

Country Motor

Australia



free
Magazine produced
for Pre-1960
motor enthusiasts

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Richard Tonkin's Alvis TA14

Back copies of Country Motor are available upon request

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

Please forward all editorial enquiries and contributions to David Vaughan

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Country Motor Australia

Issue 9

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Editor's Entries

Welcome to the ninth edition of Country Motor

ninth Issue

Now Christmas and holidays are over its time to put pen to paper and send in articles photos about your cars. There are a lot of readers who would be very interested to read about your old car stories. 'Country Motor' is Emailed directly to over 100 readers and is accessibly on several club web sites.

Thanks to Richard Tonkin for his account of enjoying motoring in the UK, he has promised to send in further articles on his cars; which we look forward to reading in future issues.

Mal Grant has also come on board with his interesting articles. After retiring from many years of editing the Federation magazine he now has time to contribute to other journals.

Iain Ross has a formidable task of editing the VDC 'Vintage Driver' magazine but still made time to let us know that the Sunbeam he was tracing was located.

Thanks to other readers who

have provided small but informative pieces for the magazine.

Stories relating to motor vehicles can often take on legendary status. Two such legends are discussed in this issue. The Schlumpf brothers has to be one of the most amazing stories ever when it comes to collections. Even though their museum includes the world's largest number of Bugattis it also has many other significant cars in the collection. An entirely different legendary story is the abandoned American cars in a country town Chatillon, Belgium. A bit of fiction makes a great story.

Just a reminder should anyone be free and in the Harcourt district on the 17th February I have organised a run for our local club to the excellent Morris Minor Garage, Ford Road, North Harcourt. We intend being there at about 12.30pm after morning tea at Dunolly Bakery at 10.30am. BYO picnic, entry \$15 includes coffee and biscuits.

Happy motoring,

David



Until I saw the film of the same name a few years ago, I had not heard of a bucket list – the chronology of things you want to



Richard Tonkin

I immediately made up a bucket list with items ranging from the totally impossible (flying into space with Richard Branson of Virgin Galactic – well, possible, but pretty expensive) to the highly improbable (climbing Mount Kilimanjaro in Kenya with my daughter – that was a few years ago before my big back operation and she is now expecting our next grandchild), to the doable, albeit difficult and/or costly.

And so it came to pass that my wife, Pauline, and I had planned a trip to England in September 2018, including some time in the beautiful Cotswolds district in the west of the country. This is where the bucket list comes in.

Having owned Alvises since 1982, Pauline and I thought it would be a lovely idea (I thought too) to have an Alvis in England, a convertible, with the hood down, to motor along the byways in the Autumn.

It was duly added to the bucket list, where it stayed, near the bottom, until one day I saw an ad in a UK classic car magazine for the auction of a 1948 Alvis TA14 drophead, with body by Richard Mead.

Mead? He was a quality English coachbuilder, although in a small way. Mead had bought some 9 car bodies made by Tickfords of Newport Pagnell before World War II, intended for the MG VA model, but never used as the war intervened. The Alvis to be auctioned was 1 of 2 survivors that Mead had crafted onto Alvis chassis.

With this little idea slowly rising up the bucket list, I contacted Alex Simpson of Earley Engineering, who are Alvis experts in Hereford. Alex agreed to attend the auction for me and bid on my behalf – the reserve price seemed reasonable – the “idea” was rapidly moving up the bucket list. These auctions seem to happen in the middle of the night our time. And so it was that I was on the phone to Alex after midnight in Melbourne while the bidding proceeded. Alex announced that the reserve had not

been reached and the Alvis had been passed in. With “Project Mead” bubbling to the top of the bucket list – indeed about to become a reality, Alex secured the car after negotiating with the vendor.

Now, we name our old cars – people name their dogs and cats so why not their classic cars? We have had a few over the years, Alvis and Armstrong Siddeley – The Duchess, Humphrey, The Duke, Gloria, Audrey, Bruce, Oscar – they are treated like the family pets. So, what to call the Alvis? She was fairly small (4 cylinders, single SU carburettor, 1900 cc), 2 door manual with no synchro on first or reverse, as was the style in 1948. A gentle, refined elderly English spinster, just after the war – “Maud?” “Miss Maud?” It sounded right, so Maud she became.

Maud was transported to Earley Engineering after the auction for some recommissioning – she hadn’t had a lot of recent use. They say that the purchase price is the down payment on the restoration. It wasn’t that bad and she emerged in fine fettle, ready for her first travels with her new keepers.

As you can see from the photos, she is 2 tone green (it does grow on you). The cream upholstery and green carpet had been renewed in her previous ownership, as had the wood dashboard. All the Smiths instruments worked and she ran sweetly after Earley Engineering’s fettling.

We set off for several days pottering around the Cotswolds, Maud receiving admiring comments and some chuckles.

She is a simple car – Alvis before the



war were making no less than 5 models, including the 4.3 Litre, 3½ Litre, Speed 25, Silver Crest and 12/70. It was from the latter that Maud, the TA14 (14 horsepower), was derived. To say that she is a “warmed over” 12/70 would be unkind – improved would be more accurate.

Alvis, as with many other British manufacturers, accurately forecast that Britain would be a more austere place in 1945 than it was in 1939 – borne out by the election of a Labour government at the end of the war, the imposition of a crippling Purchase Tax on cars costing over 1,000 Pounds and the “export or die” policy that resulted in manufacturers who could sell their cars overseas being favoured with larger supplies of steel. In this climate, 4.3 Litre, 6 cylinder Alvises with bespoke coachwork were not the way to go. As a result, Alvis adopted a 1 model policy and the first TA14 appeared in 1946 – saloons bodied by Mulliners and dropheads by Carbodies, with

a more upmarket version by Tickfords – Alvis never made their own bodies.

So, Maud had a Tickford body, built for an MG but modified by Richard Mead and fitted to a TA14. A mongrel? Not at all, rather a cross-breed.

As we motored away from Earley Engineering towards the Cotswolds, I noticed a soft “thump” from the side of the car when I turned a corner – a previous owner had wired the trafficator arms to work with the wipers – a nice touch, as were the art deco patterns on the door cards and the rope pulls on the doors.

Maud gave us excellent service as we pottered from village to village, but then it was time to return her to Alex Simpson in Hereford who was going to store and maintain her for us. Then “one of those things” happened. A member of the UK Alvis Owner Club got in touch and suggested that a Club member in Cambridge, Malcolm Creek, could care for

and exercise Maud until we met her again. Arrangements were made and Maud is now in good and safe hands with Malcolm until I go back to use her again.

So, what of Maud’s future? The bucket list still has a few items left. I am attending the Armstrong Siddeley Centenary in England in July 2019 and the Alvis one in 2020, so Maud will be driven and enjoyed (think of the modern car hire expenses we will be saving!). After that? If the GAC (Great Asbestos Crisis) is sorted by 2020, we will bring Maud over here. A 10 Pound Pom? Well, a little more than that. If the Asbestos Police are still at large, we will probably sell her in England.

So, that’s the story of Maud, the little Alvis that found new keepers, both here and in England, who will care for and use her as Mr Alvis intended. I’m off to work now – this bucket list stuff is a bit expensive.

ALVIS 14 h.p.



Here is another car evolved from racing—but the first class imported coachwork and comfort lifts the appointments a long way ahead of its hardy Firefly and Silver Eagle forebears. The new 14 h.p. O.H.V. engine is characteristic of the best in British engineering and its ageless styling will always keep its fortunate owner contented. A rather conventional specification is to its advantage for servicing as the components are Lucas, S.U. and other makes that are fitted to most other de-luxe British saloons. Its admirable roadability is astonishing for a car of such elegance.

ENGINE.

A four cylinder, monobloc casting 13.58 h.p. engine. Bore of 74 mm. x stroke of 110 mm. Detachable head. Overhead valves actuated by push-rod mechanism of exclusive Alvis design.

TRANSMISSION.

Four forward speeds and one reverse. Synchro-mesh on top, third and second gears.

SUSPENSION.

Long semi-elliptic springs on front and rear. Rear springs are underslung.

BRAKES.

Four wheel Girling two leading shoes; easy shoe adjustment. Hand brake controls rear brakes only.

STEERING.

Steering unit of Marles design. Spring spoke steering wheel with finger grip rim.

WHEELS.

Dunlop disc wheels: 5-stud fixing with chromium plated name plate. Dunlop 6.00 x 16 inch tyres.

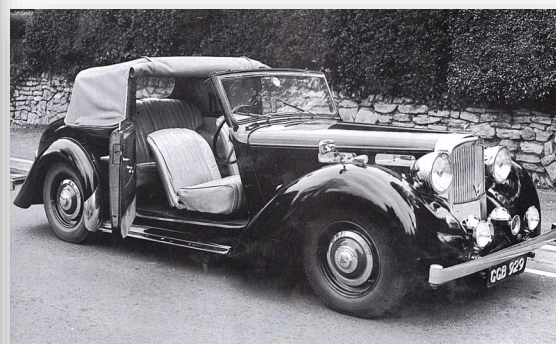
DIMENSIONS.

Wheelbase, 9 ft. Track, 4 ft. 6 in. Overall length, 14 ft. 6 in. Width, 5 ft. 6 in.

Because prices are subject to fluctuation they will be listed in the Australian Monthly Motor Manual regularly.

left: The ‘Motor Manual 1948-9 Annual’ showed a description of the Alvis 14hp, it was also shown in the 1947 edition.

The Alvis ‘Fourteen’ saloons and drop head coupes with fully imported bodies were available from motor dealers Devon Motors, 117-121 Lonsdale Street, Melbourne. Who were the distributors in Victoria, South Riverina and Tasmania. Service and spare parts division was at 197-209 Sturt St, South Melbourne.



Alvis TA14 drop head coupe coachwork by Carbodies

TA14 Performance:

| | |
|---|-----------|
| Through gears 0-30 | 7.2 secs |
| 0-50 | 15.0 secs |
| 0-60 | 22.2 secs |
| Maximum speed | 74mph |
| Fuel consumption | 22-27 mpg |
| Acceleration | |
| 20-40mph top gear | 12 secs |
| 30-50mph top gear | 12.5 secs |
| 0-30mph 7.2 secs 0-70 mph | 27.8 secs |
| The number of TA14 chassis produced totalled 3,213 of which 310 are known to survive. | |

Information gleaned from ‘Alvis The Story of the Red Triangle’ by Kenneth Day that states ‘The 12/70 was re-introduced as the Fourteen in 1946 and substantial numbers were sold, pending the introduction of the entirely new 3litre car in 1950

NASH HEALEY

'American Pickers'

I am always amazed as to what cars are hidden away in enthusiast's garages. A few issues back was shown a Austin Hereford utility which Larry Varley arranged to have collected from Wedderburn as he has a similar model. However these utes are low down the pecking order for restoration as he has several other projects in progress.

I am a great fan of the '7 Mate' program "American Pickers". Many years ago it was shown at 10.30pm on a Monday night which started the working week bad having a late night to start it off. In recent years it has been shown at more suitable times, however it has out stayed its welcome with continual repeats after repeats. However there are few episode gems that I like to watch regardless. One is the discovery of a car dealership that had been abandoned and left to seed. The derelict showroom is surrounded by abandoned cars covered in overgrowth. In amongst the wrecks are several Nash Healeys, also better examples of the rare model were in the buildings. Mike and Frank purchase two but no 'Pickers' programs after that show tell us what they did with them. No doubt they cleaned the cars up and sold them for a profit.

Donald Healey

Initially Donald Healey had a very productive career in the aircraft industry, specifically with Sopwith Aviation, which lead to volunteering in 1916 for the Royal Flying Corps.

As a civilian Donald Healey developed a strong interest in cars and established a garage and car hire business. He used his facilities to prepare cars for

competition. Motor sport took a high priority and after having a significant win of the 1931 Monte Carlo Rally in a 4½ litre Invicta, he became Britain's best known rally driver. He worked for Riley until better prospects, as an experimental manager, were offered by Triumph to build a British sports car to rival those on the Continent. The story of the Dolomite project of a sports car based on the Alfa Romeo 8C 2.3 twin ohc 8cyl is well told in January 2018 issue of "The Automobile" Jonathan Wood has written a book on the two surviving Dolomites with their advanced specifications made before the project was cancelled by Triumph.

Becoming the technical director Donald was responsible for the design of all Triumph cars. Other significant models included the Triumph Southern Cross and Gloria. Triumph went into liquidation in 1939. His contribution to the war effort was the making of aircraft engine carburettors for the Ministry of Supply, later Humber armoured cars.

Donald Healey was no doubt a dynamic motor enthusiast. After the war in 1945, with his colleagues, he formed the Donald Healey Motor Co. in an old RAF hanger near Warwick. In 1946 started production on a small scale of a Riley powered 2.4 litre Healey saloon. The car gained numerous class wins and places on the rally calendar in the late 1940's. In 1950 the range included the Healey Silverstone sports car. Tickford saloon and convertible bodies were also made on Healey chassis.

This leads us to the subject of this article. In 1950 export-only Healey Nash was sold by Nash that had a Nash 3.8 litre ohv 6 cylinder engine. 506 were sold. The

home market version used the 3 litre Alvis engine, 28 were made. (*see illustration*)



In 1952 Healey sought to reach a wider market with a 2.7 litre A90 Austin engine sports car. Due to the high demand the manufacture of the successful Austin Healey was taken over by BMC and made at Longbridge. Later in 1967 the model was made at the MG factory in Abington. With the delivery of the last Nash-Healeys in August 1954 production at Warwick came to an end. At that point he became a consultant to BMC with the further development of the Austin Healey and Austin Healey Sprite.

Nash Healey

In 1949 the Healey company made an agreement with George W. Mason, the president of Nash Motors to build Nash engined Healey sports cars. The first series were built in 1951 and designed by the Healey company in aluminium using the Healey Silverstone chassis. However, Pininfarina restyled the bodywork for 1952 and took over the production of its new steel body. Donald showed that the Anglo-American sports car was capable of mixing with the best in motorsport, taking class wins, places and trophies in continental rallies and races, including Le Mans.

NASH HEALEY

For any enterprise to function it must have money. In the motor industry time and again companies incur losses resulting in the company going under or it is taken over by an optimistic opportunist who attempts to save the name or recover assets for their core organisation.

Healey was building cars for a limited market which inevitably means they are more expensive and thus needed to be particularly individual or special to sell. By 1949 he was seeking opportunities to further develop his business as it has been reported he was £50,000 in debt. Not an insignificant figure at that time, maybe a million pound in today's language?

Apparently he meet an American industrialist, the president of Nash Kelvintor Corp. Nash wanted a sports car and Healey could provide the know how and enable it to happen. It was still at a time the British government encouraged the export of motor vehicles, so there was no doubt a great deal of appeal to sell automobiles to the Americans who, as it was, were developing a taste for European sports cars.

In 1951 the result was a smart looking roadster that was assembled by Healey with an aluminium body made by Panelcraft UK. The supply of Riley engines were drying up and an alternative was sought. He needed to look no further

than Nash itself. A 3.8 litre straight six ohv engine that was modified by Healey with a special high-compression aluminium cylinder head and twin SU carburettors to produce 125 bhp (standard being 112 bhp). 104 of this version was made exclusively for the American market.



For the home market 28 Healey-Alvis's were made with the same body but an Alvis 3 litre engine and powertrain.

The Nash-Healey was expensive in America especially compared to cheaper faster Jaguar XK120s.

In 1952 Pinin Farina was already contracted to design the new Nash models and he was approached to revise the Nash-Healey. They also built the bodies now in steel, aside from aluminium bonnet, boot lid and dash. The family resemblance is evident with it's round grill embracing the headlamps and bulbous mudguards. The car was very odd as it had the chassis characteristics of a UK sports car but its dimensions and external features were very much American.

Along with the new design a larger 4.1 litre engine, with twin Carter carburettors produced 140bhp and a three speed manual gearbox with overdrive. Originally, like Allard, Donald made provision in the engine bay to install a Cadillac V8 which, although that didn't happen, made it easy for later owners to

convert their cars to V8 power.

Shipping costs pushed the price up to \$5,908 compared to the new 1953 Corvette at \$3,513. Nash engines and drivelines went to England, installed into a rolling chassis and shipped to Turin, Italy to be finished off with the body and fittings, then exported to America.

For the 1953 model year the roadster was supplemented with a closed coupe. As it gained third place at Le Mans, as a light weight competition car, it was called the "Le Mans" coupe.

Despite the fact that the design was disliked in some quarters it nevertheless was awarded first prize in the 1953 Italian International Concours d'Elegance held at Tresa, Italy.

Developments at Nash, now under



the auspices of American Motors Corporation (AMC) due to a merger with Hudson Motor Car Co. in 1954, meant the niche model was of less interest to the organisation. Mid-1954 the convertible was discontinued. The Le Mans coupe was warmed up for the remainder of the year when production ceased and a few stragglers were sold in 1955.

As it was on the other side of the Atlantic Ocean, Donald Healey was focussing on his new Austin-Healey 100 sports car, the Nash-Healey was abandoned.

David

NASH-HEALEYS IN AUSTRALIA

What sparked my interest in Nash-Healeys was Larry Varley, who told me he had two examples of the Le Mans coupe in his garage. Regardless of the fact that they are currently restoration projects it is nevertheless interesting that they are in Australia. A third unrestored car is owned by the Healey factory who has a convertible that is dismantled and unrestored. As far as Larry is aware there are no other Nash-Healeys in Australia.

His black Nash-Healey is a 1954 Le Mans coupe. For most of it's life it was owned by Roy D Stetina, who like a few owners in the late 1950s converted the car from the Nash 6 cylinder engine to V8 power. Roy owned the car from the late 1950s until the time of his death in 2007. It appears the car was never completely finished. Roy was an advertising artist and portrait painter, who also owned a small foreign car dealership in Fort Wayne, Indiana. The Nash-Healey was damaged by fire at the dealership and went into storage for many years. The speedometer in the car is engraved 'Farina Corvette-Healey Stetina 1960'.

The car came to Larry with much of the documentation including many hand drawings and notes planning out performance modifications for the car. It seems fitting to complete the project that has been ongoing for over fifty years. Larry needs a few parts for the car. Left curved section of rear windscreen, interior light lens, door key lock and rear number plate lamp.

It is work in progress. So far it has

been painted and all of the mechanical parts are in place. It needs electrics, fuel lines, exhaust and trimming to complete it.

The second one, a white 1954 coupe number 3143, is still unrestored and he has gradually been collecting the parts that were missing from it. Larry is considering selling it in it's unrestored condition now that it is complete enough to be a viable restoration. The car owes him around \$40,000 and he would like to recoup the amount.
Email : varley@cosmos.net.au



Production Numbers

1951-104, 1952-150, 1953- 162, 1954-90
Total 506 Last sales occurred in 1955

The Nash-Healey Register has a total of 520 entries including prototypes and race cars.



SOME LIGHT READING About LIGHT CARS

Mal. GRANT

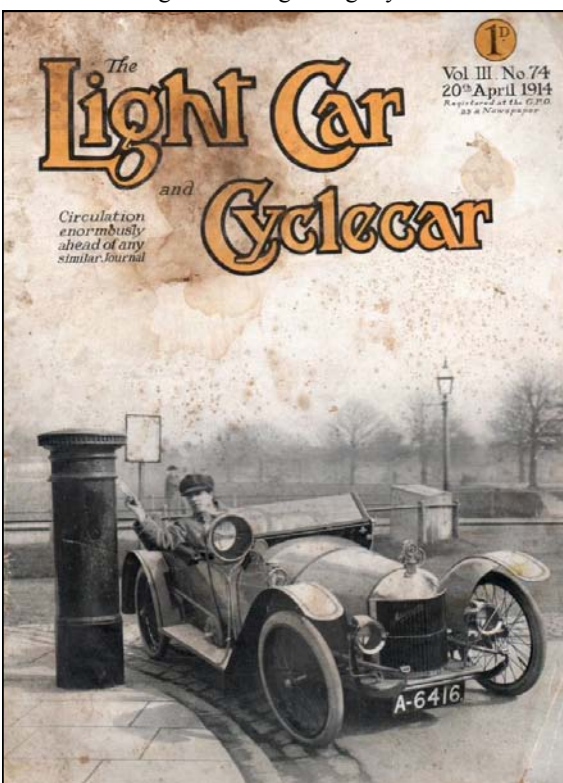


Temple Press Limited
7-15 Rosebery Avenue London. E.C.

Proprietors of 'The Motor', 'Motor Cycling' etc. - were the people who produced 'Light Car and Cyclecar' - amongst many other similar magazines. This one sold 'Every Monday' for 1d. That is a British penny, or around 3 cents Australian in today's terms. Exact financial conversions are not the forte of the writer - that I leave for the experts.

It seems cyclecars in particular became somewhat of a craze amongst the gentry of England - and elsewhere!

The magazine changed slightly as



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well, it received a name change to 'Cyclecar' at one stage, yet still catered for those who penchant was for three or four wheels. Hastening to add the motor cycling fraternity was itself also somewhat addicted to three wheels at times, by adding a sidecar.

All this is history and history in itself is often a mystery so let us take the view that what we see, what we read in these magazines is exactly what many of us attempt to replicate to this day.

Some magazines might be old, faded, torn or somewhat dirtied yet again one hundred and more years have passed since these were issued. Read them with interest, take pride in past motoring history and enjoy the hours, days? doing the same thing; you are amongst many who feel the same way.

Motoring and motor cycling had been in vogue for approximately a decade in many parts of the world, particularly in England where this magazine originated; yet here it is in December of 1910, advocating monocoars. Perhaps it would be advantageous to the once dedicated motor cyclist to adapt to this newer form where protection was better on the open roads. Whatever the reason, apart from manufacturers of this third form of motor transportation - promoting their products? Without a specific reason towards this type of vehicle it may be said that the light car - monocar - cyclecar, or what ever the enthusiast decides on, it was novel to say the least. Maybe still is to those who today trend towards this type of machine in their personal attempts at restoration.

The movement itself definitely proceeded rapidly

and by the begin- nings of World War One had made great strides in manufacture and sales. So much so that in 1911 a new magazine was being distributed through newsagents, 'Motor Cycling' continued as did at least one extra, 'The Light Car and Cyclecar'

In 1911 an advertisement in 'Light Car and Cyclecar', proclaimed the Crescent as a new competitor on the market. Whether it had appeared earlier is unknown at the time of writing but Crescent Motors Ltd. Smethwick, Birmingham were advising all and sundry of the values of their vehicle. Advertised at £127 complete, with 8 - 10 hp, water-cooled engine, it was something for the aficionado of the time to give some serious thought to. Sub-Agents were sought by the firm - *for the right people* - as their advertisement stated. Also their own representative was currently making a tour of the British Isles and was prepared to call and discuss terms!

Was the little Crescent indeed ready for the British Isles - let alone the world! I wonder how many were made, how many were sold and how many have survived to this day? Georgano in 'The Encyclopaedia of Motor Cars' 1968: says the firm began in 1911 and ended in 1915. Undoubtedly the World War was one of the main reasons for its short life. Georgano states the vehicle had an air-cooled 7/9hp two cylinder motor belt drive when built in Staffs. The move to Birmingham in 1913 a change was made to use a water-cooled Blumfield V-twin engine and chain drive.

(Ed: In 'Brooklands to Goodwood' 1961 by Rodney Walkerley the first all-cycle car trial was held in 1912 by the Sutton Coldfield Automobile Club on a 100 mile circuit out to Stratford-on-Avon and Buckinghamshire. Eight gold medals were awarded, one going to a B W Bailey in a Crescent)

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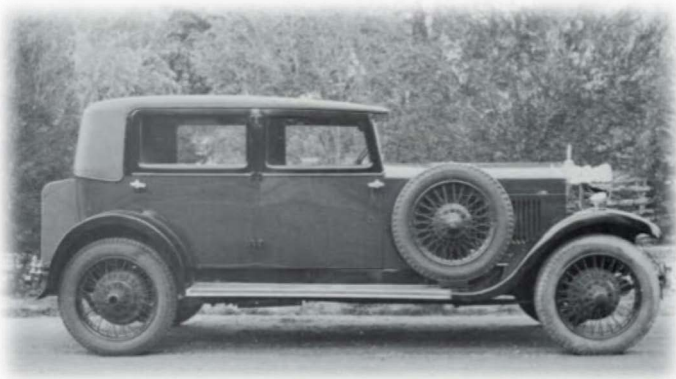


AGENTS

Our Representative is making a tour of the British Isles. May be call and discuss terms with YOU!

CRESCENT MOTORS, Ltd., Smethwick, Birmingham

LONDON REPRESENTATIVE. SHOW ROOMS AND DEMONSTRATIONS. SPEED MOTOR ENG. CO. 61, LONDON RD., TWICKENHAM. OFFICES: 161a, STRAND, W.C.



LOCATING A SUNBEAM

Iain Ross's story of locating a vintage Sunbeam

From the start. I received a call either from the AOMC or VDC source from a gentleman wanting to trace a Sunbeam 20-60 saloon he owned in the sixties. Cameron Lang is a gentleman in his eighties living in Mansfield.

Firstly from his description I thought it might have been one of two examples owned in the 70's by a VDC member Terry Woodhouse.

Through a member of the VDC I got a contact for Mr Woodhouse, it seems he had planned to use his two Sunbeams for a wedding car business, but the cars could not pass the safety checks required for hire vehicles at the time. So they were sold on.

Next Peter Ransom of the STD (Sunbeam Talbot Darracq) Register he looked at the photo of Cameron's car (which took ages to get as Cameron is not computer literate and his daughter had to Email it to me) Photo attached.

Compared it to photos of the Woodhouse cars supplied by Tony Donnan VSCC President and concluded amongst other

things the doors were hinged differently.

The STD Register then decided the car I was alluding to was not known to them.

In desperation I got the AOMC engine number records archivist to have a quick look in the Sunbeam section to see what he could come up with. If this had not worked I intended to do a Freedom of Information request on Vic Roads, even though all I really wanted was to know where the car was currently. The registration number matched up with an engine number, even though there was a letter missing from the number found within the records.

Interestingly there were a couple of others one digit different so it seems a shipment of Sunbeams might have come here.

Back to the STD register with the information and bingo the car is apparently in Brighton. Late this week it was confirmed a vehicle with that engine and a chassis number that coincides with the Lang vehicle from its days with the owner after Cameron still exists in Melbourne.

The Wensum body has apparently long gone and it now is a sporty tourer. Cameron thinks it may have been re-bodied by the Redpath family in Geelong to whom he sold it as they were sports car people. It has been registered as a tourer since the 60's.

We have found one of the Woodhouse cars is in Tasmania possibly been in the Launceston museum at one time, the other has disappeared.

Woodhouse as well has a quantity of Sunbeam spares including what could be a rare 8 cylinder crankshaft, He has been put in touch with the Sunbeam Register about them. Including the owner of the only 8 cylinder model in Australia. Peter provided a copy of a newsletter article he prepared for the STD ages ago, he was the editor at the time about this car. Attached

When you publicised this for me I reckon I got about a dozen Emails talking about it and I got the last phone call last week a bloke was certain it was one of several exported in the seventies!

Cameron has been delighted with the result he rang this morning he would like to talk to the current owner, so I am going to arrange it through Peter Ransom.

I ended up talking Bristols to Cameron. He was in the wool trade in the 50's and remembers how popular they were with cockies in the Western District.

I was really pleased with the result for me and for Cameron, often these requests tend to go nowhere. Thank you for your assistance I was amazed at the reach your E publication has, great work!

Michael Worthington-Williams advises that his guru on all Sunbeam matters is Bruce Dowell, 6 Argentia Place, Portishead, BS20 7 QB UK. He knows where most of the surviving Sunbeam cars are.



Below – from the STD Register Australia Newsletter No. 193

1928 SUNBEAM 20.9 – SHORT STORY, LONG PROJECT

Adrian Hall has recently joined the STD Register with his 1928 Sunbeam 20.9 Tourer, chassis 2313H, engine H2326H

It only took the gentlest prod to extract the following brief story of a long-ish restoration

I am not sure if I should admit to this but the car was purchased in 1978 as a 'barn find'. It was more or less complete, however the Sunbeam built body was not much more than a rusted scuttle and one side, the chassis was cracked on both sides. The engine and gearbox turned out to be reasonable but the

diff was somewhat toothless. Upholstery was mostly missing but there was enough to indicate the patten, colour and its construction. The headlights were partly crushed and the running lights were missing, as were the Perrot rods. I set out as an enthusiastic amateur to do everything

myself. When I look at the pictures I wonder what I could have been thinking! Goats had been nesting in what was left of the seats and there was a (thankfully vacated) bee hive built on the radiator – no doubt encouraged by the suggestive pattern of the core. The new timber frame was relatively easy.

There are three pieces of the original incorporated. I decided on an aluminium body as for me it was easier to work than steel, but it was a steep learning curve. Fortunately none of the panels have a severely compound curve. I decided on vinyl upholstery rather than risk the cost of hides being destroyed by my lack of expertise. I was however careful to copy the original method of padding and creating the seams and as near as possible keeping faith with what was in evidence from the remains



of the original.

The hood and curtains are largely my own creation patterned on study of anything I could get a close look at, together with some remains—with new bows reproducing the rotted originals, bent by soaking them for a month in the pool. I was fortunate to have the original metal parts and the rear window.

The Claudel carburettor was never likely to be an option as it was in poor condition and had already been crudely replaced by a single SU. I decided to fit a pair of SU's as this is an easily reversed situation if it was ever considered worthwhile to return to the original. Similarly the ignition is re-configured to a Kettering system but the modification is reversible in



SUNBEAM TWENTY
1926-1933

The Sunbeam Twenty, introduced for 1927, featured a 2916 cc overhead valve six cylinder engine with a rating of 20.9hp and a four speed gearbox. It used semi-elliptic front suspension and cantilever rear suspension. The four wheel brakes were operated by cable at the front and rod at the rear. A Claudel Hobson carburettor was fitted.

a matter of ten minutes – it would however take that to start the car with the original setup.

Difficulties? I found that I walked away from the task for long periods when certain things became difficult to source or threatened to break

the bank. Life also sometimes gets in the way of a hobby like this. These obstacles in particular were the missing front guards and the differential, both items fixable if you simply throw money at

them. But I was not interested in having someone else restore the car for me. The diff and the guards were final obstacles overcome and my thanks to Nigel Berlyn who donated two reasonable running lights which came up a treat after quite a few hours of panel beating.

There is always more to do but at least the car is now on its new tyres and I am rapidly running out of excuses to put off the day when its roadability is put to the test. At this stage I



know relatively little of the car's history, just a few unsubstantiated facts. I do believe it has had new gearbox bearings and two rebores. It has Ford pistons and runs a compression ratio which makes it quite impossible to crank start it.

It was possibly purchased from Redpaths of Geelong (Vic) and supposedly passed through the hands of Noel Coldrey and a Clyde Chartyr (not sure of the spelling here)

Adrian Hall



Body styles available were: 2-seater, 23.8hp), Zenith carburettor and a slightly larger chassis. Other revisions included vacuum servo brakes and a silent third gear. Around 752 of the 1931-33 type were built. According to reference material the top speed was around 65mph. They were aimed toward the upper end of the market, so very much a wealthy person's car.

Production of the 1926-30 type ran to around 2560 units. In 1930, the 20 was revised with a new 3317 ohv six (rating

(Information from the internet)

The Schlumpf Legend

A Little History

In the late 1970s I acquired a book called 'The Schlumpf Obsession' by Denis Jenkinson & Peter Verstappen. There would be few old car enthusiasts who are not aware of the story of the amazing collection of historic cars in France housed near the Swiss border.

Just to refresh your memory or for those who have not heard of the collection I'll briefly reiterate the story.

Hans (1904) and Fritz (1906) Schlumpf were the sons of Carl who worked in the textile industry. Carl died in 1918 and the boys lived with their mother in Mulhouse. While Hans was a banker Fritz began trading in coal before going into textiles as a broker. They started their first formal business together in 1935.

From the outset Hans was the inside man, handling finance and details, while the ebullient Fritz was the company's public face, a salesman of formidable persuasion with an exceptional dominating personality. Their brokerage brought Fritz into contact with a wool mill in Malmerspach. In 1939 Fritz was appointed managing director of Malmerspach.

Whether being cunning or being opportunistic when the company raised new funds, by issuing 2000 shares, the brothers purchased 1900 of them and doing so acquired effective control of the mill.

During the war years despite playing lip service to the Germans they managed to uphold their loyalty to France and the mill operated unhindered by the Nazi occupation.

The brothers had an interest in thoroughbred cars prior to the war and had a few hidden away including a baby Bugatti. However their first classic car acquired prior to the end of the war was the start of their collecting binge. The car was a French Talbot used as a Nazi staff car around Mulhouse. The car was bought in typical Schlumpf style by using an intermediary.

The brothers' attitude to the work place and employees was archaic. They ruled the mill with discipline in the manner of the entrepreneurs of the 18th century industrial revolution. No one was safe from the brother's devious informants. Good workers were rewarded with cheap housing that was a complete sham. The façade of the homes looked satisfactory, however the rest of the building was rubbish. Despite the presence of unions the brothers simply bought off the

shop stewards and the inevitable strikes had no effect on their *modus operandi*.

The brothers were obsessive collectors, their interest embraced quality cars that early in the piece were of no interest to most people. The growing collection was kept at the mill site in Malmerspach until 1957 when an abandoned factory was bought in Mulhouse. The building was adapted for the storage, restoration and display of antique cars with a small workforce that had various skills needed to bring the cars back to as new condition.

As we all know their preference was



At the museum you may meet Jean Bugatti, however if you expect a conversation you may be out of luck, as it is only a cardboard cut out! At least you can admire the Bugatti type 64 he is leaning on

for Bugattis. They paid above current values to acquire their cars and had the cooperation of network of dealers.

Despite being secretive about acquisitions and the collection it took little deduction to know in whose hands numerous collectable cars had ended up.

While workers were treated like surfs and government grants to uphold the textile industry had been redirected to the collection it was inevitable that the Schlumpfs were standing on thin ice. News of a rebellious movement amongst the workers had reached the brothers who feared for their life's and promptly absconded to their native Switzerland.

7th March 1977 a group of disgruntled workers were determined to break into the secret factory. A little resistance from a single guard who actually misguidedly refused to hand over the keys did not prevent a few from finding an unlocked window to scamper through.

The museum was virtually completed and the workers could not believe the sight they encountered. They counted 427 vehicles on show all in excellent working condition. Although Bugattis accounted for 122 of the historic cars the rest were a

variety of exclusive makes and models from all over the world. Another 150 cars were stashed away in workshops and in storage for restoration.

It would be remiss if we didn't mention the extravagant décor of the museum. The hall, once a textile factory, had saw-toothed roof which provided natural light. The roof was supported by 800 iron pillars each of which held reproduction candelabra modelled after those found on Venice's Grand Canal. Broad aisles, named after members of the Schlumpf family stretched across the hall.

Alongside the museum hall lay three incredible restaurants, one Italian, one Parisian and one Swiss. Together they seated 1200. They had Louis XV chairs and gilt chandeliers, even toilets had gilt mirrors. The restaurants were decorated with early carts and inset in the wall were brass portholes which displayed the Schlumpf's own private champagne.

The intruders declared it was the worker's museum and colleges from other factories came to view and gloat over their prized bounty.

In time as the government, that had unknowingly financed the museum, stated it was their responsibility to decide on the collection's fate. While some cars were eventually auctioned off the majority of cars remained in place and the museum was opened to the public.

A Visit to Mulhouse

As previously mentioned in issue 7 Peter Fleming and I attended the VSCC 60th Anniversary in the UK. To maximise our stay I planned visits to rallies and museums in the UK. Having read "The Schlumpf Obsession" I arranged 5-day visas to visit France and travel to Mulhouse. It was an involved schedule, stopping in Paris to see the sights and a three hour train trip to the distant industrial town. When we arrived at the Mulhouse station we waved down a taxi and asked to be taken to the booked hotel. Neither of us knew a word of French so we couldn't understand why the driver wouldn't take us, until the penny dropped he was trying to tell us that the Mercure Hotel was across the road!

The following day, after croissants for breakfast we called a taxi to seek out the museum. Every meal was accompanied by croissants so we were sick of them by the time we left the country.

The taxi took us through the town to the industrial precinct and dropped us off outside a factory. Looking around we wondered what were we doing abandoned in

an industrial park? A small sign outside a large warehouse showed we were in the right place. This was the famous museum? it couldn't have been better secreted. The entry fee was a minimal few francs; for the spectacular vista we were presented with it was the bargain of the whole holiday. Unfortunately nothing was in English at that time,



however it wasn't hard to distinguish between makes and models as the most names are common to both languages.

It was totally exhausting walking hundreds of metres up and down the aisles examining each exhibit. It was unlikely we would ever be back again so suffer we must to make the most of the visit.

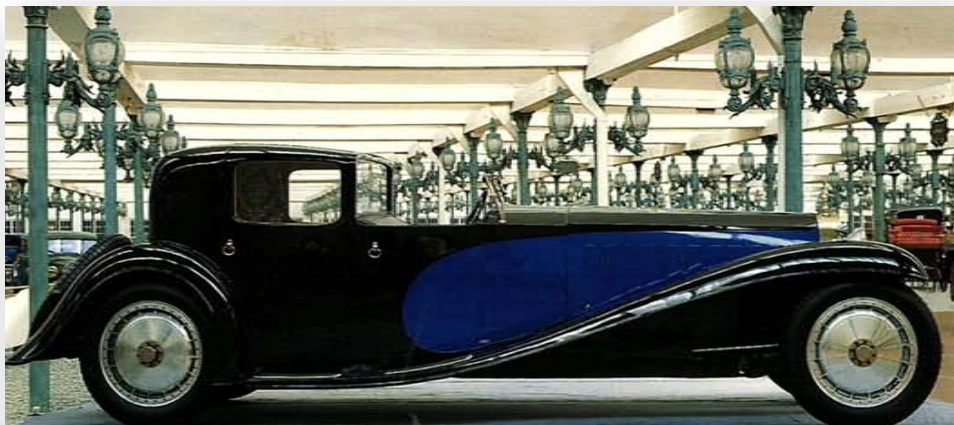
Talk about bucket lists, I would recommend that all enthusiasts should include the Musée National de l'Automobile Collection Schlumpf, Mulhouse, France on their bucket list.

New Book

The point of this discussion is that "The Automobile" reviewed a new well researched book called 'Schlumpf—the intrigue behind the most beautiful car collection in the world' by Ard & Arnoud op de Weegh. Even though many books have been available about the collectors this book aims to give a different perspective on the bizarre story and the outcome after the discovery of the cache. It is more sympathetic towards the Schlumpf brothers and includes directories and comprehensive descriptions of all the cars on display. *David*



Bugattis in every model and body style take up a whole aisle Rare and exotic early racers include a 1906 Dufaux built in Geneva for the Gordon Bennett races. 70/90hp, 8 cylinder 12,700cc monster has chain drive.



The ultimate Bugatti is the type 41 of which there were a few examples on display of the half dozen made. This Royale was made in 1928 and called a Coupe Napoleon. It's magnificent 12,800cc 8 cylinder engine enabled top speed of 180kph @ 1700rpm. Development of the large engine was not wasted as it was used to propel railcars of the French State Railways.

*1921 Rolls-Royce Coupe chauffeur type Silver Ghost, 40/50 6 cyl. 7,500cc
1894 Panhard et Leassor phaeton, 2cyl*



The Châtillon Legend

Old car collections are always interesting whether they are pristine examples as shown at the Mulhouse factory or a paddock fence to fence with car wrecks. A few years ago our youngest son worked at a bookshop and as we like to collect books he gave up a copy of "Abandoned Places 2" by Henk Van Rensbergen.

Most of the book consists of black and white images of abandoned buildings such as hospitals, universities, mansions, factories etc. from all over the world. The dilapidated deserted buildings offered a dismal subject of desolation arousing curiosity as to the stories the walls could tell. I'm sure all of us have visited old houses no longer occupied on farms or in suburbs and our imagination is stirred by the remnants of someone's life or family that called the place home in years gone by. You feel a shiver down your back bone as you fossick through the lounge and kitchen thinking of people who may now be deceased handling the woodstove, the broken china on the scarred wooden floors or pumping water from an external well.

What caught my interest in the book is a series of photos of a collection of American cars at a place called Châtillon, Belgium. No doubt many readers may have seen photos of this scene. The narration in book states 'The 2nd of March 1947 is a date people of Châtillon won't forget. The exodus of American soldiers going home after the war was in full swing' A convoy of American cars drove through Châtillon on their way to the port of Antwerp. The parade was brought to a standstill by a snowstorm that lasted seven days. The queue 300 metres long was stuck for another three weeks. The



families were evacuated and taken by train to their destination abandoning the cars that blocked the road. An alternative road was used by the locals leaving the cars to rust and return to nature overgrown by ivy and trees'

A romantic story that was not questioned by many even though the cars illustrated were certainly made after 1947.

In a recent copy of 'The Automobile' a new book was reviewed called 'Châtillon: A Junkyard Story' by Maarten Swarts, Jan de Graaf and Jack Brands that tells the real story.

A scrappy named Fernaud Contant had a yard at the small town of Châtillon near the French boarder. His business was very successful especially as there was a Canadian airbase nearby. He specialised in American cars. If they couldn't be fixed he

lined them up behind his garage. His collection expanded so he rented adjoining properties to store his wrecks. Once the Canadians left Belgium in 1966 he was the source of American car spares for local countries. The yard was closed in 2000s and was the subject of pickers and photographers alike. In time the local government was alarmed at the influx of litter created by hundreds of visitors and ordered the whole collection be removed and subsequently it was bulldozed into land fill.

It appears local government worldwide has an affliction to junkyards, particularly ones that contain old cars that they target for removal. Like the remains of castles and relics at the sites of old gold mines these too are stories of our past that should have been preserved.

David



Bits & Pieces

Last year a local enthusiast Barry Cairncross, who has since moved, gave me several old calendars. Looking through I came across a familiar car in the 'RACV Classics 2010 Calendar'. The narration was: 1938 Lancia Astura Series 4 Cabriolet. Having previously established itself in the front rank of the world's finest cars, Lancia further enhanced its exalted position with a succession of fabulous coach built models on the Astura chassis in the 1930s. The Astura evolved over four series with the fourth in the series built between 1937 and 1939 *Dr Peter Renou Collection, photographed at Como Gardens, The Basin.* As stated in previous issues Peter no longer owns the classic Lancia.



Congratulations (once again!) great reading again in this issue. Interestingly that little T Ford shown on the Commonwealth Bank Rally was and still is mine. That's a long time back to that time.

I note I still had black hair instead of white as is currently and the little Ford had the boot on the back. I had the boot made in Oakleigh - cost me a fortnight's wages at that time, previously I had attended a couple of rallies with a suitcase tied down and inside the case was a 112 lb bag of cement to hold the rear down. When I rolled the car a passer by tried to lift the case thinking he was helping out, it came a shock just how heavy it was.

Lots of stories within the article itself, Sam Lord's T Ford bus, noting the HEM series number plate as originally it had No. 22 on same from memory. The Acquila - Italiano is another particularly interesting vehicle, especially its history.

As you may know, I was editor of FedNews for twenty years and very pleased to finally hand over the reins. As for articles, stories, yes would happily do same when time

is available. I do have a few still "in stock" that were not used when I finished FedNews, they are occasionally somewhat tongue in cheek so that is up to you.

Jean and Frank Shield's cars, especially the Aquila, I don't have any idea of where it is now, presumably still within the family? Their Swift and Pathfinder the same, the Pathfinder was for sale a few years back but I haven't heard anything about it since that time. I will get around to the collecting the data I have on the Aquila in particular and will forward same.

My old T Ford was found by my father and self in a shed in KINGOWER, on the Wedderburn-Rheola Road, it was around 1958/59, dad and I had been to N.S.W. looking at a Hupmobile but I warned dad not to buy it as it had the wrong wheels! The car was lying out in a paddock, seemingly complete but in rough condition yet quite restorable - except having incorrect wheels. How wrong was I in that instance? Whatever, we then went to the next "clue" where we were greeted by two brothers, one completely deaf, the other with very poor eyesight, both said the car wasn't for sale but we could have a look at 1915 Ford utility they had in the back of the shed! Here was the car we were seeking. The one which wasn't for sale was an almost brand new A Model Ford with a crumpled front mudguard. This car had something like 30 miles on the speedo, the upholstery was immaculate, the vehicle itself was in similar condition - except for the mudguard. A long story came out of how a third brother had purchased the car,

brought it home. had a problem in parking, the result was the damage so it was placed on blocks. I am unable to recall whether the car was left because he eventually died or there was a family dispute and he was not being spoken too. Whatever the reason the car was later purchased by Alan Bathurst of Caulfield. Alan drove the car for some time after the damage was repaired; whatever happened to it after Alan passed on I have no idea though the car's small mileage remained a constant memory.

The old 1915 Model T was finally purchased by my father after paying something like Twenty Five Pounds for same From then on it was the usual matter of restoration, display and rallying. Today it still exists but has remained unused for many years as other projects have take over. There had been many times when the old Ford had carried dad and myself on veteran runs but as a single seater it was not of much use after marriage and family additions, so today it remains a proud possession but again in a shed similar to one we found it in. Regards. **Mal. Grant**



David's Photo Gallery of Early Events

On the last pages of the magazine I show 'David's Photo Gallery of Early Events' which comes from an electronic album I have compiled of 1,100 black & white images I photographed from 1960-1972 on numerous cars rallies I attended in that period. The collection is available on a USB stick for \$20.00 from myself.

Readers who have acquired a

copy have been very interested as they too were involved in the old car movement back in 1960's and the photos bring back any memories of cars and people of the time. For those not old enough to be remembering those days it is an opportunity to see how the rally scene developed when the old car movement was in its infancy.

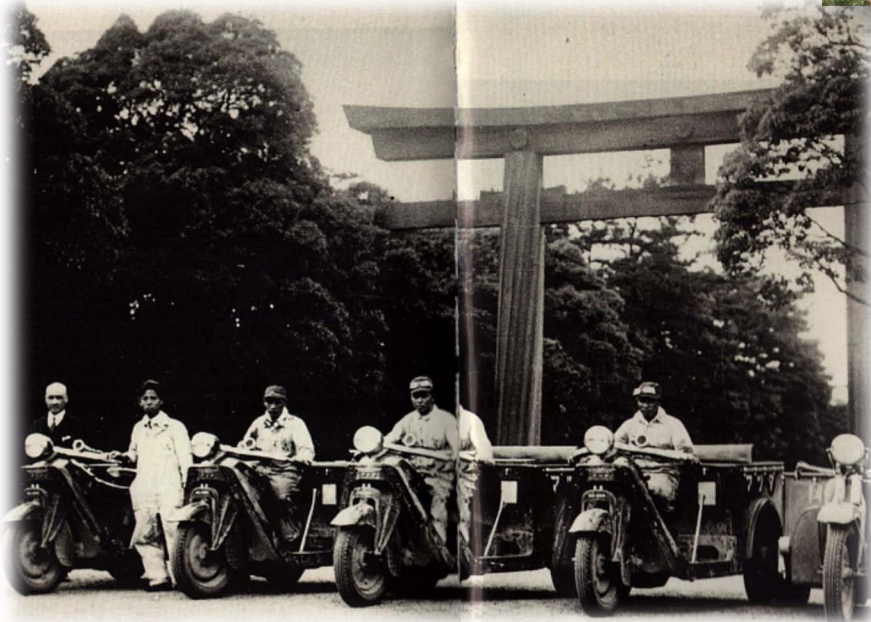
The photos include veteran, vintage, classic cars and commercial

vehicles along with many unpublished stories of events I participated in my 1928 Austin 12/4 I owned at that time.



Seen in the Kerang & District Vintage Motor Club Newsletter

For Sale: BMC Special circa 1960 Club permit 01382H. Tubular steel space frame, unique fibreglass body, 'B' series 1500 motor, BMC running gear incl. torsion bar suspension front and rear. Spirited performance, great road holding. Ideal for club competition. \$17,500. Tilt trailer with winch also available if required \$2500. Ross Hall 0427 089 885, ross.h@lizzy.net.au.



Mazda -If you have nothing to do or need an excuse to hide from the excessive sun, at 4pm on a Saturday afternoon you should watch 'Which Car' on 10Boss, its good. The guys aren't try-hards like many motoring shows, except one chap puts on an excitable giggle when broadsiding a very powerful Jeep. The program went to Japan to celebrate 40th Anniversary of the Wankel Rotary engine as used in the Mazda RX7, where 300 of the model in all variations were assembled at a race track, including the Le Mans winning racer.

We recently bought our 5th Mazda and now receiving their nice propaganda magazine "Zoom Zoom"

We see very little if anything on the development of the Japanese motor industry. A while ago I purchased an American book at a book sale called "The Complete History of the Japanese Car 1907 to the present" published in 1986, which is very informative. It is of interest that the Japanese made cars from 1904 and many cars over the years were inspired or copied cars from other countries.

Getting back to "Zoom Zoom", the 2019 edition has an article on the first creation under the Mazda trade mark, which was



The DA model (482 cc) presented in 1931 was the first vehicle produced under Mazda trade-mark.

a trike truck introduced in 1931 as a Mazda DA model (482cc). The Toyo Kogyo company was well established making machine tools.

An attempt to make motorcycles in 1930 was short lived. The Mazda name was decided upon by the founder and President of Mazda, Jujiro Matsude in reference to the Zoroastrian god of light, Ahura Mazda. In 1931 the Mazda trike truck was introduced and could carry 200kg. 66 vehicles were produced in the first year.

Jujiro was keen to demonstrate the reliability of the company's products and planned an expedition across Japan, covering 2,700 miles in 25 days. Four Mazda-Go KCs and a Mazda-Go DC trikes set out on an the epic journey from Kagoshima to Tokyo. (see photo) The trip was unashamedly a promotional campaign. Every opportunity was made to display the trucks in prominent industrial towns, to mix with the dignitaries, convey messages of goodwill and show PR reels.

Like most developing countries the road conditions were appalling, petrol was not available on every street corner and bad weather heightened the challenges. It goes without saying the mission was a success. We are led to believe there were no breakdowns or accidents and they were on schedule. Caked in mud the riders justifiably celebrated the feat that cemented Mazda's position on the national stage; as well as exporting to China, Singapore and South America. Mazda has since grown from strength to strength with an excellent range of quality vehicles.

FIAT Fiat Car Club President **Roger Beattie** reminded us that 2019 is the Centenary of the launch of the Fiat 501 and while there are plenty around and still on the road they cemented their value in country areas. A group from the Fiat Car Club of Victoria is currently reviving a 40 year 501 project belonging to Don Robinson in Laanecoorie. They are highlighting the model at their Autabella display day 31st March 2019, at Deaf Children Australia on St Kilda Rd and again are having a Centenary event at our Fiat Nationals in Tailem Bend 12-14th April 2019.

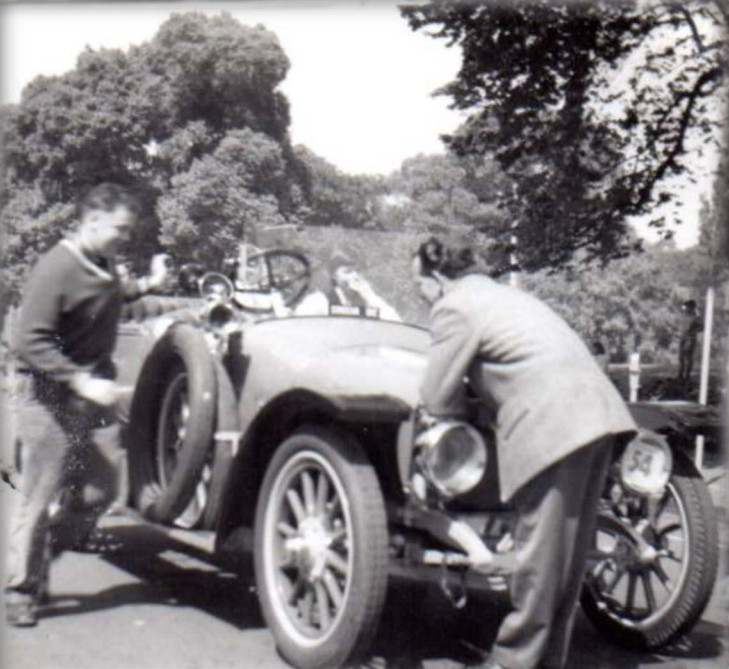
Ed: below Fiat motoring on the Eyre Highway in 1926 on a successful 1700 mile run across of the Nullarbor by five

Fiat cars and one truck driven by members of the Western Australian Fiat Car Club. Photo from 'Cars Today' magazine Sept 1956, Shell advert.

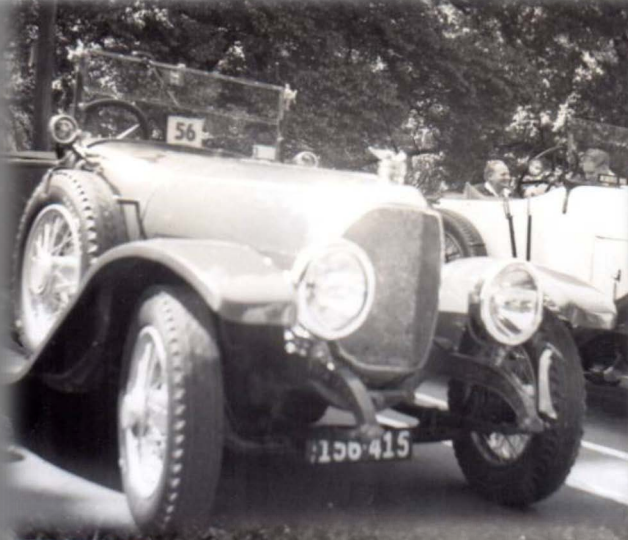


**1961 Golden Fleece Veteran
Car Rally
Melbourne to Queenscliff &
Return**

David's Photo Gallery of Early Events



*1909 Renault of A N Dwyer, 1911 Mitchell of J C Duncan,
I R Rawlinson's 1912 Sunbeam being cranked up,
1909 Italia of J Orde, 1914 Hotchkiss fire engine,
1909 White steamer of A B McInnes*



1904 Schacht high wheeler of F H Silventor, 1904 De Dion Bouton of T S Jeremiah, H S Altman's 1914 Spyker tourer 1914 Standard saloon of R B Morrow, Lindsay Read's 1915 Triumph motor cycle with wicker basket