

Country Motor

Australia



Issue 27



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

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



Tony George's Bradford

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

Country Motor is a
Publication sent via Email.
Due to costs of printing it
would uneconomic to be
printed off unless there was a
very high demand or many
helpful advertisers.

The opinions expressed in this
publication do not necessarily
reflect the opinion or policy of
the publisher of
Country Motor

All Rights reserved © Copyright.
All materials and illustrations in
the magazine remain the
copyright of the author.

They may not be reproduced
wholly or in part without the
written permission of the author.

The editor has the prerogative to
edit all material published in
Country Motor

**All back copies of Country
Motor can be downloaded from
the Association of Motoring
Clubs (AOMC) & Vintage
Drivers Club web sites**

Country Motor Australia

Issue 27

Contents

- 3 The Bradford
- 4 Introduction to the Bradford
- 5 A 4000 mile Flat Twin Test Drive
- 10 Put a Sock in It
- 11 Jowett's Stalled Projects
- 12 PMCH Act & a 1935 Sunbeam
- 13 A History of an Armstrong Siddeley
- 15 Bristol Double Decker Bus
- 17 Motor Miscellaneous Collecting
- 18 Heritage Motor Centre Gaydon
- 19 A Post War II Entrepreneur
- 21 Bits & Pieces
- 24 A Collector of Antiques

Editor's Entries

Welcome to the twenty seventh edition of Country Motor

Welcome to issue 27. A few
commercial vehicles dominate this issue.
The Bradford van is rare piece of English
peculiarity with a twin horizontal opposed
cylinder engine. To test its durability
Tony George motored across from Perth
to Port Elliott (SA) and back.

The Jowett/Bradford theme
continues with another story provided by
Steve Waldenberg of a Jowett he owned
and finally a few Jowett projects that
never materialised in the early 1950s.

Wendy Muddell talks about the
PMCH Act and repatriating a 1935
Sunbeam back to Australia

Peter Caunt discusses an Armstrong
Siddeley he owned then his involvement
with a double decker bus. Last month we
read about Bristol cars that were products
of the Bristol Aeroplane Co., this month it
is Bristol buses that originated from
Bristol Tramways & Carriage Co. They
actually assisted the two World War's
efforts by building Bristol aircraft.

Collecting miscellaneous items
relating to motor vehicles can be a life
time hobby, as I discuss.



Archie Marshall's life story
continues with many twists and turns.

Bendigo Sports Car Club newsletter
editor Brendan O'Donoghue visited the
Gaydon Heritage Centre (UK) and shares
his interest in some of the cars exhibited.

The name Roger Bond would be
known by old VDC members, here are
some photos he sent me in the 1960s
when he collected a vintage Jowett.

Peter Meyer sent in articles on
Bendix brakes and pre-selector gearboxes.
I don't include technical articles in
Country Motor. However I am compiling
technical articles for a Workshop edition.
If you have any technical articles that
would be of general interest please send
them in. Happy Motoring *David*

the
BRADFORD



In 1946 the true successor of the pre-war vehicle appeared, the 8-h.p. Bradford 10-cwt. van. Still with a flat-twin water-cooled engine but now with a sturdier frame and more modern equipment, the Bradford quietly got into line production and offered economy, long life, and simplicity to the thousands of tradesmen whom the war had deprived of transport.

Later in the year the Bradford Utility and the lorry appeared, primarily for the export market, whilst at home, having learned by experience or by repute of its economy and reliability, very large numbers of would-be buyers placed their orders, most of them to wait for delivery for a very lengthy period.

Early Bradfords did astonishing things. By 1948 one in Canada had covered 150,000 miles with a minimum of maintenance; in early 1947 one covered the arduous Sahara Congo route to Capetown, and Australia was developing special bodies of great variety to deal with conditions on the big farms. Sweden, Belgium, and the Argentine found these 8-h.p. vehicles capable of the hardest jobs.



An Introduction to

the BRADFORD



*The Jowett Bradford has been described as Jowett's **Unsung Hero**. Let me explain with a bit of history.*

Brothers Ben and William Jowett of Bradford, Yorkshire built their first car in 1906, a light two-seater powered by a flat twin side valve engine of 7 h.p. rating and, following a 4 year testing period, put the car into production in 1910. Steadily developing through the 1920's, they were strictly practical vehicles and earned a reputation for economy and reliability, with both cars and commercials using the same flat twin power unit. In 1935 a 4 cylinder of 10 hp was offered as an alternative engine choice. But the 1930's was a struggle financially; in 1936 the company, previously controlled by the two brothers was floated as a public company. Ben Jowett retired immediately, William in 1940.

In 1942, Jowett Cars Ltd new managing director, after setting up the factory to produce munitions for the war effort, brought in a young designer Gerald Palmer from MG to work on an all-new car to be called the Javelin and put in production at the end of hostilities.

Palmer's design resulted in one of the most technically advanced cars ever produced in Britain and sorely stretched the development facilities of the relatively small Jowett concern.

1946, war contracts over, back to vehicle production. But the Javelin was

still at least two years away from being ready.

Enter the Bradford. There were enough mechanical items stored from the pre-war stockpile to make an immediate start on chassis assembly and a quick contract with Briggs Motor Bodies to supply van and ute bodies got the factory rolling once more with a basically pre-war-designed commercial, the Model CA Bradford. As it turned out, this stop-gap measure was an immediate success and was kept in continuous production, to be followed by slightly updated Models CB and CC .

Nearly 40,000 Bradfords were produced before the factory closed in 1953 thus providing the economic stability for a new range of cars. Jowett's **Unsung Hero**.

Specification of the CC Bradford:

Engine: two cylinder, horizontally opposed, side valves, thermo-syphon water cooled.

Bore 79.4mm Stroke 101.6mm

Capacity 1005cc

Power: 25 b.h.p. at 3,500 r.p.m.

Clutch: Borg and Beck single plate

Gearbox: Three speed, synchromesh on 2nd and 3rd.

Chassis: Channel side members, tubular cross members, semi elliptic springs, hydraulic lever shock absorbers, 5 gallon petrol tank.

Brakes: Girling mechanical, 10" dial drums. Handbrake operates rear brakes.

Wheels: Ventilated steel disc, 5" x 16" tyres. Spare in compartment behind rear number plate.

Steering: 'Bishop' cam, 2½ turns lock to lock.

Electrical: Lucas 12 volt (6 volt on early models).

Body: Van body timber-framed with metal panels, two hinged rear doors, 93 cub ft capacity.

Weight: 15 cwt unladen, 10 cwt payload.

Equipment: Speedometer, petrol gauge, oil pressure gauge, ammeter, ignition warning light, choke control, starter button and ignition switch on central dash panel. On steering column horn push, dip switch, trafficator switch for semaphores, electric windscreen wiper.

Tony

Bradford discussion by Tony George

I receive my copy through Geoff Moor, editor of the newsletter of the VCC of WA, who then forwards it to branch secretaries who pass it on to local members. So it takes a while to get here. In fact, issue 26 has come from my long-term Jowett friend Steve Waldenberg in Yorkshire (UK) to whom I sent No.25, which was the first issue I received.

I notice that Steve has sent some recollections of his 1937 Austin 10, included in No.26.

As you have no doubt gathered, my cars are Jowetts, a Javelin and a Jupiter, now handed over to my grandson Lawrie. I contracted Parkinsons Disease in my early 80's and am no longer allowed to drive. Can't complain, I had a good run. I have sent a copy of an article about one of our trips with a restored Bradford van. This was originally written for the newsletter of the Jowett Car Club of Australia, so some references are possibly a bit

esoteric and may need editing out if you consider using it for "Country Motor". For instance, the saying "It thrives on hard labour" was used by Jowetts in period advertisements for the Bradford, and my comment "... .." Lay back and Rub our eyes" refers to the Layrub flexible couplings that Jowett used on tail shafts.

I loved your photos in Issue 25 of Perth and Fremantle taken when you and family arrived in 1960.

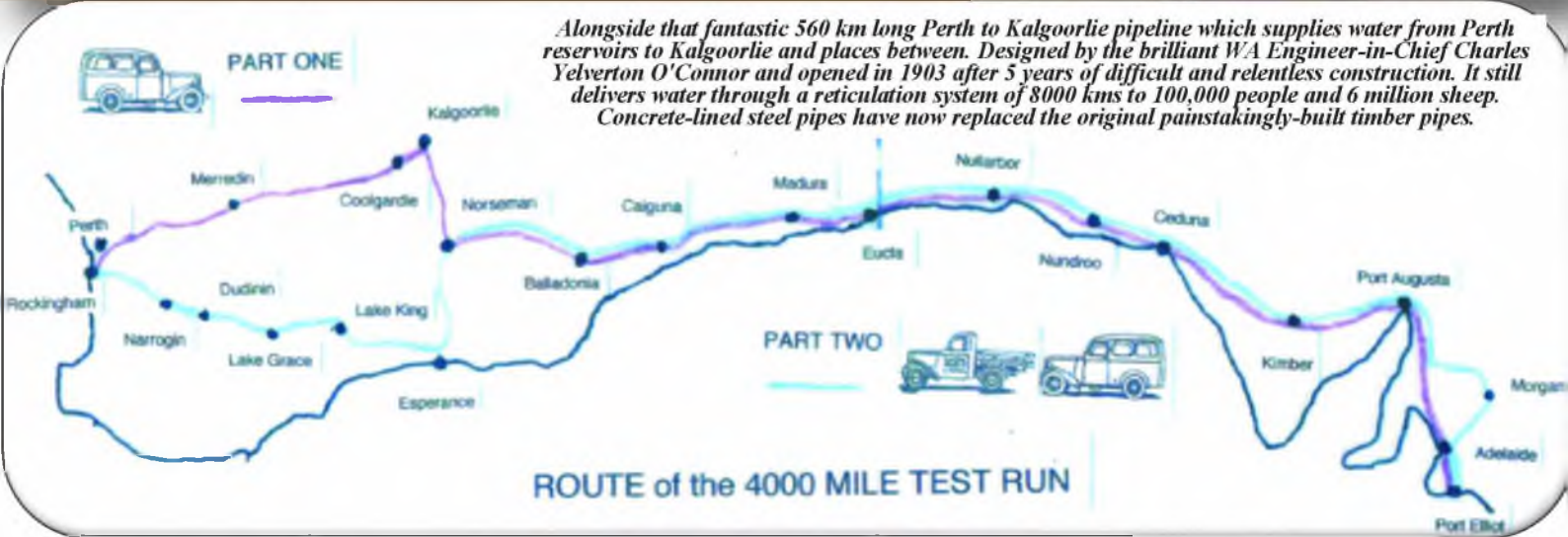
I started a fitting and turning apprenticeship in Perth in 1948 when I was 15 and my employers used the services of the Chev 4 truck you pictured. The owner/driver, who was getting on in years even then, had a rank in Wellington Street; if he was there, he was available for hire. He was just known as "Theo". Your photo was taken in Murray Street outside the Commonwealth Bank building. **Tony**



A 4000 MILE FLAT TWIN TEST DRIVE



Tony George, Perth WA



PART ONE: Rockingham to Adelaide It really all started at the 2010 Esperance WA National Rally when the number of attending Bradfords almost equalled that of Javelins and Jupiters.

There had been a recent revival of Bradford interest in the Australian Jowett scene, previously dominated by the overhead valve fours. Which then prompted the remark from Lawrie "Hey Grandpa, what say we brush the cobwebs from the remains of our Bradford and drive it to the 2012 Rally in South Australia" Fantastic idea. But let's go back to the state of the Bradford at that time.

As found (in 1985!) it was a non goer so we had no idea of how it drove or performed. No mechanical work had been done. What was left of the body had been stripped to reveal the rotten timber framework. The chassis had been steam cleaned and we had made a tentative start on the base timbers of the van body and that was about it. With other commitments we could only work on it part-time; but, nothing ventured no Rally experience gained.

As always with total restorations, the rebuild saga is a long story in itself and our planned deadlines for the completion of various items came and went. A few weeks before the time to leave for the Rally the final colour coats

were still drying! It left just sufficient time to complete the roadworthy details needed for the inspection for licensing. No chance of any short local checking of how it had all come together. But we hadn't come this far to Lay back and Rub our eyes. We would just have to do the test driving on the 1900 mile way across the Nullarbor.

Just before it was finished, Lawrie had moved to Melbourne to further his career but had arranged a couple of weeks off for the Rally. Monday the 1st of October was the Rally Registration Day and we had intended to allow a week for the journey to give us a realistic average of 250 to 260 miles per day. Hence the idea was to get away bright and early on the Monday before, the 24th of September. However, red tape with the licensing authority re the issuing of our vehicle plates took the morning to sort out and it was after lunch before we left the West Coast. Lawrie's wife Jade with 14 month old Kit and his grandma Kerry (Lawrie's mum) followed in the family Hyundai which was being ferried to Melbourne following their shift there and to act as a just-in-case back up for the "new" Bradford on its maiden voyage.

This first day was always

going to be the slowest. After the first 30 miles of the coastal plain, the scarp of the Darling Range has to be climbed to the plateau which forms most of inland WA. It's not exactly alpine, rising about 1000 feet but fairly quickly, then undulating for another 30 miles. In Bradford speak, 25 mph max. Towards the top of this climb it became obvious from the gearbox whine that some topping up of oil could be an advantage. During the runs for licensing there was some tail shaft vibration. The shaft was presented to a specialist balance shop who didn't want to know about it when they spotted the Layrub on one end. (A Hardy Spicer type universal was fitted to the front end to suit the 5 speed gearbox that was fitted during the restoration). There was no



Snapped by ringmaster Jade in the luxurious surroundings of the Kalgoorlie two-up school. Tony, Kit, Lawrie and Kerry.

time to shop around other “specialists” so two worm drive hose clips were included in the tool box for doing our own correcting en route. It was during this tail shaft removal that some oil was apparently lost. A top-up and all was well.

The opportunity was taken at this stop to fit one of the balancing hose clips. Eventually, over the following miles, both clips were used, best results being obtained with

one at the front and one at the back with the “worms” opposite one another.

Despite all the delays we were pleased with the progress the Bradford was making and stopped overnight at Merredin, 180 miles from the start for what was really only half a day’s drive. No delays in getting away next morning.

Day 2 - It was a steady run to Coolgardie for a lunch stop. The direct route to the eastern states from here is to turn south to Norseman but because Lawrie hadn’t seen Kalgoorlie before - and with the Bradford running so happily - we decided to include the extra 50 mile loop and spent the afternoon exploring goldfields history like the famous two-up ring, the reservoir which receives the water pumped along the 300 mile pipe line from Perth and the massive open cut gold mine called the Super Pit. Makes the 30 ton per scoop loaders look like Dinky toys viewed from above.

So it was late afternoon when we left for the planned overnight stop at Norseman, a further 125 mile run, and the last hour was travelled in darkness, happily not accompanied by those long-tailed boomers who like bounding across the road at dusk. All up 300 miles for the day. Getting better.

Day 3 The start of the Eyre Highway, flowing across the Fraser Range for 120 miles to a morning tea and fuel stop at Balledonia. We had no sooner pulled into the roadhouse when a chap came racing over, around to the front of the van, “A Bradford! I thought it was! Never thought I’d see one again. My parents had one in the 50’s; drove it from Perth to Melbourne when the crossing was a gravel track. Sold it there and the young bloke who bought it drove it back!” This became typical of the interest wherever we stopped. Someone either knew about them or was



A well photographed sign but never before with these two in the foreground!

intrigued. Amazing really.

What was disappointing and puzzling to us was the high petrol consumption. No more than 21 miles per gallon so far. Very un-Bradford like. (“The Motor” Road Test of a van on July the 23rd 1952 reported an average of 34.5 mpg.) There were no leaks, no signs of flooding, no indication that the engine was running rich and the carburettor was original with standard jets. An electric pump had been fitted. Maybe the fuel delivery pressure too high? Nothing we could do about it out there but hope for some improvement.

From Balladonia we head towards Caiguna along Australia’s longest straight road; 90 miles without a bend. A tail wind during this day, and the useful 5th gear, when conditions allowed 40-50 mph running, saw good progress towards the planned next overnight stop at Mundrabilla. Jade and Kerry would go ahead in the afternoon and arrange accommodation, then ‘phone back to let us know where. This time though, Mundrabilla was a full house so there was no option but to carry on a further 41 miles to Eucla on the WA/ SA border. Another hour’s drive which well and truly meant running after dark and it was 8.30 before we stopped. Kangaroos were thick that evening but the Bradford, running somewhat slower than the 110 kph of the trans Oz trucks, managed to dodge them all. Day 3 covered 435 miles. Now we’re getting somewhere!

The 900 mile run across WA means a new time zone and the clocks

are advanced ¾ of an hour for “Central Time”. Away bright and early and into South Australia. The Highway here runs close to the coast, which at this point consists of tall stone cliffs pounded by the Great Southern Ocean. These are the southern edge of the Nullarbor Plain, officially the world’s largest single piece of limestone, covering 200,000 square kilometres. Only been away from the sea for three days but it was a lovely sight!

Then to the start of the Treeless Plain as we head to the roadhouse in the middle of it - Nullarbor. No prizes for



Jade and Kit study history at the Kimba stop. Tea break at Kimba. Halfway across? Who’s going to argue anyway.



guessing that one. \$2.00 per litre (compare with a city price of \$1.40) makes the cash register spin like crazy and I’m sure there was no brake on it when the nozzle lever is released. Still no improvement in the fuel consumption. Another thing we found with filling the Bradford tank was its tendency to blow back with the flow from modern pumps. We generally managed to splash the boots. Part of the Bradford scene - that petrol aroma in the cab following a tank fill. From Nullarbor we still have some tail wind and the undulating road means 50-55mph downwards in 5th, then back to 4th and 40mph on the upward inclines.

The standard top gear of the Bradford gives 15.3mph per 1000 engine rpm, and 5th gear on the Suzuki box we had fitted increases this to 19mph at the same engine speed. Hence at 40 in 4th and 50 in 5th the engine is

running around 2600rpm, a happy gait for a Bradford engine. There's a wonderful contentment in sitting back, watching the endless landscape unfold, with the little flat twin humming away happily. You reflect back to the somewhat more turbulent days during restoration and think "Yes, it was definitely all worthwhile". Jowett bliss.

Through the Aboriginal settlement of Yalata, then Nundroo to Penong. It's here that wheat farming starts again after about a 1000 mile stretch from the eastern end of similar farming in WA. Wide country. As Edward John Eyre described the Nullarbor on his historic trek across it, "a hideous anomaly, a blot on the face of nature, a sort of place one gets to in bad dreams". Well, maybe so, if you chose to walk across it. But the simple fact is, Edward, you should have used a Bradford van. Plenty of room for all the tucker and the only extra you would have needed was a passenger seat for your faithful Aboriginal companion Wylie. (Interesting how that name crops up in Oz Jowett history). This evening's stop was at Ceduna where, once more, the Highway meets the coast. Day Four's run was 310 miles. Still on target. We replenished our oil supply here with another 5 litre container of 20W-50. Engine oil was topped up at each fuel stop and worked out around a ¼ litre per 200 miles, or 3000 mpg, quite on par for a 1950's engine of this size. Particularly for a flat twin when one considers how hard that little crankcase breather valve is working, opening and closing at each revolution of the engine - some 3000 times per minute. Inevitably a whisker of oil mist is going to escape each time.

Heading off to Port Augusta for our next overnight stop and another 300 mile day, the engine developed a miss and eventually stopped. Fuel starvation, and an inspection of the filter showed why. The original seal on the tank cap had long since disappeared and a last-minute job before leaving was to cut a rubber replacement. This had gradually shrunk and at one fill it fell down the filler tube into the tank where it had broken up. Smaller bits came through to the filter but obviously there was a larger piece still blocking the suction pipe. At that stage, with little room to get off the road and with high velocity trucks whistling past inches away, it was decided that a quick fix would be most prudent so the line was blown through, a new filter fitted and we were off again, hoping that what was left in the tank would disintegrate to be caught in the



Two Bradfords, "thriving on hard labour", storm Horrock's Pass in the Flinders Range, South Australia, 450 metres above sea level. Once through the Pass, the road drops quickly to the coastal plain to join the highway to Port Augusta. Two motorcyclists who had passed us on the way up had set up video cameras to film our descent. Will they become famous in a travelogue? Or maybe it was just to prove later that they weren't dreaming?

filter. No fault of the Bradford, that stop.

Day 6 An easy run of 186 miles on the final leg to Adelaide. We have to get used to heavier traffic and signals again as we approach the city which brings the average travel rate down but there are no more fuel problems and we arrive at our North Adelaide lodgings at 2 in the afternoon. The 1900 mile/3000km trip had taken in effect 5 days, 4 full days and 2 half days. So we were in time for the Bay to Birdwood Classic Vehicle Run on the following day after all, which we hadn't expected so hadn't booked to be part of it. But we drove



The Rally Presentation Evening. The Bradford was happy too and patiently waiting for the 2000mile return journey

there independently to say hullo to the other Jowetts and owners. That remaining piece(s?) of rubber in the tank were making their presence known again so Lawrie ran the tank dry, thinking we may have to remove it for cleaning.. Happily though, the offending bits had settled near the drain plug and with this

removed, a bent split pin, good eyesight, a steady hand and a penlight torch he was able to gradually extract them. Phew!! A top up from our jerry can and we were away again. Never to have this problem again.

Monday was the Registration Day at Victor Harbour, the Rally venue on the coast 50 miles south of Adelaide, travelling via the Kelly's home at Forreston for an initial social gathering and morning tea, then to their farm, an inspection of the large collection of Jowetts and a welcome lunch before heading to our holiday cottage. And a final clean of the Bradford before the Main Event!

PART TWO Adelaide to Rockingham (or, The second 2000 miles) Lawrie had done all the driving on the trip over and during the Rally but I was on my own for the return drive, with Lawrie, Jade and Kit carrying on to Melbourne and Kerry flying back to Perth. So I joined the convoy of Brian Hehir and his much travelled lorry (this was his Bradford's 14th crossing) together with Barry and Johanna Harding (not finished-yet vans), Nissan Patrol and caravan. Barry wanted to call at his brother John's place at Morgan on the return trip to arrange collection of tyres for his Bradford. On the way we were invited to lunch at Frank and Mary Choate's farm and to have a closer inspection of their recently acquired Mead Jupiter and an awaiting Javelin restoration. Frank gave us a great tour of inspection, leaving just enough



The trusty Bradford wrist chronometer kept up with all the time zone changes

time for the Bradfords to make it to Morgan before dark. Well, that was the plan, but, alas, when pulling out from the fuel stop at Blanchetown, just a few miles from our proposed destination, Brian lost drive, diagnosed as a broken back axle. Barry towed the Bradford to an open area behind the roadhouse and it was out with tools, lights and on with overalls. The break was in the usual place at the inner end leaving the broken off piece in the diff so the other axle and housing out as well to



On top of the Madura Pass with the wide, flat coastal Roe Plain stretching away in the background. Madura itself is some 70 metres below.

At Eucla (travelling West) the Eyre Highway descends from the plateau to this plain for 112 miles, before returning to the high ground up the Madura Pass.

Brian and I had waited before pulling out from the roadhouse to let an oncoming road train have a good run at the hill. With this and correct use of their multi-speed gearboxes to keep the 500 hp engines on the boil, they can make it to the top at a fairly reasonable pace. But in this case he completely lost the plot before half way up so we not only caught up but were brought down to a 1st gear crawl so slow you could feel each cylinder fire

remove it. A spare axle is part of a trans Australia Bradford emergency kit and by 11 that evening all was ready to roll next morning. A \$3 hot shower before lights out was most welcome after the cold winds which accompanied the job.

At Morgan, advantage was taken of brother John's workshop to do a check on the Bradford's toe-in because signs of uneven tyre wear had shown up on the trip over. Some long lengths of square tubing and a tape allowed sufficient checking for improvement for the return

journey. From here we travelled north and west to pick up the road to Port Augusta once more. On the first day we were met with icy head winds, rain and hail, which fortunately was not large enough to cause



Commercial Break - in amongst the heavies at the Madura lunch stop. The Austin 7 on the transporter in the background was getting a lift back to WA after an Austin Rally/Bay to Birdwood participation. They tuck in anywhere with hood down.

damage to the paint-work or the vinyl roof. But it was slow Bradford progress. At our campsite that evening, Barry had pulled the caravan clear of a tree where he had first parked so that the two Bradfords could park alongside. A wild storm that night brought down a massive branch from that tree. Any Bradford parked under it would have been flattened. Is it too much to think that Ben and Willie were looking down? On this voyage back to the West, Barry and Johanna's caravan was our refuge from the cold, a dining room for morning/afternoon and any other time cuppas, for breakfast and the lovely

lunch sandwiches and evening meals that Johanna served. Bradford owners are so intent on keeping their steeds going that they forget about these necessary details. Many thanks Johanna. You really kept us going.

So, with a supermarket stock up at Port Augusta we were off again back West. Wow, what a change that was from what we had been through. Day temperatures climbed to 36°C after 4°C overnight. In Bradford terms, water temperatures hovered around 200°F while oil

pressures dropped to 25psi. The oil must have been thinner than water. Normal operating pressure was 45psi. A relief for man and machine when we stopped near Nundroo for the night.

South Australian time had been advanced a further hour for their daylight saving summer period making a difference of 2½ hours ahead of WA which does not alter summer/winter times so our timepieces were steadily adjusted. During the trip there were five time changes! Not exactly jet lag



A rare bit of greenery on the Treeless Plain. The gravel verge was used to let the fast moving road trains have the full width of the sealed road as they passed. As well as preventing the possibility of being showered with stone, (hard to find Bradford windscreens on the Nullarbor) it helped them to keep rolling and was acknowledged by a friendly right/left flash of their indicators

inducing but it meant we were up in full sunshine before 5.30am, a couple of hours earlier than the cold, wet morning experienced through inland SA.

Hence through the overpriced petrol zone to Norseman where, this time, we firstly turned south towards



A lonely Bradford on the 9 km causeway across Lake King, south-east Western Australia. This region is dotted with lakes, vast in area but shallow and at this time just a dry salt bed

Esperance then west to Dudinin (Barry and Joh) and Narrogin (Brian), leaving just 100 miles to complete the return trip of this Test Run solo. Total distance travelled Rockingham to Rockingham was 4030 miles. Maybe a tad more than the usual checking run?

So, what were the results of the test? Without a doubt, the most satisfying was the way the Bradford handled the journey without major drama or fuss, considering it was virtually untried by us beforehand. Crossing Australia in Bradfords isn't new but to do it personally in your own restoration, recalling every nut, bolt, nail and screw while the miles slip by is a wonderful experience.

As far as the mechanicals are

concerned, there's just a couple of items to be checked. Steering geometry needs correcting. There is some uneven tyre wear and steering effort is a bit heavy. According to "The Motor" Road Test, "the steering of the car is very light". So, room for improvement there. Some wear has shown up in the steering box too. Roads were quite rough at times and backlash in the steering system caused the van to dart around on the uneven surfaces. Radial tyres are fitted, 175/75 R16 fitted tubeless and running at 34 psi. A reduction in pressure will be tried for a less jumpy ride. The rear suspension is lively too, partly because it was not carrying its full 10cwt load. And then there's the high fuel consumption.

Lawrie found and fitted a pressure regulator in Adelaide to the delivery side of the pump. So far experiments with this haven't done much to improve things. We also tried lowering the float level but we're still way off 34 mpg.

Relatively speaking, these are a couple of minor details. Overall it was a great performance from the little 60 year old. Rain, hail, storm or shine, they'll take it all. Tony and Lawrie George (with Jade, Kit and Kerry).

Footnote: Brian has added up the daily figures from his odometer for the return trip, Rally to Narrogin, to 1790 miles and all up he travelled 3675 miles. So together the two Bradfords covered 7705 miles in approximately 3 weeks. That's a big, long pull. One could definitely say that not only do they still thrive on hard labour but also in handling long distance cross country jaunts. Can you imagine a modern computer-reliant, plastic fantastic doing the trip?

Never know what you'll find on the run across Oz. (Apart from Bradfords, that is) Fortunately the descendants of this smiling little beast, the remains of which were discovered at Poochera in South Australia in 1977, are nocturnal and live deep underground during the day with the opening to the nest closed. With that set of legs they'd probably outrun a Bradford, even if it was fitted with a souped-up CD engine, same 60 years on? (Accompanying photos were taken by, Brian, Barry and Joh, Jade, Lawrie and Tony) **Tony**

More on Bradfords & a Jowett

Wreck of the Month

A sad wreck of a Bradford on a local farm, pretty well picked over.



From the Victorian Police 'Complete List of Motor Vehicles' 1956 - Bradford Jowett 1946 -1948 2 cyl. bore & stroke, 31/8th x 4'' 7.8hp, 8 cwt carrying capacity. Sample engine numbers: 1946 D7CA1173, D7CB8385, 1947 DSCB10885 and 1948



1934 Jowett 10hp 2 cyl owned by Ted Barnsly, Cumberland Road, Pascoe Vale (Vic) (June 1968)



Reading Bryce Strong's over heating problems in the current issue brought back some memories.

I bought my first Jowett Javelin in 1978 having hankered after one for some time. I had restored both an E493A and a 100E Ford at that time and wanted something with a bit more "poke"

A Jav came up for sale in near by Guisely – home to the world famous Harry Ramsden's fish and chip emporium (now sadly closed but still there under another owner).

I paid (from memory) the grand sum of £375 for the car which was black and in reasonable condition. It was a late, 1953 model, de-luxe trim. Driving the few miles home it began to overheat. I soldiered on and managed to get home ok. I did the usual checks – coolant level, condition of hoses and all seemed ok. I had to do some body repairs, the rear wings were rusting up their leading edge and obtained a couple of good g/fibre repro wings from a Jowett specialist. The wings bolt on so removing the old, patching up the inner wing and replacing was no hard task for me. I had previously restored a 1953 Ford E493A Prefect.

The first long run out after these repairs was to visit a Ford owning friend near Hull. And the car boiled the whole way. I remember stopping in Howden at a garage for water.

At my friend's we decided it was best to remove the radiator and in one of his cars, I drove home with it and my family. The rad went to a specialist firm in Leeds who re-cored it with an extra row of cooling tubes. I returned the following week and we re-installed the radiator.

At that time I ran a small city centre print shop and one of the engineers who serviced the small litho press, mentioned his father worked for Jowetts in the day. My ears pricked up, obviously and he gave me his dad's address. I duly went to see him – Len Shakleton – and had a lengthy chat with him about his time both with Jowett Cars in Idle and later at their service depot at Howden Clough, where for ten years after cessation of car manufacture and the sale of the Idle factory to International Harvesters, spares and service continued to be offered.

Len, on hearing of my overheating problems advised me to stick the foot of a lady's nylon stocking into the rad header tank where the top hose entered from the engine. He advised that the alloy block was prone to create silt which would have blocked the radiator. My wife's drawer was raided and a foot section cut off a pair of tights and duly inserted into the rad and held in place by the top hose.

After about 3 weeks of regular use, I removed the "filter" and was amazed at the amount of silt it held. Silt which if un-

checked would have soon blocked up my new radiator. I left this filter in situ for some years and never after that had any overheating problems.

This particular Javelin was sold in 1988 and for a few years I had a Bradford Utility. Sturdy but slow, I hankered after yet another Javelin and found one ripe for restoration in 1994. (photo attached). This one came with a reconditioned engine, gearbox and radiator. It only needed its tatty body sorting and a new wooden floor. I finished it in time for the golden jubilee of the Javelins introduction (1947 – 1997) and enjoyed using this lovely car until I had to sell it when we moved to a smaller property with limited garage space, in 2017.

The attached photo was taken on a JCC rally in Hovingham, North ~Yorkshire, 2004.

Steve (England)

Javelin Saloon: Engine: flat 4 cyl., 1,485cc, 72x90mm. Valves: ohv push rod, compression ratio 7.2:1. Suspension: front & rear torsion bar. Brakes: Girling fully hydraulic. Tyre size: 5.25x16 Performance: max speed 80mph, 30mpg, fuel tank 8 gallons.

Prices Saloon £695 plus PT Total £1,082
12s 3d, Saloon de Luxe £775 plus PT
Total £1,207 1s 1d. (1952)

Jowett's Stalled Projects

Two models sadly did not progress from the prototypes. Despite creating great interest at the 1953 Earls Court Motor Show the company was on its knees and failed.



'The Cars That Got Away. Ideas, Experiments & Prototypes' was authored by Michael Frostick in 1968. It covers many cars that never achieved production due to a variety of reasons. In the case of these two Jowett models that appeared at the 1953 Earls Court Motor Show they were never seen again. The company ceased manufacturing cars and these models were shelved. One wonders if any of these prototypes have survived?

The family models, known retrospectively as the CD had a two cylinder engine. All technical details and drawings have been lost. It transpires that car was to have been a development of the Bradford van, using with Javelin heads and over head valve gear fitted into a monologue body/chassis with a 4 speed gearbox and near enough Javelin suspension. The car was fairly stylish for the day and no doubt would have continued the reputation of reliability of the Jowett brand.

The second model, known as the Jupiter R.4 was to be the replacement of the aging earlier Jupiter, created a lot of interest at the Motor Show. The engine was a development of the current flat four raising the compression ratio to 8.5:1 giving 65bhp at 5,000rpm.

Comparisons to the earlier Jupiter were inevitable. The style of the modern sporty body was certainly a major improvement.

The main departure of the new car lay in its chassis, which completely threw away the tubular ERA design by Prof. Ing. Eberan von Eberhorst. It was 25% less weight than the Mark 1A model, reduced to 14cwt. The use of the Bishop cam steering box in place of rack and pinion seemed a backward step. The rear suspension again appeared not to be an improvement. The complicated torsion bars and Panhard rod was replaced by conventional semi elliptic leaf springs. A Laycock over drive was inserted between two cross-members and used to divide the propeller shaft into two sections. This version reduced



the engine speed by 18% and gave a theoretical maximum of over 100mph.

The two Zenith 30.VM carburetors were supplied by an A.C. mechanical fuel pump. A Borg & Beck 7¼" clutch conveyed the drive through

a 4 speed gearbox. Extra equipment included Laycock de Normanville overdrive, detachable plastic coupe' top, aero screens, undershield, heater, tonneau cover, radio and turbo-discs.

David



PMCH Act and the Repatriation of a 1935 Sunbeam

Wendy Muddell

Australia in what are now termed the veteran and vintage years had a wide range of vehicles on its roads, or on what passed for roads at the time.

The ubiquitous Model T's were everywhere, but were interspersed in generous quantities with vehicles originating from USA, UK and Europe.

For some residents money was no object in their choice of a car and it was not uncommon for potential buyers to make the (slow) trip particularly to UK to choose something they felt appropriate for them. In this way many interesting vehicles came here and complying with government legislation over most of this period, two in three were bodied here in Australia. So many cars running here were unique, even before they developed their own history through ownership and events in which they participated.

At some stage in the 20th century the Federal Government had the thought that many vehicles here are unique and maybe should be kept here and protected from exploitation from leaving Australia. This idea is not in itself unique. Try living in a historic house for example and you might be surprised at what you cannot do with it!

Australia has little enough history in the 250 years since James Cook dropped in and it could be considered important for Australians to focus on preserving some of our individuality here, where it belongs?

The Protection of Moveable Cultural Heritage Act 1986 set out to provide some strict guidelines to keep

here some of our history. It protects Aboriginal and other art, war medals including Victoria Crosses won by Aussies, items of scientific interest (includes motor vehicles) and much other moveable stuff which includes stationary and portable engines for example.

Experts in all categories have been appointed throughout Australia to advise the government. A difficulty, among others, is the "high bar" which has been set in the legislation. Another is the allowance for an owner to self assess his/her vehicle for significance and decide whether an export permit is required. Many cars which have been sold overseas would not qualify to remain here, because they, as an individual example have no particular significance to Australia's cultural history.

Secondly, prices offered for "special" cars from elsewhere mostly exceed prices paid here and the Act is simply ignored with no penalty or repatriation available.

About four years ago there occurred a consultative process to make this legislation more workable, and there were many suggestions for some improvements. However the process to draft these suggestions into the Legislation's meaning and effectiveness is extremely slow and at the moment there is no guarantee that the gaping holes therein will be addressed. Let us hope they will.

In 2001 a 1935 Sunbeam was exported to UK by the executors of an estate, based in Sydney, with no

assessment of its significance, "if any". This car had a history with the Bank of NSW (now Westpac) having been purchased by Australia's First Bank and indeed first company.

This car carries a Diskon & Molyneaux body (Sydney). It was mainly for the transport of the Chairman of Directors and the General Manager Australia and SE Asia, plus other bank duties as required. Other Sunbeams were purchased, but this is the only one with an Australian built body.

Its entire history and owners are known, it is in very correct condition and indeed in good order with all its original mechanical, etc components. It had but one owner in UK, who recently put the car on the market and this information was picked up in Australia.

This car has now been purchased by an Australian chap whose family has a close and direct link with one of the Bank Officers for whose use it was purchased! The many hurdles to be overcome in bringing any car into Australia have almost all been cleared (including the dreaded "asbestos certificate") and it will in due course be arriving in Australia to its "new" home.

To my knowledge this car is the first of those many exported with no nod to the PMCH Act, to be brought back to where it *really* belongs!

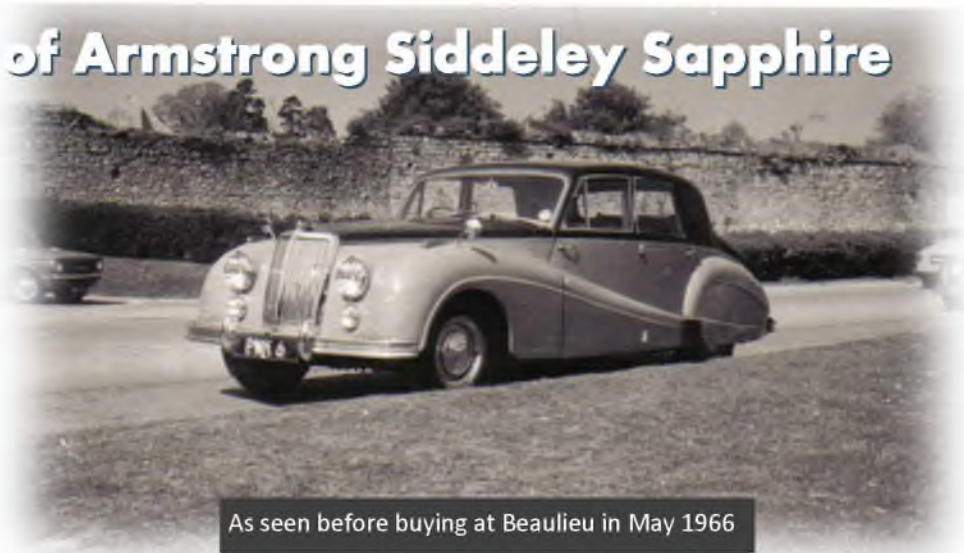
Wendy



A Potted History of Armstrong Siddeley Sapphire

PNK 6

Peter Caunt,
Hawks Nest, NSW.



As seen before buying at Beaulieu in May 1966

The car was supplied by Appleyards of Welwyn Garden City in Hertfordshire, England, being Chassis Number 340372, Engine Number 340381 and having the rare four-light body numbered 25.2.0033. The four light style was produced only on 381 examples of the Mark 1 and 2 models of the Sapphire, construction of which eventually totalled almost eight thousand cars. The livery was shown as "two tone green" being, in effect, the extremely popular Corinthian Green over Langham Grey - dark over light green. This was one of the most popular liveries on Sapphires and looked very smart.

The car was first registered on Friday 12th June 1953 and was allocated the Hertfordshire County letters and number of PNK 6. (The "NK" denotes the County of registration.) As one would expect, the number plates were of the high class "Ace" series with raised silver letters on the standard black gloss background. The car's interior was in light green leather which complemented the paintwork and made, as one would expect, a most impressive car from the Armstrong Siddeley stable. The transmission was the popular preselector gearbox with the unique Sapphire electric selection of the gears through a small switch to the left of the steering column.

The introduction of the Mark 2 Sapphire - with automatic gearbox and power steering options. Power steering was an adventurous option for the usually staid Armstrong Siddeley marque but was a popular one due to the weight of the Sapphire at one and three quarter tons. Armstrong Siddeley was the first British Company to offer power steering on a normal production car. The first Sapphires were known as "3.4" models, being 3.4 litres in engine size. The advent of the Mark 2 models brought the "346 Mark 2" title to the fore, the earlier "3.4" Sapphires then being termed "Mark 1 Sapphire 346" to distinguish them from the later cars. "346" - the "6" meaning, of course, six cylinders was necessary since the Company planned to introduce a smaller two litre Sapphire based on 2.3 litre engines of four and six cylinders which were to be known as "234" and "236" Sapphires.

The later "Star Sapphire" was a vast improvement on the older "Sapphire" model and came with an automatic gearbox and six-light body

without any options of four light style or preselector gearbox. The Borg Warner DG 250 automatic gearbox had a hold mechanism for third gear which was variable - unlike the Jaguar "on/off" system - which made the automatic gearbox a delight to use.

The writer saw PNK 6, at a Rally at Beaulieu, The National Motor Museum and test drove it and bought it, travelling down to London a week later by coach and then by train to Worthing with Geoff Murray, his friend who lived in London and had attended Beaulieu the previous week, to collect PNK 6 from its present owner, Mr Cox. The princely sum of eighty pounds completed the sale and the two friends returned to London with PNK 6 for a late lunch. By 3.00pm, the writer was on his way North with PNK 6 to start its new life in Manchester which would still be continuing sixteen years later in Australia and the car was finally sold after 38 years.

However, that is to overtake the story. The car was in basically good condition and continued in the writer's ownership until September 1967 when Geoff Murray of London bought the car since the writer wished to sample a Star Sapphire. Geoff had the car until March 1970 by which time it was languishing in a lock-up garage in Clapham, near Geoff's flat since he had run it into a lamp post when collecting garbage for the Council for whom he was a Councillor. This was in winter and he slid off the road in the ice. The damage was to the bumper and front grill and Geoff was about to be married. His fiancée very generously offered the car to the writer "to take and give us money if you wish or don't if you don't think it is worth it" which was an offer not to be ignored since the car was far too good to scrap. (How many ladies have you heard saying something as sensible as that!) A visit one weekend to pump up tyres, slack off rear brakes which were seized on and swap number

plates from the writer's current Star Sapphire - not to be mentioned in public! - enabled the writer to drive PNK 6 home to Manchester in the night which, to the car's credit, it did without any problems. Rectification of brakes and some rear wing rusting was undertaken and then the decision was made to modify the car! The writer bought a dashboard from a scrapped Star Sapphire in the yard of Motolympia of



Main sill alongside the rusted old item.

This work was done in England in 1975/6

Repairs to A-Post

Welshpool. Since the proprietor of Motolympia

was not sure how to wrap the dashboard and post it, the writer collected it himself. On viewing the donor Star Sapphire, the decision was made to also purchase the seats, despite having two friends on the trip. Clever stowing of the seats enabled everything to be fitted into the rear of the writer's Star and boot, leaving the front seat comfortably available for the three travellers. So the refurbishment of PNK 6 proceeded with Star dashboard and seats fitted. The Star seats provide vastly improved comfort over the front bench seat fitted to PNK 6 and most of



the production Sapphires. The dashboard was fitted with the later Mark 2 instruments which were the same size clusters of 5" diameter. This work took place in April to June 1970 whilst the writer was the owner of a 1960 Star Sapphire.

Marriage in September 1971 called for some economy of motoring and PNK 6 was sold to another friend, Roy Landsbury of Manchester who retained the car until June 1973 when it returned finally to the writer. Later, an MGB ran into the back of the car when it stopped at a pedestrian crossing and the MG did not! Repairs were carried out but the boot lid did not come out well. At this stage, a Star Sapphire limousine boot lid was borrowed from a friend and a fibreglass mould made and then a new GRP boot lid was made and fitted and provided extra space for luggage and tools necessary in case the Sapphire "failed to proceed", as they say!

This was the time after the writer had re-purchased PNK 6 for the final time. By this time, the Mark 2 prototype Star Sapphire's appearance had totally impressed the writer and full daily use of the car with significant night running provided the excuse for fitting twin headlights to the front wings which were to give improved illumination at night when compared to the original "pre-focus" type single headlights. Headlight bezels from an Austin 3 - litre saloon of 1969/70 vintage were almost identical to the Star Mark 2 prototype and were used on the conversion. This work was carried out whilst the car was off the road between April 1975 and December 1976 for the fitting of new main sills. The front wings were in need of attention but not terminally unsound. They were cleaned up and moulds made in fibreglass from them and new front wings made from the moulds. Once made, the headlight area was cut out and a section made to fit twin headlights was fitted to each wing and grafted into the structure. The wings were bolted to the car with new metal shut face plates which were read-lead and painted to resist England's winter weather and salt. The lightening holes in the inner faces of the new sills were covered with a fibreglass patch and the sill interior painted and filled with fish oil for preservation.

By December 1976, the car

was ready for the road and, with a successful MOT under its belt, made a successful foray to friends at Nottingham before Christmas.

After standing for eighteen months during the sill and front wing replacement, only a few occasions occurred where the engine was run and then for enough time to allow it to reach running temperature to

blow out the condensation. However, rings must have stuck and rusted and the car began to burn oil. A replacement engine was fitted and immediately showed that the battery was on its last legs since it could not turn over the new engine with its improved compression! A new battery solved the problem, much to my wife's relief and that of the neighbours who had been coerced into assisting in pushing the car back into the driveway!

The car was still in its traditional two tone green paintwork and a desire to repaint into a light green over cream, after having seen a Star Sapphire in this livery some years previously, came to a head. In September 1978, the car was stripped of its chrome and repainted by brush using the Automotive Products "Repaint" paint for the green which was a fifty/fifty mix of dark green and "Ford Spruce Green" of the "Repaint" colour chart. The rich cream lower colour was from the Woolworths Household gloss paint colour chart and was found to be a most durable paint. The appearance of the car was devastating after this change and people would ask whether or not it was the same car! Due to problems with the width of the driveway, the car's first outing to our friends at Nottingham



Kincumber, on Central Coast of NSW in the bus depot where I worked on Albion and Leyland Viking buses. I worked for various bus companies in Australia (Central Coast of NSW) and also UK before I emigrated in 1982. I also owned a 1939 Bristol K5G double deck bus which four of us bought from North Western Road Car Co when it came out of service in July 1965. Now owned by a couple of lads at Manchester Bus Museum and still going strong.

allowed the writer to stand the car inside their double garage - with their fleet outside! - whilst the doors of PNK 6 were kept open and the edges painted!

The Star Sapphire has a chrome trim between the two colours. The Sapphire does not have any chrome in this area and relies on a painted coach stripe to divide the colours on two tone liveries. PNK 6 now has an orange stripe between the colours to divide the cream from the green and looks very smart with this option.

The car was brought out to Australia when the family emigrated in June 1982 and was collected from the shippers in Sydney in September 1982, taken to Ryde Registry, tested and registered LYW929. It later received the registration PNK 006 for a \$50.00 charge. Without the zeroes, the charge would have been an annual, higher amount!

The car continued to be our main car in Australia but was later sold to a member of the Armstrong Siddeley Club in Melbourne. He later sold it to a person who lives in Queensland so I hope it is still doing sterling work for the new owner.

Peter



I generally read motor magazines, however at night before turning the bed light off I read novels.

Its strange I never know where or when I purchased many of my books. This book has the author's signature so it must have been at a book launch. It was published in 1990.

It is a story based on the 1956 Redex Around Australia Reliability Trail. If you are in the know you would be aware that it was only held in 1953, 1954 and 1955. Yes this is an account of what might have

happened had their been a fourth Trial.

Many characters are real people but of course the story is fiction. The author has experienced Reliability Trials and describes well the suffering that both drivers and navigators go through. Especially when the forces of evils are attempting to derail many competitors so an American driver can win and create instant wealth for a criminal who has a huge wager on his success. Gelignite Jack Murray's Aussie expressions are hilarious. A good read.

David



Bristol Double Decker Bus

**432 – AJA 152, a Bristol double deck bus of 1939, rebodied by Willowbrook in 1951
Owned by North Western Road Car Co. Ltd of Stockport, Cheshire, England**

Peter Caunt

432 was to be taken out of service in July 1965 and was in the last batch of Bristol double deck buses withdrawn by North Western. George Philpot, a friend of mine and two others – John Tweed and Richard Higgs – made up a “432 Syndicate” who purchased the bus for preservation and acquired it on 1st August 1965.

This was quite early in the era of preserved buses although 432 was certainly not the first to be preserved. However, finding accommodation for a double deck bus was not easy in those days since such things were not usually known to be in need of preserving or being looked after! We were lucky to be able to start off by parking it alongside the garage of Melba Motors in Reddish near Stockport, a subsidiary of North Western. This was in the open alongside the garage so was not immune from the local lads using the upper deck to provide a smoking parlour. We did fit doors to the rear open platform but like most doors, they kept only the honest people out and not those used to opening doors! Happily, the worst damage was ash and cigarette stubs on the front upper deck floor so we were lucky.

About six months later, we were able to store the bus in more secure premises although not exactly well designed for the purpose of holding double deck buses. This was part of the old Buckley Mill just north of Rochdale, about 14 miles north of Manchester and we sub let from a chap who had rented and larger area for a couple of fire engines and cars. The “lean to” area we were in, needed the first two layers of roof tiles and the appropriate

timberwork to be removed to provide the height clearance required. 432 was, fortunately, a lowbridge design of 13 feet 3 inches height, other lowbridge buses sometimes being 13 feet six inches.

In this environment, we did work on the brakes and engine of the bus and also checked the lubrication. The brake booster was on the chassis under the offside front seat in the lower deck with an access panel. It was easy enough to reach but showed that it was devoid of oil in its sump so this was corrected with a much better braking effect. A fuel filter needed replacing since the housing was cracked and the brakes were relined – by North Western’s Manchester garage where I worked at the time. They also steam cleaned it and sprayed it silver underneath in accordance with requirements of the Ministry of Transport testing of those times. For this annual test, we usually took the bus to Rochdale Corporation who were used to this size of vehicle and who were always very helpful.

One of 432’s interesting functions was to visit George’s Uncle who lived on a small farm in North Wales – at Bron yr Erw – up a mountain! He had an old Armstrong Siddeley Sapphire in need of repair and I bought it for five pounds –

those were the days! – and 432 towed it home to Manchester. (*see below*) I got it going and sold it later, having bought one in better condition.

Naturally, we attended rallies – usually steam fairs where larger vehicles were welcome – but also some car rallies where the larger vehicle was becoming an added attraction. One of these was at Beaulieu, the National Motor Museum as it became, Lord Montague’s Estate. It was here that cars were in attendance and I bought an Armstrong Siddeley Sapphire of 1953 which was an entrant for sale. Registered PNK 6, this car stayed with me for the next 38 years, coming to Australia in 1982 with the Family.

The round trip from the Manchester area to Beaulieu was about 540 miles, quite a long run for UK events although more modern times see preserved buses

**(above) 432 and 364 at High Torr Private Hotel at Matlock Bath, Derbyshire with Mike Goodwyn and George with the respective buses
July 1968. 432 in Marlborough en route to Beaulieu. 1.5.1966**



432 at Bron yr Erw, North Wales, about to tow my Sapphire to Manchester – 125 miles!

roaming the whole of UK to attend various events.

George, our leader, had moved from the Stockport area to Pembrokeshire in South Wales, where his family had a holiday house. On one of his visits, to Manchester, he noticed that the rear platform window had some soggy woodwork in the corners of the window. I decided to look into this during the winter and in 1968/9, we started to pull the panelling off the rear only to find that the whole timber frame was rotten. Fortunately, this was done in the mill and every so often, the engine was started and run for half an hour or so to blow the condensation out of the engine and exhaust system to stop rot setting in. The work took us a full year. John managed to get the curved sections of the rear frame cut by North Western's main workshops who still had the drawings and he also made the new staircase to replace the rusty one that we found as the rear was dismantled.

By the end of 1969, the bus was registered and the staircase fitted and it was George's turn to have the bus so John and I drove it the 250 miles to Pembrokeshire. We went overnight on a Friday to arrive in the morning at Hook where George and his wife were then living. John drove for the first half of the trip and I drove his mini van – for getting us back once the bus was delivered. Halfway, I took over since I knew the route and we got to Fishguard in the morning. It was cold, of course, being December and as we were going down a long not too steep hill, I saw a semi-trailer jackknife ahead of us – black ice, I thought - so got the bus to the side of the road and with the nearside wheels on the grass, braked and stopped. I jumped out of the cab and fell flat on my back due to the ice on the road. We waited about an hour before carefully continuing the trip to find that about a mile lower down, the ice had melted so we were able to carry on to Hook. We stayed a few hours then returned in the Mini to Manchester.

During the coming years I visited George several times and, on one occasion, he was ill so I took the bus to the local Agricultural Show and judged the cars that attended. Then drove 432 home to Solva where George was then living. He kept the bus running until he had his own business where his time was limited and this led to an offer being made to buy it.

A group of lads from the Manchester Museum of Transport bought 432 in 1980 and brought it back to Manchester



*432 as bought at Marple in August 1965.
432 at Moston outside our house about to depart for Beaulieu. 30.4.1966. 494KB
432 in the Mill being painted and a few repairs.
Radiator now cleaned of red paint!
432's rear frame under repair in the mill. March 1969*

and now use it to operate a free bus service when the Museum is open from Victoria Station to the Museum. As the bus has aged, they have done some sterling work, in getting the timbers replaced where necessary and have had the vehicle painted during 2018 so that it looks smart in its red and cream livery with the "North Western" fleet name on the sides and the fleet number "432" displayed.

In recent years, it has been used in a film "South Riding" about Council and School matters in a fictitious East Yorkshire area – there never having been a "South Riding" in real life, only North, West and East! Needless to say, the book is based in about the mid 1930's so that a 1939 is, technically, out of character. Few modern people would be any the wiser on that score!

Peter



432 dressed as a bus for the film "South Riding". Photo Ron Barton. 432 about to go on a rally, at my house in Manchester – George took the photo. June 1967 432 repainted 2018 Outside the Museum of Transport after full repaint 2018. Photo Les Burton



Motor Miscellaneous Collecting

Having no car activities to report on I have to resort to rambling on about days gone by.

Any motor enthusiast who is really committed to the interest collect items that relate to old cars and I am no exception.

I have been a old car enthusiast since I was about 11 years old in the late 1950s. As previously mentioned my neighbour in England had a few vintage Bentleys. As part of his interest he had a collection of items that related to old cars. He had several 'Airfix' model cars, he had posters of 'Goodwood' hanging in his neat garage, he had parts and accessories on shelves, old lamps, a few old bicycles, a large tapestry his wife made of a Bentley radiator badge, a shelf of car books and the British magazine 'Motor Sport' which he purchased regularly as there was no other publication in the 1950s that included vintage and thoroughbred cars.

Whenever the opportunity arose I started collecting items from here and there. Having an interest in model cars I have accumulated hundreds of model cars that line my study. I also have numerous books and hundreds of car magazines going back to the 1940s. These are the usual type of collections many enthusiasts have. The parts and items that are also on display on my shelves are an accumulation of miscellaneous items acquired over the years.

The illustration shows a few items I acquired in the 1950's. 'The Boys Book of Veteran Cars' was given to me by my neighbour and a well used 'Vintage Car Pocketbook' was the first book I ever purchased on old cars. The first Dinky Toys purchases were the loudspeaker van and a MO Morris Oxford.

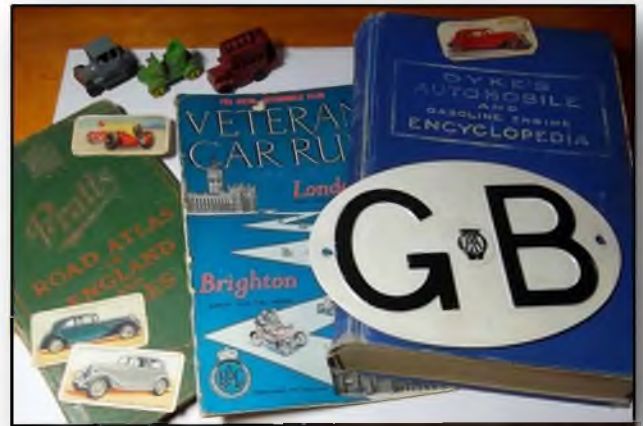
My father and I visited a scrap yard near Bournemouth for some parts for his Austin A70. It was amazingly sad, pile upon pile of pre-war cars covered the premises. I just felt so broken hearted to see all these discarded old cars heaped on top of each other. The photo shown could well have been taken at the yard. I'm sure you can recognise many of the makes. Morris Eight, Austin Big Seven, Hillman Minx, Ford Eight etc. Here I pocketed the Riley badge and Morris Eight radiator mascot found in the mud. Looking at the Introduction of the 'Pocketbook' the author's attitude of this period of cars was quite evident. Was it Cecil Clutton, or his co-authors Paul Bird or Anthony



Harding who wrote this? 'When the word 'Vintage' was first applied to motoring, in the mid-thirties, people went in for vintage motoring, either because they were hard-up, or because they thought most production motor cars of the mid-thirties quite beastly, which indeed they were' The scrap yard could well have been a reflection of the attitudes of the day to 1930s cars.

In the second group of items are three models that were produced by Charbens Toys, which pre-dated the introduction of Lesley's 'Models of Yesteryear' series. Very crude models that represent a T Ford, Vauxhall and a London bus. That 12 set series and Airfix plastic model kits were all that was available that that time.

Both Players and Wills Cigarettes had collectable cards in their packets. These



have been reproduced in recent years and often framed sets can be seen in English pubs. My mother worked at Wills Woodbine Cigarettes before the war and as my father was keen on boxing she collected a set of 'Boxing Personalities' (which I have), it's a pity it wasn't the set on cars!

The GB badge was on my father's Austin A70. These were a status symbol indicating that the car had been on the continent, evidently by a previous owner.

'Pratts Road Atlas of England & Wales' A very handy size with a directory of road signs, motor index marks (eg: rather a strange system RU is Bournemouth, LA London), list of ferries, toll roads and bridges, perpetual lighting up table, table showing speeds per hour, hills and their gradients. All very useful in the 1920s. The RAC Veteran Car Run London to Brighton 1958 list of entries and a 1919 edition of 'Dykes Automobile & Gasoline Engine Encyclopaedia'

A column in 'The Automobile' written by Michael Worthington-Williams validates that automobilia is worth collecting. *David*



Heritage Motor Centre Gaydon

Brendan O'Donoghue

*Brendan is the editor of the Bendigo Sports & Classic Car Club 'Newsletter' and visited Gaydon, UK in 2010
The following is some of the cars he was impressed with.*

This excellent museum is devoted to the once great British motor industry - when Britain was a major force in motor manufacturing. The Motor Heritage Centre is home to the world's largest collection of historic British cars. Visitors can follow the evolution of the British motor car from 1896 through

the decades, the unravelling in the 1960s /70s and to the present day. On the 'Time Road' and you can discover how motoring and life has changed through the decades with period music and memorable events. Travel through 'Making British Cars' and see the influence of the motor industry over the years.



Rover's gas-turbine development program stemmed from work on Whittle jet engines during the Second World War. Their first turbine car of 1950, JET 1, achieved more than 150 mph in speed tests.

T3 was Rover's third turbine car, designed by Spencer King and Gordon Bashford. The turbine is rear-mounted and the chassis incorporates four-wheel-drive and De Dion rear suspension. The modified IS/60 gas turbine has a centrifugal compressor which rotates at up to a maximum of 52,000 rpm. Many ideas found a place in the Rover 2000 range of saloon cars. Among these were four-wheel disc brakes, all coil spring suspension and De Dion suspension at the rear.

The car is a perfectly practical road car, even though paraffin consumption is unacceptably high. With fuel economy of 13-14 miles to the gallon at most, gas turbines have never been practicable as production cars.

Rover was a pioneer in gas-turbine technology for road vehicles.

The T4 saloon was their fourth and last prototype for a road-going turbine car.

Although in 1963 they co-operated with BRM in constructing a racing car for Le Mans. They also produced a small series of gas-turbine lorries from 1968-69 in co-operation with Leyland Vehicles before development of the engine was finally dropped.

The T4 was based on the 2000 prototype and was unveiled two years before the conventional 2000 production model actually reached the market. The 2S/140 turbine engine drives the front wheels and rear suspension is independent with swing axles. Kerosene consumption is in the range of 16-20 miles per gallon. Rover claimed that the T4 could be produced in three years if the market was ready to accept it, at a price of £3,000-4,000. The most expensive Rover in production at the time cost £1,948. In fact, Rover had *already* abandoned any hope of putting a turbine engine car into production.

(right) 1931 BMW Dixi based on the Austin 7. It was restored by the BMW Museum and presented to the Rover Group as acknowledgement that the first BMW originated from Britain. 1958 Road Rover Prototype. Brendan



A Post-War II Entrepreneur

Life Story of Archie Marshall

Last month I told you about our yard in Ibadan, Nigeria, and the tip truck, which we made and sold with disastrous results.

The yard was on a busy street and consisted of an area of about an acre with an old double story house in which we all lived. Native workers downstairs and myself with wife and family upstairs.

We had about half a dozen workers and a very happy "family atmosphere" in which everybody was included. Most evenings we would have long discussions on every conceivable subject and I would always do my best to answer the endless questions which were put to me.

Wages were very low by European standards. A good mechanic would earn about 25 Pounds a month, about the same for the cook who was the most senior of the household. A houseboy or driver would get about half those rates and casual laborers, hired on the street as required, would get about sixpence for a job which might involve an hour or so.

There were always people coming to look for a job. The main reason being that they could expect a reference when the job was finished. A reference from a European boss being a very valuable commodity. Sometimes, an unknown would come and offer me money to write a reference for him. I always obliged and for the sum of five shillings would write something along the following lines:

"The bearer of this note is completely unknown to me and has never worked for me but has paid me five shillings to write this for him." I always gave the money to my workers to share between them.

I remember well an occasion when a huge well dressed man came to see me accompanied by his small son aged about seven or eight. The father explained that he wanted me to take the small boy to be "apprentice".

I found the suggestion hard to understand but Festus, my Sales Manager, told me that it would be very beneficial to the boy who would make himself very useful about the place in return for a space on the floor to sleep and his food.

I had a son of about the same age and it seemed to make sense to have this attractive little youngster join the family, so I agreed after discussion with my wife. The two boys got on well together

for a time, but of course there were the occasional little fights which I never took much notice of, until one day there was an almighty noise from young Samuel who had huge tears running down his face and was holding his hand up for me to see.

On investigation, I was horrified to learn that Lawrence, my elder son had hit Samuel with a hammer!

The other African workers were talking loudly between themselves and clearly I had to take some immediate steps to deal with the situation.

I called everybody together and had Samuel get the hammer and show everybody the place on his hand where Lawrence had hit him. I then told Lawrence to hold up his own hand and I made him hold the hammer in it, high above his head. In full view of everybody I made him stand in the yard holding up the hammer.

It didn't take long for the tears to flow but whenever his arm drooped, I shouted at him, get that hand up! After a while, the Africans came to me "Master, we beg you, have mercy on the small boy!" Samuel himself came to me and asked me to let Lawrence off any more punishment. That marked the end of the matter.

I felt terrible having to punish my son in that way, but there was no way I could allow him to hit the African lad with a hammer and get away with it and I had to quickly punish him to the satisfaction of my men. Needless to say, Lawrence has never forgotten the matter and in all probability neither did any of the others present. In general, our yard was a very happy place and we had very little trouble with any of the African staff. A great deal of understanding was exchanged between all of us and I am sure that it has been of great benefit to both myself and my family as well as the Africans.

As usual, there was one exception. When we arrived in Lagos, we engaged a houseboy who had the name "Sunday". It being quite common for children to be given the name of whatever day of the week they were born. When we moved to Ibadan, Sunday came with us and lived in downstairs room at the yard.

One morning we were advised that Sunday had not come home the previous night and that his sandals and other possession were still in his room. I was not very concerned about it as I reckoned that he had taken up with a girl somewhere and would soon be back.

Some days passed and no sign of Sunday so we started going round the hospitals trying to find him. That proved difficult, as we could not describe him except to say that he was black, about

five feet tall and probably about thirty years old. That description fitted just about half the males in the hospital! Eventually, we tried the Police Station, they lined up all the men they had in their custody and we soon spotted Sunday. The Police produced two used truck tyres with my shipping mark painted on the side "A.M. Lagos". Sunday had been arrested in the market at night in possession of the two tyres and refused to give his name and address to the police, so they simply locked him up and awaited developments. Nine months in jail was the sentence he received.

The practice at the time was for prisoners to wear a white uniform of shirt, shorts and cap. "White College" was the name given to the jail. It was common for prisoners to be hired by anyone who wanted a job done although, it was not permitted to request any particular prisoner. Sometimes I would see Sunday with a group of other inmates, working in the street under the eyes of a guard with a rifle. I felt pretty sorry to see him in that state just for the sake of two tyres but Festus had no sympathy for him at all. On completion of his sentence, Sunday came to see me and begged me to let him work in the yard again.

I discussed the matter with Festus and he told me that the other men did not want to have a convicted thief in the yard. My attitude was that he had been foolish to steal the tyres but had been severely punished and that now he had served his time, I thought a second chance would not be out of place. Sunday came back, but it did not work out and after a few weeks he simply disappeared. I never learned what happened to him.

After gaining independence from Britain in Jan 1960 the Nigerian Army replaced the British Army in Lagos and British army was pulled out. There was a great deal of equipment, which was to be sold by auction prior to departure. The auction was held at the army barracks in Ikeja and I decided to attend.

Festus was busy with something or other in Ibadan so I drove myself the hundred miles or so to Lagos and attended the auction.

The sale was held in the Drill Hall with a local Nigerian auctioneer conducting the sale and a couple of British Army Officers sitting on each side of him on the rostrum.

Wooden benches had been arranged for the buyers to sit on and I sat down in the front row amongst all the Africans. It soon became obvious to me that the auctioneer was "holding hands" with a group of buyers and they were getting things all their own way. I decided to start bidding and as soon as I made a bid, the auction stopped and loud voices

were making themselves heard all around me. There was a discussion between the auctioneer and the Army officers after which one of them came to me and said that he had no alternative but to ask me to leave the auction. What on Earth for, I replied? He explained that the Africans had refused to take any part in the sale if I was permitted to bid! And that the auctioneer had told him that it was impossible to continue.

I went up to the auctioneer who quite openly told me that all the items were to be knocked down to some Africans who were to re sell them at a hotel auction that same evening and if I wanted to buy at that auction, I could do so with the profit all going to them. What the hell is this? I asked the Army Officer, he replied that he didn't like it any more than I did but there was nothing he could do about it.

"If you can get someone with a black face to come to next weeks auction, and get him to report to me before the sale and do as I tell him, I promise you will be looked after" he said to me. I went home to Ibadan empty handed and explained it all to Festus.

The following week I kept well clear of the auction room and told Festus to see the officer, whose name I have long since forgotten, I gave Festus some money and told him to do whatever the officer told him.

After the sale I met up with Festus and anxiously looked at the receipt to see what he had bought. I was delighted to see that he had bought a Scammell tank transporter and a Coventry Climax forklift truck and the total amount was about a hundred pounds! Off we went to take a look at the great bargains we had bought!

A shock awaited us. The Scammell had the transfer gearbox and both drive shafts missing and the Forklift truck had no wheels, forks or hydraulic lifting mast! I immediately sought the officer who had advised Festus to buy those lots to ask him what for? He saw me coming

and greeted me with a hearty grin and a slap on the back! "Let's go and have a look at the lots for next weeks sale" said he, and lo and behold, there were all the missing parts comprising a Lot 'VEHICLE PARTS VARIOUS' Of course we bought those parts for next to nothing and drove off back to Ibadan feeling very pleased with ourselves!

When the goods were all trucked back to our yard in Ibadan and assembled we couldn't believe our good fortune! We had a beautiful Scammell with very few miles on the clock, a heavy transporter trailer and a very nice forklift.

The Scammell was an "Explorer" model 10 ton 6X6 Recovery G.S. fitted with a horizontal winch of 15 tons capacity plus a jib winch which was power operated also. Tyre equipment was 1500X20.

The road speed was 30 mph and range about 315 miles without refueling. The engine was a "Meadows" petrol 10.35 litres 6cyl in line. The rear drive was of the "Walking Beam" type, similar to that fitted to a road grader. Dimensions were 20ft 7 inches long, 8ft 6 inches wide.

Owing to the high fuel cost of the Meadows engine, I had a Gardner 6LW shipped out from U.K, which we fitted into the vehicle. The conversion was carried out in our yard at Ibadan and involved making a new clutch control rod which was a very unusual shape and hard to match. The problem was overcome by bending a piece of 1/4 inch rod to the correct shape in-situ then bending a number of others to suit and welding them all together into a single shape.



A Scammell recovery similar to the one acquired by Archie

Another interesting thing involved solving an overheating problem on some pipes. A length of Curtain Wire was obtained. This was the old spiral type wire used to hang the curtains. With one end welded to the pipe and wound round in several layers, it worked very well as an oil cooler.

The Gardner engine was run on kerosene of the household type, which was cheap and gave an excellent fuel. We used it extensively with not the slightest problem.

Another item which I had looked over whilst in Lagos was a steam operated floating dry dock. This was a huge piece of equipment capable of lifting large ocean going ships out of the water for servicing. The dock was supported on five large pontoons, which were flooded to allow the ship to enter. In order to lift the vessel, steam driven pumps were used to remove the water from the pontoons thus causing the ship to be lifted out of the water.

The dry dock was to be sold by tender and was much too big a deal for me, so I left it alone and it went to a group of Pakistanis who had it towed to Pakistan.

See you next month

Archie

Mildura Collectors

I was forwarded your email by Steuart Milne here in Red Cliffs along with issue 23 of Country motor Australia and I was hoping you could add me to your list of recipients.

My Dad Phil and I have read issues 18 and 23 and we really enjoyed the content, given that we are similar tragics and interested in all things old and beautiful whether restored or original.

We are both members of the Mildura Vintage Vehicles Club and Phil is also a member of TRACS here in Red Cliffs.

Phil has amassed a reasonable collection of old trucks and various cars, most of which run and drive but do not necessarily stop, but there are a few on the road to amuse himself with.

Case in point is his '68 Austin 3-38N ex Buronga SES fire truck that he has

driven on a couple of epic trips, first of which was to Birdsville via Innamincka in April 2017, and the second being to Lightning Ridge in 2018. On both trips he was accompanied by his cousin Norm Morgan in his original '27 Model T ute. You may have heard him being interviewed a couple of times on ABC regional radio on there first trip in 2017.

His other drivers include a '35 Ford Fordor, '48 International KB3, '48 Humber Super Snipe, '48 Morris 8 sedan, '54 Ford Crestline Skyliner, and '60 Commer Karrier. There is never enough shed space or days in the week!!

There is a distinct British flavor in the yard with numerous Commers, Austins, Humber Super Snipes, Hillmans and Bedfords, with a lone Chevrolet truck and a few old Ford trucks and cars to balance it out. The 'Don' caravans might be worth mentioning?

The oldest vehicle Phil owns is a '32 Commer Raider that is complete but requires some time, energy and money to be spent on it. It is however complete and we are looking forward to getting stuck into it's rebirth.

As for me, there is a '54 Mainline ute that has consumed my life for going on 9 years now as in debuting at this years Bay to Birdwood in the concourse event. Fingers crossed it doesn't get cancelled!!

Cars I already enjoy on the road include a '62 Hillman Super Minx and a '77 Datsun 240k sedan that my grandparents owned.

We'd love to receive your publication and would be happy to contribute to it in some way if we can.

Regards,

Hayden Muir.

Bits & Pieces

FOR *Austin* CARS
SEE THE SPECIALISTS
Shale & Woodrow LTD



SOLE COUNTY DISTRIBUTORS

SERVICE WINS

Austin 7 saloon
Chrysler 50 tourer, ready to go to church?



For experts, the give-away in identifying old cars is the bonnet. The gent with the children makes it difficult to identify this vehicle outside the old courthouse at Hartley, New South Wales, in 1924. Each of the four seat-loads of passengers had its own windscreen.



Hi David.

Following up on the article and picture of the V12 Lagonda in CMA editions #25 and #26.

Please see attached photo of the same car in action at the annual Kalorama rally, circa late 70's.

It was owned by my late father, Graeme Miller, from the mid 1970's until the early 2000's.

The car was in very original and sound condition when he purchased it from the Luxton family. It was in the same condition when sold. It is now in America and has had substantial works completed to it, including being repainted in black and cherry red. It has appeared at the Pebble Beach concours a number of times.

PS: brother David advises there were just 15 V12 Rapides built.

Dad sold the car with a complete but disassembled second car.

Kind Regards Jon Miller

Chris Sullivan

sullivan.chris.j@gmail.com

Wanted for 1915 Elliot Motorcycle

Well we've been through what we've got. At this stage there are a couple of things I need to source, namely, period correct handlebar and head stem and mudguards.



Stuart Saunders is auctioning off most of the items in the Binalong Motor Museum. If you wish to look at what's for auction search for "The Binalong Motor Museum Auction" and you will find a list of items and estimated price ranges. Remember to log in as a bidder, before the auction date, if you wish to bid. Binalong Motor Museum Auction Sunday 26th July 2020 Start - 10-30am The Auction includes the late David Watson snr's collection - 1913 Straker Squire 15hp, 1925 Bentley LeMans replica & Chrysler 75.



Bits & Pieces Cont:

Hi David

This issue brought back a few memories: mention of Bruce Lindsay's Fiat 501 reminded me that I have a photo of the Fiat and my '29 Hudson Landau Sedan, taken in 1963.

And then the article on the VDC at Rob Roy in 1966 took me back to the same event three years earlier when the Hudson took Fastest Time (49.06 seconds) in the 4 – 6 litre class. Jim Cooper's Mercedes SSK also ran in that class but it obviously wasn't yet sorted.

I sold the Hudson in 1963 and it remained in Victoria for another 20-odd years before going to South Australia. I imagine some of your readers will recall the car. By pure chance I spotted it for sale in 2013 – still in SA – and it now resides in my shed here in Brisbane.

A landau sedan should have landau irons. My car did in 1963, but when seen at Kalorama in the '70s they'd gone. The search for replacements has so far proven fruitless. Thanks once again for an always interesting and relevant magazine.

Peter Ransom (Brisbane)

Memories of a 1929 Hudson



**1929 Hudson
Super Six
owned by
Jeff Reid of
Hartwell on
the 1968
VDC
Myrtleford
Rally**



**1969 Kalorama another 1929 Hudson Super Six then
owned by John Parbery (16/03/1969)**

Jeff Reid bought Hudson from me in 1963 – my next car was a '34 Packard – and held on to it for another 20 years or so. At the end he wasn't well enough to drive but others would take him out in it. It went to SA and passed through various hands there, ending up in Yorketown. In 2013 I stumbled across the Hudson on Gumtree, thought that it looked familiar and went down to SA check it out. The Landau Sedan was somewhat more expensive than the standard sedan and had rather different styling, so I was

reasonably sure it was my old car. But the one thing that gave me absolute certainty was a little rally plaque on the dash with inscribed with name Jeff Reed (misspelled, but good enough for me)! Did I ever tell you about driving a '28 Hudson Melbourne to Perth in 1968 when the track across the Nullarbor had a 600-mile unsurfaced section. We were young and foolish in those days! *Peter*

Bean Comments

Good Morning David. Congratulations on another excellent Issue.

In the picture at the bottom of page 13 Issue 26 I recognise two people, Mr and Mrs Jim Thompson. Jim organised a Bean Rally here in South Australia some years ago and the building in the background looks like the Community Hall at Belair, where I was recently celebrating Jim's 90th Birthday. It is likely that two of the cars

belonged to Members of Jim's (and my) Club.

Earlier I sent the article to Jim and asked him to respond to your request for information. Jim's building of the Bean from bits and pieces and all the adventures he has (mostly) enjoyed with it make interesting reading (or listening to).

Wayne Wood, Editor, *The Vintage Bulletin*, The Vintage Sports Car Club of S.A. Inc

Bits & Pieces Cont:



Hello David, Another great magazine. I enjoyed the Rob Roy story on page 23 and photos on page 24. I well remember the earlier VDC Rob Roy where John Middlehurst in the P1 Rolls Royce was FTD. However I had forgotten how close I was to Gavin Sala best time. I am not sure If I have previously sent you this photo of me competing with the Chummy. Also the other photo taken at Mallala one Easter shows Gavin chasing me, on a circuit the Darracq was much faster. You may be interested in the attached links relating to Austin 7's. <https://primotipo.com/2020/05/28/1928-100-miles-road-race-phillip-island/> <https://forums.autosport.com/topic/215085-austin-seven-racing-in-australia-from-1928>

Tony Johns

The Illustrated History of BMW Motorcycles

I am not a motorcycle enthusiast, although I do admire them. Actually I am scared to death of riding one. Only on two occasions have I've sat in the drivers seat in an attempt to ride a bike. The first was when a friend at high school, Kelvin Dale, encouraged me to mount his stripped-down BSA Bantam. He had already taken me as a pinion passenger on the unregistered bike for a tour around Pascoe Vale streets. I ended up in the gutter. The second time was an easy ride on a farm property as it was an ex-posties Honda. When I was in my twenties I told my father I was going to buy a motorcycle. He said no way if you want open air motoring buy a sports car. A few months later I was proud owner of an MGB.

Having six children it was

inevitable one or more would buy a motorcycle. Number two son Mark, bought a Honda CB250 at 17 years old. He had a head-on collision with a utility on a back road and put his legs out to save his bike. Nine months later he managed to go back to work with several pins in his legs. We thought this would deter any further discussion on owning motorcycles. However in recent years our youngest daughter Amy met a guy, Greg, who goes trail bike riding and he bought her a trail bike which she has learned to ride to accompany him on the bush tracks.

Even more recently number three son, Michael has bought a BMW for commuting to work and another to restore as café racer. He has promised to put together a story on his endeavours. Being

a bit of a perfectionist I am sure it will look excellent when finished.

By the way in case you are wondering we brought up six children, two girls and four boys, which means we have plenty of grandchildren, several are now into their own cars.

The point of this discourse is that I am taking more notice of two wheeler BMWs. While fossicking through a bric-a-brac shop in Inglewood I came across the book 'The Illustrated History of BMW Motorcycles' by Roy Bacon (1995) It is a picture book with some useful text. It does however follow the marque's history and therefore good for model identification.

David



Seen at Gaydon (UK) Heritage Motor Museum in 2010 Brendan O'Donoghue saw this visiting group of Wolseley Hornets

A Collector of Antiquities

Over the years we meet numerous individuals in our hobby. Some can be considered as eccentric others offer little to our edification of classic motoring matters.

In the 1960's one character that was frequently seen on rallies and at VDC meetings was Roger Bond. When I knew him he had grown a black beard of considerable length, that prompted my tack less father to ask him if he slept with the beard on top or under the blankets?

He passed on these photos to me in 1966 after he flat towed with an 'A' bar a

vintage Jowett from Berrima, Sydney Using his well travelled Morris Oxford he stopped at Wodonga to see Les Boyes with his 14hp Crossley, previously owned by John Constable. The 1926/7 Jowett has a 7hp twin cylinder engine.

Also in 1966 Roger collected a 1926/7 AH series 16/50hp 4cyl Rover from Thornbury to add to his collection of vintage Rovers. It was one of three known in Australia. It came out of the property on left of photo, which was subsequently destroyed by fire. He picked up the Rover in the nick of time.

Roger also collected antiques. He accompanied me on a weekend event to the Echuca Steam Engine Rally in my Austin 12hp. He insisted on stopping at every antique shop on the route. At Heathcote we explored the old town hall and found a pile of newspapers dated back to the late 1800s. By the time we got back to where I lived in Glenroy the back seat was piled high with his antique purchases! As well as a few Model T Ford front mudguards I had found outside a deserted farm house.

David

