calculations; he insisted that his engineers and technicians should never ignore the promptings of intuition.

Fully illustrated it is a magnificent and fascinating record of a great man, shows why the cars are regarded with such fanatical love the world over.

In December 2023 issue of "Classic and Sports Car" magazine it reported on the 40th annual Bugatti Festival at Molsheim, with over 60 examples of the fine mark came from numerous European countries. What a splendid sight that would have been, rows of Bugattis lined up on the front and back lawns of the Chateau Saint-Jean. A variety of Bugattis were on display from 1920's racing cars to the more recent Chiron Super Sport. Plus a restored Auto railcar that was designed by Bugatti and was powered by a Bugatti engine. Three hundred 12.8 litre engines were produced for the Autorail. Several have been used as a basis for recreations of the Type 41 Bugatti Royal.

It is of interest that descendants of Ettore Bugatti have maintained an interest in Bugatti cars and own examples for their driving pleasure.

Jean Bugatti was responsible for producing the Type 57. The French had not won Le Mans for eleven years. Jean was determined to gain for France the prestige of a French car winning the international event. He had to negotiate with trade unions to lift a ban on overtime to enable the completion several entries. It was a popular win for one of the 3.3 litre Bugattis Type 57 driven by Robert Benoist and

Jean-Pierre Wimille at an average speed of 85.13mph.

The Type 57 models are particularly well known for their beautiful bodies, in particular the Atalante coupe (*above*). Below is a rarer version a Galibier Type 57 saloon.

Sadly while testing the very car that won the Le Mans accomplished company manager Jean Bugatti met with a fatal accident on 11th August 1939 caused by a cyclist crossing the road. Jean swerved to avoid him and hit a tree. The cyclist survived thanks to Jean's sacrifice. But he was so haunted by the thought of having caused Jean's death that three years later he committed suicide.

At 66 years of age Ettore died of influenza in August 1947.

