

Country Motor

Australia



Issue 53

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

Produced by David Vaughan

Ph: 0439 429572

countrymotor@aussiebb.com.au



Jeremy Morris's GN

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 53

Contents

3 Editor's Entries

David's Miscellaneous Ramblings

4 1906 Lambert

6 Cyclecars - How the name originated

7 GN Cyclecar

11 Burrell Cyclecar

12 LM Cyclecar

13 GN in the Making

14 More Australian Cyclecars

15 GN Special

16 Cyclecars in the UK

22 1922 Touring GN

25 Carden Cyclecar

27 Premier Cyclecar

28 Maree-Birdsville Mail

29 Earle

30 Bits & Pieces



Editor's Entries

Welcome to Issue 53 of Country Motor Australia

As promised in issue 52, issue 53 would be discussing cyclecars, a motoring phenomenon of the late teens and early 1920s. The manufacturing of such machines enabled many thousands of people to experience the chance of being a motorist in the relatively new age of the motorcar. That is of course until the motorcar was reduced in size and correspondingly in price by such models as the ubiquitous Austin 7, the French Citroen 5CV and many light cars that were often a development of previous cyclecars.

It was a fascinating period of cheap motoring with numerous brands to chose from and equally weird and wonderful ways their mechanical applications were presented. Not all were reliable, comfortable or devoid of potentially dangerous incidents. Ralph Nader would have had a field day if he wrote his book 'Not Safe at Any Speed' in the late teens!

Our first story is by A. John Parker in regarding the Lambert motorcar. The story was in response to the Lambert photo in last issue's Bits and Pieces. Some of its features are similar to the later cyclecars. Twin cylinder engines and friction drive.

How did the name cyclecars originate? In his 1961 book 'Brooklands to Goodwood' (50 Years of the BARC) Rodney Walkerley gives a brief record of how he believed the name was coined.

He also noted 'for benefit of racing categories the Junior Car Club defined 'a cyclecar as cars up to 1100cc with a catalogue weight for an open two-seater of 9cwt'. Whereas a 'light car was defined as cars up to 1500cc with four seats weighing at least 15cwt or up to 1100cc with two seats weighing 13cwt'

The question on reader's minds is -are there any cyclecars in Australia? I am pleased to say there are. Jeremy Morris has provided an excellent treatise on the current state of cyclecar ownership in this country. Albeit there are very few in number and most are still being rebuilt except his mighty little GN which is being campaigned in many motorsport venues.

He would love to hear from any cyclecar owners and maybe form a register or club to bring them all together in one forum. Cyclecars have been big in the UK for decades and sadly many known cyclecars in Australia have ended up in that country.

Following are some brief stories on other Australian cyclecars on the road or

being constructed.

Now I have to get into the act with a story and photos taken almost thirty years ago when I had the opportunity to attend the UK VSCC Diamond Jubilee. I actually had the chance to drive a GN along the lovely country roads of the Cotswolds. I can say I was rather nervous when offered the driver's seat by Paul Bullett. But I soon felt comfortable and enjoyed the moment.

I have shown photos of numerous cyclecars that were on show at a splendid small exhibition at the Jubilee of about 40 models made throughout the cyclecar period. Quite a variety of unique styles and mechanical layouts.

What started my desire to have an issue focused on cyclecars was an excellent article from 'The Motor' 1953 of a 1922 GN owned by D H Davenport, a keen well known motoring enthusiast of the time.

Once again A. John Parker has sent in a story, this time on the Carden cyclecar he researched in WA. It is followed by some pictures seen in various publications.

I have a set of three books called 'The Book of the Motor Car' printed in 1917. There are several references to cyclecars. I have reproduced a piece on the Premier cyclecar that has many features similar to other cyclecars of the period.

Thanks to David Tulloch we have a story in total contrast to the fragility of cyclecars. He writes about experiences with a few robust trucks used in the Australian bush. One word comes to mind regarding those intrepid truck drivers of the outback in days, when tarmac disappeared at the edge the regional towns and that's tenacity!

A rare vintage car is the Earle. Bernie Jacobson sent in photos of a few that were recently for sale.

Richard Pike is a volunteer at the Power House Museum, Sydney. He sent in a brief story and photos of some of the interesting motor exhibits.

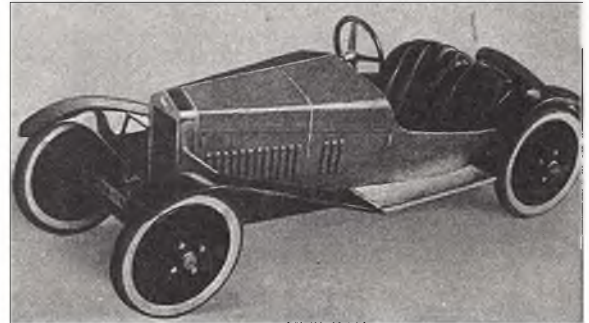
Finally Bits & Pieces covers odd photos, for sale or items of interest.

David's Miscellaneous Ramblings

Looking through various reference books I came across information on German cyclecar.

The Spinell Cyclecar—1924-25

Spinell Motorfahrzeuge GmbH Otto Krell Jr. Berlin. This was a sports two-seater with a light metal body and a 1.5litre PS, 12 bhp 500cc Kuhne engine.



Back in about year 2000 one cyclecar that caused quite a lot of interest in the VSCC circles was a Chota cyclecar. I was unable to contact the owner John Pettigrew of Shepparton.

The Chota was an English cyclecar manufacturer from 1912-13 by the Buckingham Engine Works of Coventry. Chota is Hindustani for small. It had a 746cc single cylinder engine of Buckingham's own design. A larger 1492 cc model was added in 1913. The Chota was renamed the Buckingham in September 1913.



I would like to thank the cyclecar owners for sharing their stories in this issue. All contributions have provided a great coverage of the unique small cars. I tend to hound writers for more information and all contributors were most helpful.

As mentioned in issue 52 I had an problem with leaking water from the water pump on the Alvis. After four months of mucking around and several hundred dollars for parts and labour the Alvis is back on the road again, leak free. More about it in the next issue.

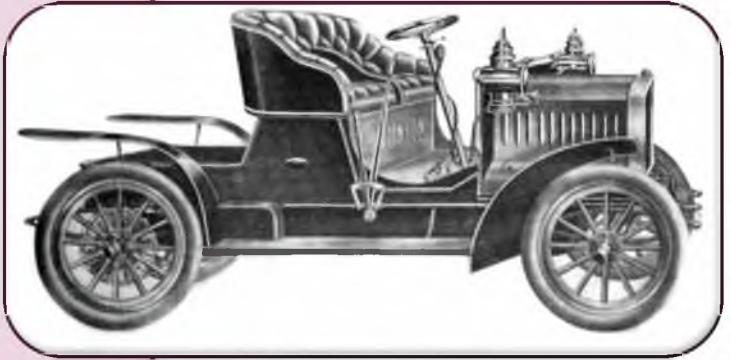
Also in the next issue I will be reporting on the Federation Picnic at Marong and attending the Wedderburn Engine Rally.

Happy Motoring, David

1906 LAMBERT

Dr P H Wardell-Johnson

by A John Parker

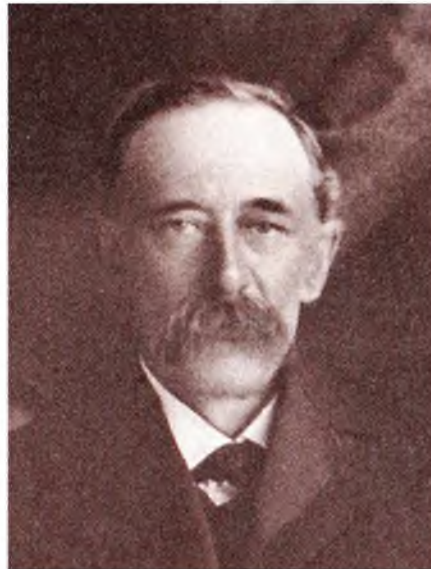


Union Cars of 1905 became Lambert Cars - image from unknown newspaper

Researchers cannot spend a great deal of their time in our State Records Office, but it can still be fascinating. The concerns of yore are the same as today's - simple, and rarely earth shattering, but still important. Old car lovers wonder about the cars on our roads then, when few people even had a Brownie box camera.

Many Perth doctors early last century discovered that the car was to become an important part of both their private and professional life.

The *West Australian* on 2 October 1902, p4, said, 'Dr P H Wardell-Johnson, MD, BS, has begun the practice of his profession as a physician and surgeon in Shenton's Buildings in Hay Street, Perth. He had also practiced for some years in York and Albany, WA. In 1906, he owned a 1906 Lambert roadster and in February 1907 he advertised, 'finder liberally rewarded, 'for a brass hub cap that he had lost from his 'Lambert' car between Perth city and Greenmount, W.A.



Dr Percy Hugh Wardell-Johnson - image from unknown newspaper

The car was American built from Buckeye Manufacturing Co of Anderson, Indiana. No local records exist to show where the doctor had acquired it, either new, perhaps, from overseas, or even as a used car. And no

Wikipedia says, 'The Lambert automobile chassis with gearless, friction-drive; speed-change transmission was the basis for the Lambert cars and trucks built from 1906 to 1916. Lambert came in second in a car race held in July 1905 from Chicago to St Paul, USA. There were a total of 53 cars entered the race and Lambert's was the only gasoline powered one to finish. The success of Lambert's 16-hp car against others of 40 horsepower was attributed to the Lambert friction gearing disk-drive transmission.'

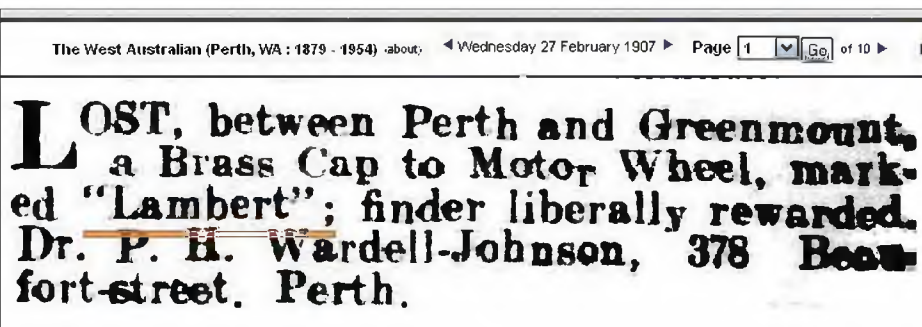
Dr Percy Hugh Wardell-Johnson Senior also had a second, smaller, car, which by 1908, was dismantled as he was not intending to use it in the short term, perhaps it was yet another Lambert? (or an EMF).

The cost of keeping both on full license was a concern. On 18 December 1908, Dr Percy wrote to The Licensing Officer of the Perth City Council (including payment of £2/0/0 for his Lambert car 'P64') and asking if he could stop having to pay the registration on the disused car.

In true bureaucratic form, the officer said the doctor would need to pay for both, regardless!

By 1912, the doctor wrote to Mr W E Bold, Town Clerk of Perth, WA, re his EMF 30 car (this marque in 1913 was a Studebaker), quoting the specifications and registration of 'P64'. This suggests he had sold his Lambert by then.

By December 1912, the doctor had moved from 438 to 418 Beaufort Street and his EMF was of 1912 vintage and painted a royal blue. It was probably not unlike the blue on his Lambert.



Lost Hubcap 27 Feb 1907 - image from The West Australian, 27 December 1907, p1;

The Lambert had a 'P64' registration. Although family member, Karen Passmore, says she recalls her grandmother saying the car had a 'P3' plate. Karen also recalled sitting in the 'mother-in-law' seat. As the car had a long body, as it was basically only a 2-seater inside.

family picture of his Lambert car even survives and no sign of the car itself exists! No Perth dealerships ever sold Lambert cars - but one firm did sell Lambert-made stationery engines and other such mechanical items. The car may have come to Perth to advertise the Lambert car marque.

3246 418. Beaufort Street
Perth.
6th December 1912

W. E. Bold Esq.
Town Clerk.

Dear Sir

Enclosed please find a description of my Motor Car, which I wish to license. As it is different to the Car I previously had both in size & color. I do not know what the license fee would be, would you therefore kindly inform me, & I will at once forward cheque for amount.

Yours very faithfully,
P.H. Wardell-Johnson. M.D.

P.S. The Car is 30 Horse Power American rating, but is really about 20 H.P. British rating

P.H.J.

FILE NO. 2965
RECD. 6 DEC 1912
ACKD. 6/12/12
ANSU.....

Dr P H Wardell-Johnson's EMF letter 6 Dec 1912 - image from Union car website



Dr Percy Hugh Wardell-Johnson's Residence 418 Beaufort St - from unknown newspaper



1907/09 Lambert, model L, 18 or A1, with a transverse, horizontal 2-cylinder engine. You can just see the bulges in the sides of the bonnet where the cylinder heads protrude. The plate at the bottom of the radiator is not original.

All Lamberts were friction drive, right up until the final model in 1916.

More on the Lambert from Georgano's 'Complete Encyclopaedia of Motor Cars 1885-1968'

Lambert—US 1891; 1904-17. The Buckeye Manufacturing Co, Anderson, Ind. John W Lambert's three wheeler of 1891 is considered the first petrol engine vehicle built in the USA. The Lambert succeeded the Union in 1904. All the production Lamberts used a friction drive. Up to 1910, a chassis with a small two cylinder engine was built with either four-seater or five-seater bodies, double and subsequently single chain drive was used. Shaft drive appeared on the big Lamberts in 1907. Later models used 4 and 6 cylinder engines by Continental, Buda and Rutenber. After 1917 the marque continued for two years as a commercial vehicle.

Cyclecars - How The Name Originated

In his book 'Brooklands to Goodwood' (50 Years of the BARC)' 1961 by Rodney Walkerley he described the first appearance of a cyclecar in France. Below is the story that was the foundation of the cyclecar movement.

'One-off jobs' were appearing on the roads. The Temple Press journal *Motor Cycling* became interested in what appeared to be a development in their sphere, but whether it was really a new kind of motor-cycle with four wheels or a light car with a motor-cycle engine was something that caused the Editor, W. G. McMinnies, much loss of sleep and heated arguments.

Arthur Armstrong who was at that time editing *Cycling*, the first Temple Press journal, had become infected by the atmosphere of enthusiasm surrounding those early days of automobilism and with eagerness joined 'Mac' in running *Motor Cycling*, a move which made no headlines in the National Press perhaps, but which was to have a profound effect on British motoring sport; although of this he had not the slightest idea at the time.

In the autumn of 1910 McMinnies was in Paris, presumably to cover the Paris Motor Show, although there are always many excellent reasons for a journalist being in Paris at almost any time. Mac was seated, naturally, at a boulevard cafe table thinking about things when, above the rumble of the traffic, he heard the crisp bark of a twin-cylinder engine. He leaped to his feet. Trundling happily past his astonished eyes was a vehicle the like of which he had never seen. A wooden coffin, unpainted, on four motor-cycle wire wheels, the top open and containing a man in front behind an engine and another, tandem fashion, with a steering wheel at the back.

McMinnies took instant action and tore down the street in pursuit of the crackling apparition until, almost out of breath he saw the vehicle held in a traffic jam and grabbed his chance. The startled Frenchman gazed at the incoherent Englishman for a moment and then, with a grin, pulled over to the kerb.

This was Robert Bourbeau, big, blond and bearded, and McMinnies had the first close-up of the Bedelia. From that moment he was a convert blazing with all the zeal of those who have just seen the light.

A V-twin engine of 1,056 cc provided 9 bhp at 2,400 rpm by chain to a counter-

shaft midway along the chassis, from whence belts on each side drove the rear wheels. There was no clutch, no gearbox, and reverse motion was produced by getting out and pushing backwards.

However, to keep the engine running in traffic, the back axle could be moved forward, allowing the belts to run slack.

The driving pulleys were in duplicate, one larger than the other, to provide two forward speeds. To change 'gear' was a simple operation, once it was mastered. Of letting go of the steering wheel, grabbing a stick (provided) in each hand and, sticking them under the belts, yanking them over onto the other pulley in one quick, neat motion that must have been pretty to watch. A somewhat slower change, but one that allowed the machine to be steered in the meantime, could be carried out by utilizing the sticks one at a time, a method much preferred by the passenger in front, unless he offered to do the job himself.

Steering was almost equally simple and effective, for the straight, tubular front axle was swiveled about its centre by means of wires which, at the business end, wound round a bobbin.

Lost in admiration, McMinnies stood oblivious of the hurrying crowds staring at him, gazing down the tree-lined boulevard as the Bedelia clattered on its way in and out of the traffic and vanished from sight in a cloud of blue smoke and the fumes of hot oil.

The die was cast. A new form of motoring was born. After that, events began to move at accelerated speed. Back in London, McMinnies poured out his enthusiasm, setting alight to Arthur Armstrong for a start. Then he sought the

directors of his firm. The new kind of machine, which still had no name other than 'runabout' (to which H. F. S. Morgan stoutly adhered) was not, he said, a motor-cycle, nor yet a car, as such. It was not within the sphere of *Motor Cycling* nor the purview of *The Motor*. It was new, distinct and alone. It needed an entirely new journal to focus and foster the enthusiasm that was bound to flare up when these machines began to come onto the market at prices well under £100.

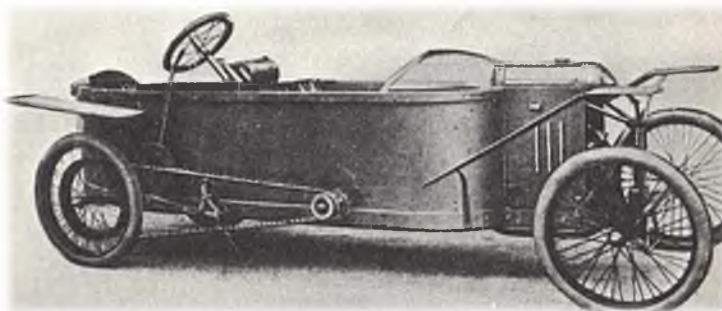
It would capture adherents from the ranks of motorists who wanted cheaper motoring and from the army of motor-cyclists who wanted something that could carry the girl friend without getting her drenched in every shower. On 27th November of 1912 *The Cycle-car* was on the bookstalls, with 64 pages measuring 11 in. by 8 in. mid 84 pages of advertisements between glossy covers at the re-sounding price of one penny piece. Over 100,000 copies were sold at once - to the amazement of the Trade and the satisfaction of its sponsors.

Whence the excellent term 'Cyclecar'?

As soon as it became known that the new journal was in preparation and as more and more vehicles were coming onto the roads, the Auto-Cycle Union decided to adopt the new machines under their wing rather than allow the R.A.C. itself to gain control—and new membership fees.

A conclave was therefore duly assembled at the R.A.C. premises, under the chairmanship of Col. H. C. L. Holden, who had supervised the plans for the building of Brooklands few years earlier. Col. Lindsay Lloyd, Clerk of the Course a Clerk of Course at Brooklands and an

A.C.U. committee member, came up with the suggestion: 'Cyclecar' and it was immediately adopted. The terms 'runabout', 'monocar' or 'duocar' dropped into oblivion.



1913 Bedelia 8/10hp Cyclecar

GN Cycle Car

Jeremy Morris



Before the 1914-1918 World War, and into the 'twenties, there was great fervour and excitement in the development of the motor car. This gave rise to the construction of the cyclecar of which there were possibly hundreds of makers each attempting to produce a small car of light weight.

In many respects, it bridged the gap between motor car and motorcycle. There were magazines devoted only to the cycle car and books like "How to build a Cyclecar- a Handbook for Amateur Constructors" published (a facsimile of the 1913 edition is available from Tim Gunn in the UK).

Every country had cycle car builders using proprietary or home-built engines and each with a different character or level of engineering competence. Most manufacturers were lucky to build more than a few cars (fewer still surviving to today) but the GN was one make of which thousands were claimed to have been manufactured either in Britain, or under licence by the Salmson Aircraft Company in France, of which a considerable number survive today in one form or another.

The genesis of the GN was Archie Frazer Nash and Ron Godfrey who were two young engineering students. Frazer Nash and Godfrey met in 1905 when they met in a mechanical engineering course in Finsbury. In 1910, an article in *The Motor Cycle*, was the motivator for the two to go into business.

Originally the GN's steering was by wire and bobbin, there was only two speeds, the final drive was by V-belt.

The early cars used JAP or Peugeot engines or the 50 degree V-twin JAP motor cycle engine. These had very little

balance, poor low-speed torque and no fly wheel.

Although they sold in reasonable numbers, the initial popularity was perhaps difficult to understand by modern standards of quality and reliability. It was reputed that when the engine stopped, it was difficult to restart and the very long primary chain drive to the rear wheels tended to pull the fly wheel apart. Engine vibration shook the mudguards off and overheating was a problem. Fans were fitted as a solution to the overheating, but because of the vibration, the blades came off and tended to stab the petrol tank giving rise to a number of fires.

By about 1914, the lack of balance and difficulty starting the narrow V-twins was being recognised as a major flaw. Accordingly, the firm designed a 90 degree V-twin with a substantial flywheel which was far more suitable and reliable

for cycle car use. It did not come without its problems, because with the approach to 90 degrees, a twin cylinder magneto had difficulty developing enough electrical flux to charge one of the pistons. Hence, the English observation that with the Fellowes 90 degree V-twin magneto, "The spark of number 1 is poor, and on number 2 is bloody awful." So it was hard to get them to run at their full potential.

Post War Production

During the war, the GN company set about supplying under military contracts, providing design for the interrupter for machine guns on the Sopwith Camel biplanes. The Frazer Nash design was unsuccessful to the Continescu interrupter that was eventually fitted.

Very shortly after the conclusion of the war, the firm geared up for production for what became a motoring "craze".

Production restarted in 1919 and shortly afterward the company was bought by British Grégoire Ltd and moved to East Hill, Wandsworth in south west London. The chassis changed from wood to steel, with the chain type transmission now with three speeds and reverse. At the peak, 500 staff were employed, making 55 cars a month.

In the immediate aftermath of the Great War the GN



continued with the old flat head cylinder head but in pursuit of more power, the firm introduced an inlet over exhaust cylinder head. With this came a noticeable increase in performance although the engines were still not without their reliability issues. It was recommended to carry a set of pliers in one's GN in the event the cylinder head exploded spraying shards of hot cast iron across the road it was ill-advisable to pick them up with bare fingers.

In about 1920, the firm entered into a licence agreement with Salmson in France and it is reputed over 22,000 GNs were produced under licence by the French. In UK About 4000 cars of all types were made by GN in the post war period.

The chassis was a simple construction of welded and riveted C-frame sections. On the front, there were quarter-elliptic springs to a tubular front axle mounted about a foot forward of the chassis. This gave rise to very precise steering, although a tendency to "kick back" through the steering when hitting bumps.

At the rear, the quarter-elliptic were mounted to radius plates to locate a solid rear axle. The solid rear axle did not do much for tyre wear, but enabled controlled steering in corners through application of the throttle. This is particularly evident in wet and slippery tarmac conditions, or on gravel surfaces. But slippery conditions were not always desirable as the use of high pressure beaded edge tyres on a wet road would create immediate rear wheel lock up and loss of braking.

By 1920, the 1100 cc 90 degree V-twin was mounted transversely and had inlet over exhaust valve actuation. The crankshaft was "overhung" with the timing being driven by a peg on an H-section piece of steel plate driving the camshafts through "dog-eared" rockers, and through to a geared cog and bicycle chain to the magneto. Unsurprisingly the firing order is 1-2, 1-2, 1-2. Engine revs are low on the standard car because of the overhung crank shaft. It is a total loss oil system so every ten minutes you have to use a hand pump on the tank on the side of the car to lubricate the bronze main bearing.

The engine drove a simple plate clutch which ran through a short shaft to a bevel box and shaft running three chains on sprockets to the solid rear axle. Each gear has its own chain and each gear is activated by a sliding dog

meshing the drive to a different sprocket. Reverse gear was activated through a counter-shaft.

The method of construction is undeniably simple, and partly explained by the need to "make do" with what machinery and technology was available. Shafts and cogs predominate by the simple fact the factory did not have a milling machine during the time when the car's design was being consolidated.

The GN was (and remains) notorious for losing their driver's side rear wheel – the hubs had three or four lugs that mated to matching lugs on the wheel centres. There was no taper, and the wheel nut could work loose with use and vibration. There is a tell tale "clack clack clack" sound of which one needs to be aware and if that sets in, one has a minute or so to get off the road and stop before the wheel parts company from the axle.

The Salmson company made a number of improvements to the car to remove some of its inherent foibles, one of which was the creation of "seven lug hubs" which minimised, but did not eliminate, the risk of wheel departure.

Both owners and strangers alike wonder why it is that with such basic engineering and the inherent foibles of the car, they remained popular. One reason is that the basic design gave superior steering and handling that the car became popular with special builders who would install different engines to create potent hill climb and track cars. Basil Davenport modified engines and dominated the UK hill climb scene for over a decade in "Spider". People have used Morris engines, the vintage 2 litre AC, Model A Ford, 6.2 litre Curtiss OX-5 aircraft engines, 4 litre Cirrus aero engines to create potent specials that dominate UK historic racing scene. In recent times there has been a renewed interest in rebuilding original cars around the world.

The Spider



The GN in Australia

There were GN cars imported into Australia before the First World War but there is precious little information about

them. On 30 November 1914, the South Australian Motorcycle Club arranged a speed trial on the Meadows to Echunga Road. Two mounted constables rendered valuable service in keeping the track clear. In class 7, L.M. Gilbert recorded a time of 60 seconds for the flying quarter mile in his eight horsepower GN cycle car.

On 14 August 1920, the following article appeared in an Adelaide newspaper:

"Overland from Adelaide – Small Car Makes Trip.

Driving from Adelaide to Melbourne in a GN cycle car, Mr P Vanderben of Adelaide, encountered deep water in the Coorong and had to take off his boots and push the car through the water for about 300 yards.

With his wife, Mr Vanderben left Adelaide on July 17, and, in addition to the passengers, the small car carried about two cwt of luggage. The trip to Salt Creek was uneventful, but here the loose sand made the journey slow. The travellers spent the night on the Coorong, where sand, mud and water made the going difficult.

On one occasion the car was stuck in the mud and had to be extricated by means of ropes attached to the salt bush. (This is a small shrub of the arid areas and is multi-stemmed growing to a height of 4 feet) In places the water was two feet deep and about five miles out of Kingston, the exhaust pipe was flooded.

Through the Coorong, which was taken on second gear the car averaged about 35 miles to the gallon, but from thereon, 50 miles a gallon was attained.

From Penol to Casterton, the car had to follow bush tracks which were muddy and contained many bullock ruts. The roads were patchy from Hamilton to Ararat. Actual driving time was 34 hours, including stoppages on account of sand patches. The car arrived at the Royal Automobile Club at 9 o'clock on July 20.

The experiences emphasises the necessity of good main roads between the Australian capitals. At present, a car journey from Melbourne to Sydney or Adelaide under winter conditions is almost an impossibility"

A little more insight as to travel in the Coorong is given in this extract from a contemporaneous newspaper of 25 April 1914 "Telephone at Cantarra. A contemporary 'would like to draw attention to the fact that although the road through the Coorong is one of the

most popular with motorists, there is no communications with the outside world after leaving McGrath's Flat and proceeds to suggest that a telephone should be established at Cantarra.

I rather think his suggestions come too late, knowing that some time back it was urged that Mr Gell, of Canters Homestead, be approached with references to have a phone established on his premises for the use of all crossing the Coorong. He was approached and the matter was settled. It only remains for the telephone department to send out their servants with an instrument and a line. It is a well known fact however, that it is generally a matter of many weeks after the order has been lodged before one is connected with the exchange even in the suburbs, so how long will it be before the department sends out to connect a homestead in the desert? We have the consolation, that this is to be. So this was some journey in 1914.

Contemporaneous classified advertisements establish that others were imported to Sydney and Melbourne and others found their way to the NSW north coast and Tasmania. It is possible that the South Australian imports were predominantly French (7 lug hubs) whereas the Victorian cars appear to be of earlier English origin (e.g. the Maurie Monk GN Morris Special).

In about 1936 Maurie Monk put a Morris engine into a GN frame and later sold it to his cousin Ted Hider-Smith, who was an avid Victorian GN collector. That car has since been restored and its first competitive event was at Winton this year, being driven by Maurie's grandson, Daniel Clarke.

David Pearse owned two GNs in South Australia in the 1950s, together with sundry bits from other cars, and sold them in about 1952 to buy an ocean liner ticket to London.

There was reputed to be a pre-war GN in the Veteran Car Club in Sydney in the 1950s or 1960s but there is precious little further information.

In 1953 Ian "Bud" Jackson owned a GN known as the "Norris special" with which he was injured and killed at the Collingrove Hillelimb after a suspension component failed. That car has since returned to the UK.

There is a photograph in the Vintage Sports Car Club NSW Club archives of a GN with replacement engine in a Federation style house in Sydney, although nothing further is known of it, or who

owned it.

There are projects in sheds in NSW and Victoria and a Harley Davidson engine GN (or GN inspired) car in South Australia.

In the mid-1980s, a GN was offered for sale in Sydney, though nothing more is known of it.

For the most part, any GN item in this country was hoovered up by the Late Ted Hider-Smith, a Victorian enthusiast. It is likely the David Pearse cars in South Australia ended up with Ted. A lot of Ted's original parts found its way back to the UK in a series of 'trades' It is likely that Ted sold only three complete GN cars or specials before his death – the "Norris special" which went to Peter Arundel who removed the Harley Davidson engine and another two that have remained in Victoria but have not yet been recommissioned.

On Ted's death, there was an auction of his cars and parts, most of the GNs he had went to the UK. Exceptions are the ex Maurie Monk GN now owned by the exuberant enthusiast Peter Donald, and the "Red Terror" owned by a young enthusiast, and another car currently being rebuilt in rural Victoria.

So surviving GNs were, and are, a pretty rare item in Australia and such information (and legend) that was about now rests with Ted Hider-Smith.

In South Australia, one cyclecar had escaped the Ted Hider-Smith trawl. Perhaps in the late mid-1970s Ron Bloyd, from South Australia, found a front axle (French GN- seven lug hubs). He set about trying to build a GN style cyclecar special around that single item. He located a rear end in the Adelaide Hills with brakes and seven lug wheel centres and part of one rim (strangely, perhaps, sporting a solid rubber tyre). He later acquired an English GN motor, and chassis and a number of other items.

Enter Rob Gunnell who bought the car in 1987. Rob had been in the vintage racing scene in Australia for five decades at least. He raced motorcycles, sidecar outfits and cars. In the 1960s, he drove from Bombay to London overland with this then wife in an Alvis 12/50, which he still has (see "The Alvis Adventure" by Anne Bunton and Rob Gunnell). Rob was also a very talented engineer. He restored an ex-works Alvis FWD with Le Mans history.

Rob procured a steering box from the United Kingdom (French GN), bevel box parts from Ted Hider-Smith and a

mixture of original and reproduction items. He did quite a bit of work on the GN, including steering gear and brake gear, bevel box and the engine. Then Rob became distracted by the Alvis FWD coupe and he spent much time helping other Alvis enthusiasts rebuilding their engines. So work on the GN faltered.

In April 2013, I had missed bidding in the Ted Hider-Smith auction in Melbourne of Fraser Nash and GNs due to lack of funds and deeply regretted it. I then approached Rob Gunnell's wife and an agreement was reached.

I took possession on 20 October 2013 under the strictest secrecy as I had not told my wife.

When I purchased the GN, it was essentially a loosely assembled rolling chassis. I decided that I wanted the car done quickly rather than languishing as a project. Having neither the time nor the skills to rebuild it, I left the building of the replica French 'skiff' body to Steve Barnett (in Harcourt, Victoria) and the mechanicals to Grant Cowie and the lads at Up The Creek in Castlemaine.

By July 2014, the body was largely done, and Grant was struggling with the mechanicals, or rather, the lack of information about the mechanicals, to rebuild them. The information about how the GN could be rebuilt to function reliably was scarce indeed. There was a lot of folklore and differing advice (some of dubious utility) that impeded quick decision making.

We were running out of time for its first run at the 2014 Vintage Sports Car Club Cootamundra Sprints and I suggested to Grant that we put the engine together with what we had, see how it goes and sort out the inevitable defects later.

The engine was put together with the existing pistons (no oil rings) and the bronze bush big ends. The magnetos we had (Fellowes) proved useless despite being rebuilt and so Grant lashed up a distributor system that works exceptionally well, and more importantly it was cheap. The Capac carburettor remained a mysterious device. A bronze Solex was substituted.

In August 2014, I received the message, "the mouse has roared", but not for long as the bronze bush big end bearing bound, bringing the engine to a halt.

The car made it for Cootamundra. It spewed oil from every crease and orifice. It belled smoke from the exhausts.

The clutch slipped the steering was savage and the wheels rubbed against the chassis on full lock.

On the morning of the event, I drove through the Cootamundra township leaving a pall of smoke and someone named it "Satan's Billycart".

The car made it to the track the lights dropped and at about the 90 metre mark the big end had bound again. This led to a change to caged roller bearings that have given no trouble since.

Four weeks later at the Collingrove sprints driving from Angaston to the track the drivers side cylinder head blew off leaving it firing on one cylinder. New heads were obtained from the UK and the car was back in service.

It flung a clutch lever at Cootamundra Sprints punching a hole through the bonnet. It was over filled with oil on one occasion (you cannot check the level) when my brother was driving it from Benalla to Winton and it "hydraulicked" Essentially acting like an air compressor forcing oil out of every gasket and the car disappeared in a spray of oil mist before our eyes. He and his passenger and the car were covered in engine oil. It was very funny for the rest of us.

In that time, it has been raced at Winton, Wakefield Park and Pheasant Wood, as well as pottering around Sydney.

Despite the mechanical challenges it has presented, the GN has been a lot of fun, and has been driven by friends and

family on the roads, in paddocks and race tracks. It has a top speed of about 85 kph and has about a third of a turnoff the steering wheel lock to lock, which tends to keep you focussed. But the handling is superb and on the track the idea is to not back off in corners, but to give the tail a slight flick and use the throttle to keep it driving forward.

While it will be passed by most cars on the straight, you will catch up in the corners. It is very nimble in the wet.

It is the only GN engined GN currently running in Australia. I guess the only challenge is keeping it that way.

Jeremy



The dog on the cover of Country Motor is "Magnus" the male Irish Wolfhound. He was about two at the time of the photo and at 63 kgs, a little large as a companion in a GN.



Burrell Cyclecar

By Graeme Jarrett



The Burrell Cyclecar is a home-made machine from approximately the 1914 period, typical for the time and very similar to the contemporary Bedelia. It was imported to Australia, from the UK, in 1996.

Above, the Burrell Cyclecar with speed enhancing helmet.

It was built by Mr Burrell, hence the naming, from parts of his motorcycle. The engine is a single cylinder J.A.P. of 4hp, approximately 500cc capacity (85 X 85). Unusually it is of the early type having an atmospheric (automatic) inlet valve.

The Burrell has a three speed gearbox (no reverse), using a combination of chain primary drive and belts driving the rear wheels. The seating is tandem style, at a squeeze. Very few passengers have braved the experience!

Performance is relatively good, in spite of its smallish but efficient engine. It has achieved a speed of 64 kph on the level, anything faster was deemed unwise.

I have taken it on several local and interstate events over the last twenty plus years. The longest event that it has achieved was the 2005 re-enactment of the 1905 Sydney-Melbourne Trial - a great adventure covering almost 1000km. *Below: at Bendigo Swap.*

(See later story on UK Cyclecars for previous UK owners)



Little Midland (LM) Cyclecar

By Graeme Jarrett



The LM Cyclecar was like so many others during the Cyclecar Boom of the years 1911 – 1915. It was powered by an eight horsepower J.A.P. vee-twin engine of approximately 1000cc in capacity (85 X 85). Final drive was by chain to the live rear axle – two speeds were offered, no reverse.

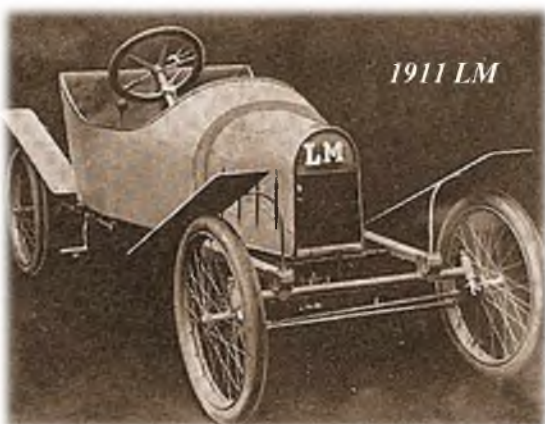
These were built initially in Clitheroe in the Midlands of England beginning in 1911. Later they were made in both Preston and Blackburn up until 1923 when production ceased.

At least two of these Cyclecars came to Australia in 1912. Mine was originally owned by the Urie family of Essendon.

Refer photograph Mrs Urie in the 1912 LM Cyclecar.

The car was restored in the 1970s by the late Ron Jones. I have owned and rallied the machine for the past 40 years.

Refer photo above Graeme Jarrett in the 1912 Little Midlands Cyclecar on a recent Veteran Car Club rally.



The **Little Midland** or **LM** was a British 4wheeled cyclecar made from 1910 to 1922 by the Little Midland Light Car Co Ltd in various places in Lancashire. The company was founded in Clitheroe by William Cunningham. His first car made in 1905 had a lightweight two-seat open body and was powered by a 7.5 hp single cylinder engine.

model for the past 2 years. The emphasis was on its ability as a touring car rather than for sporting purposes. The engine was an air-cooled 8 h.p. JAP V-twin with Bosch magneto ignition and B & B carburettor. Transmission was through a metal-to-metal disc clutch, then by Renold chain to the gearbox offering two forward

Little Midland (LM) Cyclecar

From Wikipedia

speeds, with the gear always in mesh and selected by substantial dog-clutches. There was then Renold chain back to the back axle, which was remarkably strong with double radius rods and a massive differential. It was stated that the engine could be started from the driver's seat, though the mechanism was not explained. The weight was 5cwt, and the cost 95 guineas.

After World War I in 1919 the make was revived under new ownership and the company was registered as the Little Midland Light Car Co Ltd and based in Duke Street, Blackburn. The company was re-organised in 1920 and moved to Southgate Works, Preston. The post war car used a 980cc JAP water cooled V-twin engine, cone clutch and 3 speed gearbox with chain to the rear axle. The suspension used quarter elliptic springs all round. The body had two seats plus a dickey seat and cost £200 in 1920.



GN in the Making

John Kent from Wangaratta owns and is restoring a GN cyclecar.

John's cyclecar is based on an original 1921 chassis and is to be powered by a 90 degree 1100cc V twin JAP cyclecar engine. Restoration is proceeding but not as fast as he would like.

John's workshop facilities are called Crank Start Engineering and his team specialises in vintage restorations. John is particularly familiar with vintage Vauxhalls having worked on numerous 30/98s and 23/60s over the years.

He is currently working on a GN for fellow VSCC member Daniel Zampatti which is intended to be present with John's car at Winton next May, 2024.

Like almost all surviving GN's in Australia my GN was owned by Ted Hider-Smith in Melbourne. It was sold about 10 years ago in a sale after his death. Other than that no history is known.

As acquired there was no engine. Recently I was lucky to acquire a 90 degree 1100cc IOE JAP cyclecar engine from a friend. This is one of only four such engines known to survive worldwide.

Restoration has commenced and it is hoped to have a restored rolling chassis for display at Historic Winton in May 2024.

The body style planned for the car will be similar to a works sports or racing GN being a lightweight two seater with a pointed tail. Much research has been undertaken to get the detail right.

There is no cyclecar club that I am aware of. I am a member of the Frazer Nash Car Club in the UK which caters for GN's since these cars were in effect the forerunner of the Frazer Nash's. The club has quite an extensive spares service though this is mostly oriented towards Frazer Nash cars.

I've had a fascination for GN's for

many years but I did not expect to own one as very few exist in this country, maybe a handful.

I've been a passenger but have yet to experience driving one.

Since there is no differential, chain drive with dog clutches and a good power to weight ratio plus very direct steering a skilful driver can have a lot of fun.

John

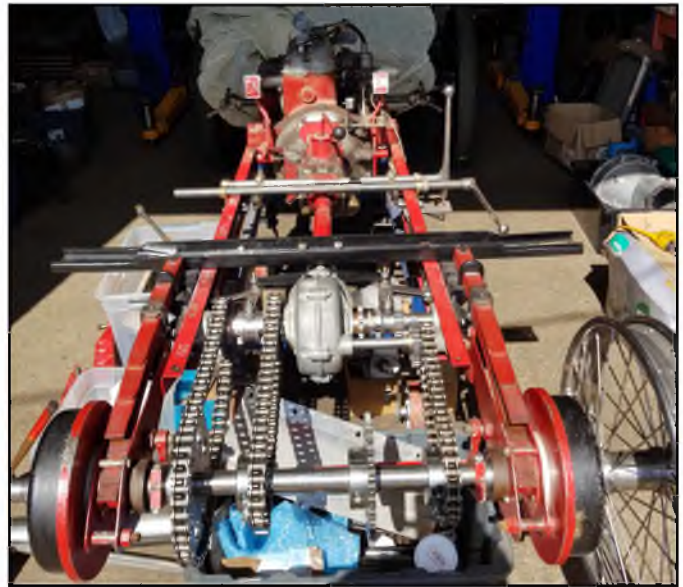
More Australia Cyclecars

Currently in Grant Cowie's workshop is the 1926 Viglione cyclecar which was formerly owned and rebuilt by Peter McGann. Photo of it at Newstead with Daniel Zampatti driving.

From John Kent

Crank Start Engineering is currently rebuilding a GN for Daniel Zampatti. It was previously owed by the late Ted Hider-Smith. The power plant and gearbox is from a Morris Cowley, however, this is about to be removed and a more correct JAP OHV 'V' twin engine is to be fitted.

As delivered to us the chain drive with dog sprockets was absent though the bevel box was extant and fitted. Our brief is to return the chassis to factory specifications and running order.



The GN cycle-car ran out of fuel just after coming off the track at Winton, luckily it was very light so the driver had no trouble pushing it. Graeme Luk was driving Jeremy Morris's GN..

GN Special

My GN Special was at Winton being driven by Daniel Clarke (*see photo*) who just happens to be the grand-son of Maurie Monk who created the car in the late 1930s when he took a GN and put the bullnose Morris engine in it to create a hill climb special. We felt it was fitting that Daniel should drive the car at Winton as it was the car's debut after a long rebuild.

The 1922 GN Vitesse was an original Australian import and first registered in Melbourne in May 1923. By the late 1930s it was with a teenage Maurie Monk who subsequently went on to be a driving force behind the founding of CAMS.



In the summer of 1938, in the back yard behind the family home in Kew Maurie replaced the GN V-twin engine with an engine from a Bullnose Morris to create a hill climb special. In England this had been done previously by none other than Stafford East, the great exponent of GNs.

After World War II the Morris-engined GN Special had passed to Maurie's cousin, Ted Hider-Smith, who continued to develop it and to use it with much success, especially in historic sprints and hill climbs, making it one of the VSCC(A)'s early cars.



In my ownership the car is now has had a rebuild with a view to its return to historic motor sport remaining largely in the same form it has been in since before World War II, with the chain-driven GN chassis being powered by the Bullnose Morris engine. The engine has been in a process of ongoing development over the years and it now includes an uprated lubrication system with external oil pump, pressure-fed big end bearings, twin Amal carburettors, Ricardo head and external water pump.

Minimalist accommodation for humans was built by Steve Barnett in keeping with the "adding lightness" principle.

Attached are a few photographs which have come from Ted Hider-Smith's family and also from Maurie's widow, Margaret Monk via her grandson, Daniel Clarke, who works at Up The Creek Workshop in Castlemaine.



Cyclecars in the UK

Back in 1994 I was fortunate enough to go on a trip to the UK to experience the VSCC's 60th Anniversary celebrations with Peter Fleming at Three Counties Showgrounds near Malvern in a delightful area of the Cotswolds

One of the events was a display of about 40 cyclecars. Cyclecars also appeared at most of the events during the week-long jubilee.

The primitive variety of cyclecars had their engines at the back, front, underneath or even on one of the wheels. Bodywork was often minimal or non-existent and could be made of metal, wood, cane or even paper mache. They may have single seats, tandem (some models the driver sat behind the passenger) or side by side. Differentials in cyclecars were almost non-existent and drive could be by belt, rope, chain, and forms of prop shaft or popular friction drive.

In their day the narrow track enabled cyclecars to go through gateways and passages at the side of houses, inaccessible by bigger vehicles. When combined with wire and bobbin, or central pivot steering they provided driver excitement or anxiety, depends on how you view perilous!

Earlier in the week was a day at the hill climb Shelsley Walsh where we saw several historic cycle car specials tear up the course. (*see below*)

Quorum Cyclecar Gathering



THE VINTAGE SPORTS-CAR CLUB
DIAMOND JUBILEE 1994



SOUVENIR BOOKLET

WED
JULY
6TH



GN Spider raced by Basil Davenport owned by Ron Sant



GNAT constructed by Geoff Sharp owned by Dave Bishop

*Left: 1920 GN Speed Special 1493cc owned by Robin Parker
Below: a road going GN seen in the spectator's car park*



Prior to the display I had the opportunity to not only to have a ride in a GN cyclecar but drive it. Peter Fleming and I went with collector Paul Bullett in his 'eurohatch' (VW Golf) at great haste through winding lanes to round up a few of his cars from his home to drive to the Showgrounds. While I experienced the GN Peter motored in an Austin 7 Ulster.



At Paul Bullett's garage. Paul rolls out the GN. He drove for a while then we pulled into a service station and he allowed me to take the wheel after a few important instructions, especially pumping the total loss pressure feed oil tank on the running board.

The little car motored well. With no speedo it was impossible to know how fast, but I estimated at least 40-45mph. Paul told me to move faster as dusk was approaching and the car had no lights.

Several light cars lined up at the Three Counties Showgrounds. Due to the rain they all were covered up. Many entrants camped out on the grounds to keep an eye on the cars and it was also cheaper accommodation.





1913 Burrell cyclecar tandem two-seater owned by Bob Jones. Its like sitting in a bath tub on a wicker seat. It has a 500cc roller bearing JAP engine and Sturmey Archer gearbox. Steering column passes through the fuel tank to a bicycle chain then wire and bobbin to the front wheels. (see right) Wire braced body work akin to aircraft construction at the time. Front axle, track rod and rear springs are made of wood. Dismantled in the early 1920's and discovered after constructor died in 1960's. Re-discovered by Chris Gordon May in 1994. Bob had only recently acquired it.



An Aycyon cyclecar for sale by John Firth who had recently acquired it. Aycyon made a variety of cars including twin cylinder cars that ran in the Coupe Des Voiturettes in 1907 and 1908. More ambitious cars were used in this 1911 and 1912 Coupe Del Auto Races. The last Alcyon cars were cyclecars with the contemporary Sima Violet .

Left: 1925 Sima Violet owned by Ken Mais. It has the 500cc roller bearing engine, frequently used on 'VSCC events

Below: 1914 El Pampero owned by Arthur Jeddere-Fisher. The cyclecar was built in 1914 by an RAF apprentice Barron Ackroyd who was killed in late 1914 or 15 which accounts for it being for sale in 1917. It has MAG engine. Belts not chains at the back from the engine to gearbox and gearbox to countershaft.



The information on the cyclecars was taken front the Cyclecar Display souvenir booklet

1911 Super owned by Richard Penman. This tandem seated car was built Asineres in France during 1911, as far it is known it is the only surviving car out of 26 built.

It was used as a run-about on an estate in Scotland. It had only recorded a mileage of 410 miles 'on the clock' when it was bought by Richard. By pure luck it escaped being thrashed to death in the twenties because it had never been registered.

It is powered by a V twin 998cc Anzani engine, twin belt drive with no reverse operated by expanding pullies and being able to move the complete back axle in and out to tension the belts. Maximum speed is about 42mph.



1920 Baughan owned by Pat Mather. Constructed during winter 1919/20 and registered in Middlesex in April 1920. It competed in many long distance trials and was used to route Mark Motor Cycle Trials in the Cotswold with red ochre.

Originally fitted with a Blackburn engine and Sturmey Archer gearbox. In mid to late 20's a 90° JAP engine was fitted an a Morris Oxford gearbox with dynostart replaced the S.A. gearbox. The designer and builder Mr Harry Baughan gave this car Pat Refusing with out any payment. He did however accept 50 Woodbines as he liked his 'fags'!

1924 Cycocar owned by Anna Gordon. Basically a period tricycle fitted with a proprietary French 'Micromoteur' propeller driven production unit which bolts onto your bicycle, boat or sledge.



1921 Spacke Cyclecar owned by Brian Bowles. It was imported into Sweden from USA in 1921, where it remained until found by a Swedish enthusiasts, who thinking the car was a veteran, had it sent over to Derby for restoration. On finding it was of later date, lost interest and it remained in Derby.

Whilst visiting Wilkinson's on a VSCC outing Brian saw it and subsequently acquired it. It has new MOT and licenced and has done several short runs, taking care not to travel beyond walking distance from base. He has plans to travel further in the Spacke when confidence, reliability and time permits.





1913 GN Grand Prix owned by Tony Mitchell. Possibly the sole surviving 1914 Grand Prix GN and one of the first 150 made. V twin engine across frame with three speed gearbox, no reverse, double belt final drive. Originally destined for Russian order but war stopped that. Sold to Tom Faulker. Continuous history from new. Later Davis, Nigel Moores, Colin Crabbe, Roger Hancox and Roger Gates. Tony has owned the car since 1968 and campaigned it actively. A real cyclecar in ever way. GN's are so evocative of the cyclecar movement.

1913 Rollo owned by Robin Batchlor. Built in Birmingham the Rollo is a fascinating car.

The catalogue claims the Rollo was delayed on the market until assured demand should warrant it being made in large quantities. The body built of steel lined adler and upholstered in pegamoid.



1913 Bramble owned by Mark Walker. Little is known of this sprightly device. JAP engine is external to the driver's compartment. Many similar machines were constructed. Two speed transmission, belt drive, no reverse. Tubular chassis of bamboo. Brakes are a lever that operates a wooden block onto the tyre.

1920 Leyat owned by Roger Smith. Roger has been rebuilding this amazing device over a period of ten years from parts mainly found in France. It has original ABC engine, top speed 50mph if you are brave enough! Constructed like an aeroplane with wire and bobbin steering to rear wheels and handles well. Starting is by drum from the rear of the engine with a wire cable. As the engine is 1500cc and 9:1 compression ratio this can be demanding. There is another like this in France. Roger is trying to organise a re-creation of the film in the 1920's of two Leyats in the Champs Elyees.



1912 Bedelia cyclecar owned by Mike Bullett. Such cars were used to convey patients on stretchers in front of the driver during the First World War.



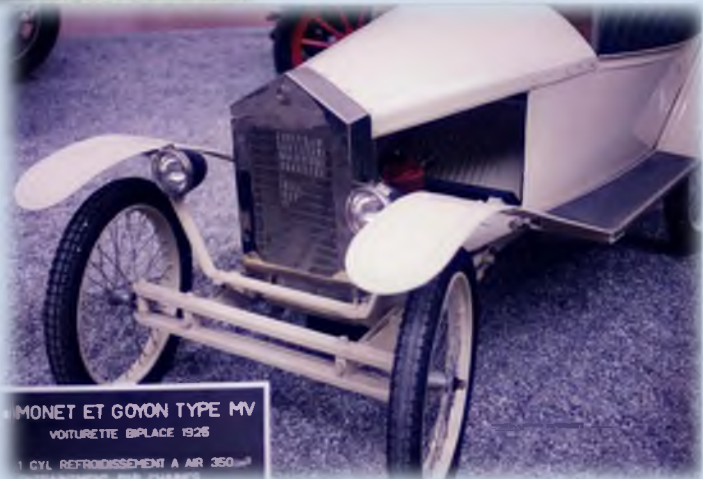
GN-Fraser Nash cross between a cycle car and the coming sports light car. Owned by B. Clarke

1925 Monet et Goyon Type MV cycle car seen at Musee National de l'Automobile Collection Schlumpf, Mulhouse, France.

The Monet Goyon were made from 1921-1926 by Etablissements Monet et Goyon, Macon, Sacone-et-Loire.

The well known motorcycle firm made a number of small cars in three basic models.

The first was a three wheeler known as the AutoMouche with a single cylinder engine mounted over the front wheel. This was replaced in 1923 by a rear engine four wheeler powered by a 269cc or 500cc engines, with chain final drive.



This in turn by a front engine car with a 350cc engine and chain drive to the rear axle.

All these cars used Villers engines, which were also used exclusively in Monet Goyon motorcycles until the late 1920s.



The 1922 Touring G.N.

An Economical Cyclecar Recalling Pleasures and Limitations of Motoring in the 'Twenties

NO precise definition of the term cyclecar was ever evolved, even in the days between 30 and 40 years ago when these hybrid vehicles based largely on motorcycle practice flourished, but there is no doubt that the G.N., which is the subject of this year's Christmas Road Test, was an outstanding example. Its name has lingered on long after most of its rivals have been forgotten, partly owing to its contemporary success, and partly because its simple, straightforward chassis design and unusual transmission lent themselves particularly well to amateur rebuilding and conversion into special sprint cars.

disposal of *The Motor* for road test.

In a way, the 1922 G.N. is not the best example of the marque to choose for this purpose because, to quote the words of Mr. H. R. Godfrey (the original "G" of G.N.), the 1922 models "were all very gutless compared with the 1919 to 1921 models. We had an idea," he continued, "that the family man who wanted a door and dicky seat, also wanted something rather woolly, so the 1922s had lower compression, tamer valve timing and more weight."



Every follower of motor sport is familiar with the name of Mr. B. H. Davenport who broke the Shelsley Walsh Hill Climb record three years running in the mid 'twenties (1926-7-8) and who, at the wheel of his old love, the famous G.N. "Spider," made the fastest climb by a Shelsley Special as recently as August last. It was his love of the marque which caused him to seize the opportunity a year or two ago of acquiring a little-used 1922 touring model and restoring it as near as possible to original condition, subsequently placing it at the

The opportunity to test one of these old cars in something closely approaching original condition was too good to miss, however, even although the actual performance figures recorded could probably be bettered considerably if an earlier model in equally good standard condition were available.

For the benefit of our younger readers, a few details may well be added to the usual specification set out in the data panel. The engine, although of motorcycle type to the extent of having two air-cooled



SLIM LINES are evident in the upper photograph, which shows the 1922 G.N. accompanied by its owner, B. H. Davenport. Right-hand brake and gear levers will be noted in the view of the cockpit, and also the conveniently positioned ammeter, oil-flow indicator, speedometer and horn bulb.

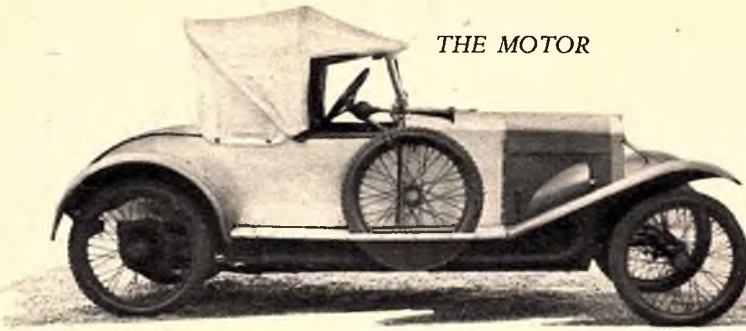
cylinders disposed in 90 degrees Vee formation, differed from normal two-wheeler practice in that the crankcase was extended considerably to accommodate an overhung crankshaft (with one main bearing of great length) on which was mounted a heavy external flywheel. The engine was set across the frame, and a clutch and propeller shaft transmitted the power to a simple bevel box and countershaft, whence four chains conveyed the drive to the solid rear axle, the four chains providing three forward speeds, engaged by means of dogs, and a reverse gear, engaged through the medium of an exposed idler pinion.

The chassis frame was of the simplest possible type, with straight side members of channel-section steel, and quarter elliptic springs were used at both ends. In each case, additional axle location was given—at the rear by radius arms and at the front by additional spring leaves which served the same purpose.

No electric starter was fitted and, in consequence, easy starting from cold assumed a major importance. In the case of this G.N. it was certainly provided (by the standards of the day), although the owner had to learn the knack and, having learnt it, to follow a set routine. In this case, the first start on a cold morning entailed injecting a small quantity of petrol into the cylinders via compression taps, in order to unstick the cast-iron pistons and make cranking easier, after which one pulled out the ignition knob on the fascia to give a carefully-judged degree of retard and moved the hand throttle on the side of the body an equally precise amount, following which the carburetter required flooding as no strangler was fitted. Having



VISIBILITY without obstruction from bonnet or windscreen is a feature which endeared the G.N. to keen drivers.

The 1922 Touring G.N. - - - Contd.

been carefully schooled in these niceties by Basil Davenport, we found that a few swings on the handle brought the engine to life very satisfactorily. In warm weather, priming might be dispensed with and, when the engine was warm, so could flooding the carburetter.

An annoying habit of cars of this period was to start, run for a few seconds and then peter out before the poor driver could get round to the hand throttle. This was overcome on the G.N. by the provision of an extra hand-throttle control which protruded through the dummy radiator so that it could be given a quick tug if the engine showed signs of dying. Provided that all these things were borne in mind, and acted upon, it would be true to say that we found starting easy!

In one respect, the G.N. scored heavily over many present-day cars in that, being air-cooled (and having, in addition, an induction manifold exhaust jacket), it warmed to its work remarkably quickly.

To take the wheel, entry had to be made via the near-side, because it was not considered necessary to give the driver a door of his own, and settling at the controls involved the 5 ft. 10½ in. writer in carefully adjusting a cushion to his back because the seats were fixed and had obviously been planned not to cramp the tallest occupant; the only concession to accommodating drivers of differing height was an adjustment of approximately 2 in. on the pedals.

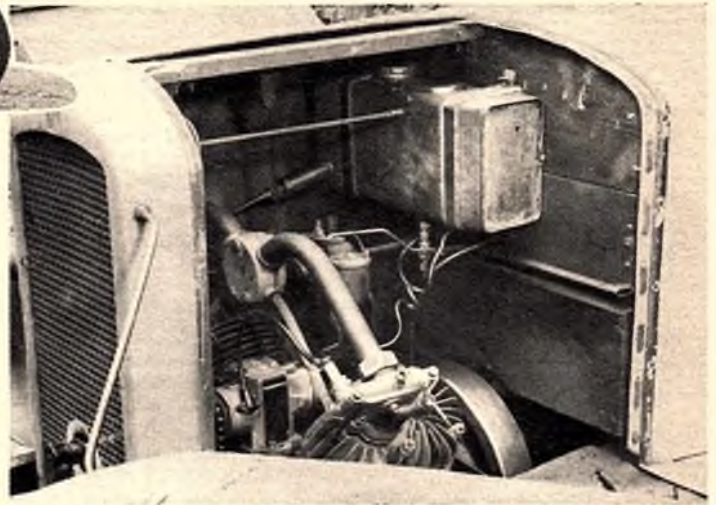
Looking Around

On the other hand, visibility proved far superior to anything known today. Perched on, rather than in, the car, one enjoyed a view which was, quite literally, unobstructed in every direction. One even looked over the adjustable screen which, however, served as quite an effective wind deflector.

Even with the hood erected, visibility remained reasonable and the small rear window proved only a minor disadvantage for reversing thanks to its close proximity to the driver's head. Weather protection, however, was of the crudest, with no screen wiper (which meant keeping the screen tilted back sufficiently to see over it) and no side screens. It was necessary, moreover, to lower the hood to enter or leave, although this was not so bad as it sounds owing to the quick strap fixing.

Of the controls, one noted with interest the right-hand gear and brake levers and the absence of all instruments except a speedometer and ammeter; the lighting system, incidentally, was one of the only two features which Mr. Davenport has not yet restored, the other being an automatic oiling system with visible drip feed. For the test we relied on the stand-by

ENTRY to the car is by a single door on the near-side, the spare wheel being mounted on the off-side of the body. Concealed behind a dummy radiator through which a hand-throttle control projects, the air-cooled, 90-deg. V-twin engine has overhead inlet and side exhaust valves, petrol feed to the carburetter being by gravity.



hand-pump, one stroke of which had to be given every five miles.

Engaged with the engine running at just over tick-over speed, the clutch proved quite surprisingly smooth, and synchromesh was scarcely missed during gear changes owing to the simple dog-clutch type of engagement, although the coarseness of the dogs did sometimes call for a second attempt to engage bottom gear at rest and also resulted in an occasional clonk when changing. Nothing, however, approaching the finesse required by the old crash-type gearbox was needed. Contrary to what might be expected, the final-drive chains produced no objectionable noise.

Two bad points were, the fact that reverse position was opposite the bottom gear slot in the gate so that, with a comparatively small overall movement, it was all too easy to overshoot neutral, whilst the gear lever was well placed to raise a bruise on the driver's knee when in second.

The engine (due no doubt to its low compression and heavy flywheel), proved surprisingly flexible at low speeds, and 10 m.p.h. on a 4 to 1 top gear was just possible without snatch, whilst the slogging powers of the twin when a hill reduced the speed to about 20 m.p.h. seemed quite remarkable. On the other hand, the range in each gear was very limited owing to the engine reaching its peak at only 2,500 r.p.m. As will be seen from the data, the maximum speed of this particular example was 42.3 m.p.h., but it was capable of maintaining its 35 m.p.h. which, by 1922 standards, was distinctly creditable.

A V-twin is not generally regarded as the smoothest type of power unit and this one was designed over 30 years ago: even so, one could not escape the thought that the car of today owes more to the development of flexible engine mountings than is generally realized. Certainly the modern small-car owner would not tolerate the degree of vibration noted in this 1922 G.N. In other respects, the engine seemed surprisingly free from vices and there was even a certain charm in the lusty beat of its two robust cylinders.

The steering was quite remarkably

high-gear, with only half a turn of the wheel from lock to lock, and the very first corner revealed how much the entire basis of steering has changed since this car was built; with small high-pressure tyres, firm suspension and very simple and direct steering linkage, the whole technique of cornering was different. Slip angles (if they existed!) had not been thought of, and when one turned the wheels, the car unmistakably and immediately went where they pointed. Once ideas had been adjusted accordingly, the car proved delightfully responsive, although it remains questionable whether such extra-sensitive control would be suited to the higher speeds of today.

Mechanical Provisos

The suspension, despite the short quarter-elliptic springs, high-pressure tyres and absence of shock absorbers, proved surprisingly good and quite adequate for English roads and moderate speeds. Front wheel brakes, of course, had scarcely been thought of when the G.N. was in its heyday and rear-wheel braking has its automatic limitations, although these are broadened somewhat when the majority of the weight (as in this case) is on the back wheels. Driving this G.N. on the open road within its range of performance, one can say with truth that f.w.b. were not seriously missed, always providing one allowed suitable margins and remembered that, if maximum stopping power were needed, it was necessary to use both hand and foot brakes simultaneously, since each acted in only one drum although the solid axle automatically distributed the effect to the two rear wheels.

Such little tricks, however, were regarded as quite normal in the days of the G.N. and, in a way, they made driving more fun during our week-long test. Certainly this G.N. recalled the pleasures as well as the limitations of driving in the 'twenties and the members of the staff who carried out the performance tests are agreed that the 100-mile run home afterwards will long be remembered amongst their most pleasant memories.

The Motor Christmas Road Test, 1953-

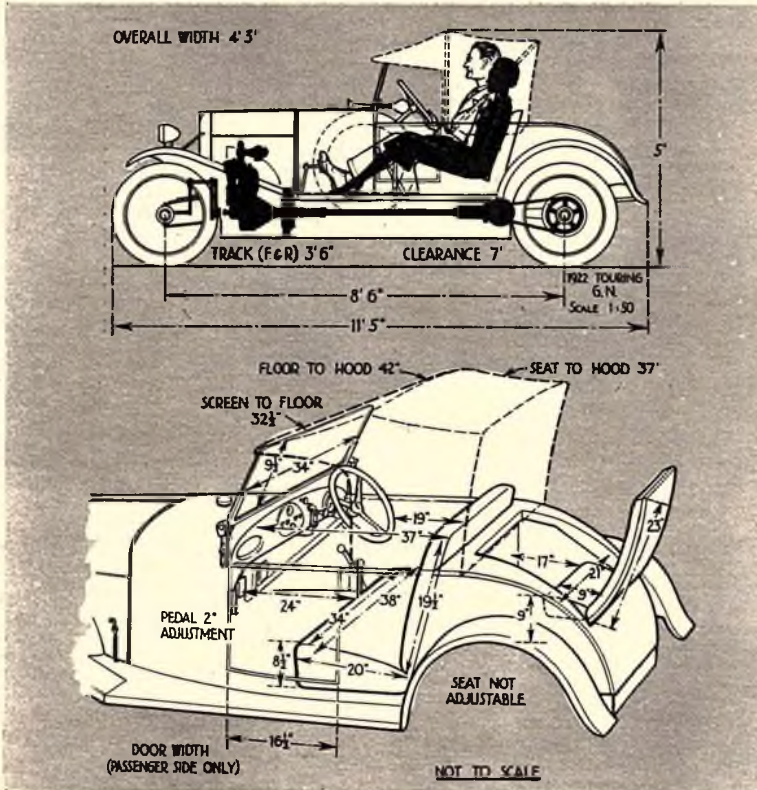
Make: G.N.

Type: 1922 Touring Model

Makers: G.N. Motors Ltd., London

(Restored model kindly loaned by Mr. B. H. Davenport).

Dimensions and Seating



In Brief

Price, in 1922, £225, including hood, electric lighting, spare wheel and tools.

Capacity ... 1,087 c.c.
 Unladen kerb weight ... 9 cwt.
 Fuel consumption ... 41 m.p.g.
 Maximum speed ... 42.3 m.p.h.
 Maximum speed on 1 in 20 gradient ... 27 m.p.h.
 Maximum top-gear gradient 1 in 15.3
 Acceleration
 10-30 m.p.h. in top ... 18.2 sec.
 0-40 m.p.h. through gears 41.2 sec.
 Gearing: 19.8 m.p.h. in top at 1,000 r.p.m.; 77.2 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine
 Cylinders ... 2 (air-cooled V-twin)
 Bore ... 84 mm.
 Stroke ... 98 mm.
 Cubic capacity ... 1,087 c.c.
 Piston area ... 17.2 sq. in.
 Valves ... o.h. inlet, side exhaust
 Compression ratio ... 4 1/2
 Max. power ... 17 b.h.p. at 2,500 r.p.m.
 Piston speed at max. b.h.p. 1,610 ft. per min.
 Carburetter ... Sthenos
 Ignition ... M.L. magneto
 Sparking plugs ... Lodge 18 mm.
 Fuel pump ... nil (gravity feed)
 Oil filter ...

Transmission
 Clutch ... 3-plate dry disc type
 Top gear ... 4.0
 2nd gear ... 6.0
 1st gear ... 10.5
 Propeller shaft ... Open to bevel box
 Final drive ... Countershaft and chains

Chassis
 Brakes Internal expanding (rear wheels only)
 Brake drum diameter ... 10 in.
 Friction lining area ... 45 sq. in.
 Suspension:
 Front Quarter-elliptic with radius leaf
 Rear Quarter-elliptic with radius arm
 Shock absorbers ... None
 Tyres ... 70 x 80

Steering
 Steering gear ... Bevel and pinion
 Turning circle ... Right, 44 ft.; left, 42 ft.
 Turns of steering wheel, lock to lock ... 1/2

Performance factors (at laden weight as tested)
 Piston area, sq. in. per ton ... 27.5
 Brake lining area, sq. in. per ton ... 72
 Specific displacement, litres per ton mile 2,670

Test Conditions

Cool, wet, strong wind blowing diagonally across course. Premium grade fuel.

Test Data

ACCELERATION TIMES on two upper ratios

	Top	2nd
10-30 m.p.h. ...	18.2 sec.	14.7 sec.
20-40 m.p.h. ...	35.0 sec.	—

MAXIMUM SPEEDS
 Flying Quarter Mile
 Mean of four opposite runs ... 42.3 m.p.h.
 Best time equals ... 43.9 m.p.h.

Speed in Gears
 Max. speed in 2nd gear ... 32 m.p.h.
 Max. speed in 1st gear ... 19 m.p.h.

ACCELERATION TIMES through gears

0-20 m.p.h. ...	7.8 sec.
0-30 m.p.h. ...	15.9 sec.
0-40 m.p.h. ...	41.2 sec.
Standing quarter-mile ...	33.1 sec.

FUEL CONSUMPTION
 57 1/2 m.p.g. at constant 20 m.p.h.
 45 1/2 m.p.g. at constant 30 m.p.h.
 Overall consumption for 82 miles, 2 gallons, equals 41 m.p.g.

WEIGHT
 Unladen kerb weight ... 9 cwt
 Front/rear weight distribution ... 44/56
 Weight laden as tested ... 12 1/2 cwt

INSTRUMENTS
 Speedometer at 30 m.p.h. ... 11% slow
 Speedometer at 40 m.p.h. ... 10% slow
 Distance recorder ... 2% fast

HILL CLIMBING (at steady speeds)

Max. top gear speed on 1 in 20 ...	27 m.p.h.
Max. gradient on top gear ...	1 in 15.3 (Tapley 145 lb/ton)
Max. gradient on 2nd gear ...	1 in 11.1 (Tapley 200 lb/ton)

BRAKES (on rear wheels only) at 30 m.p.h.

0.34g retardation (= 88 ft. stopping distance) with 100 lb. pedal pressure.
0.29g retardation (= 104 ft. stopping distance) with 75 lb. pedal pressure.
0.23g retardation (= 132 ft. stopping distance) with 50 lb. pedal pressure.
0.20g retardation (= 151 ft. stopping distance) with 25 lb. pedal pressure.

NOTE: Simultaneous application of hand and foot brakes (both on rear wheels) produced a retardation of 0.51g, equivalent to a stopping distance of 59 ft.

Maintenance

Fuel tank: 3 gallons. Engine oil tank: 6 pints, S.A.E. 40. Bevel box: S.A.E. 140. Steering gear: Thin grease. Chassis lubrication: By grease gun every 1,000 miles to 10 points, and oil every 300 miles to 27 points. Ignition timing: On T.D.C. fully retarded. Spark plug gap: 0.020 in. Contact breaker gap: 0.012 in. Valve timing: I.O. 10 deg. B.T.D.C., I.C. 45 deg. A.B.D.C., E.O. 60 deg. B.B.D.C., E.C. 20 deg. A.T.D.C. Tappet clearances (cold): Inlet, 0.005 in.; exhaust, 0.010 in. Front wheel toe-in: 3/16 in. Camber angle: 5 deg. Castor angle: 5 deg. Tyre pressures: front 30 lb., rear 40 lb. Battery: 6-volt, 30 amp/hr. Lamp bulbs: Head, 24-watt; side and tail, 6-watt; all double-contact bulbs.

A John Parker's Notes on the Carden Cyclecar

Lloyds Ltd 1914 - 1917

Cliff A Lloyd

On 23 March 1914, the firm was registered (at the Supreme Court), operating from 577 Wellington St, Perth

Selling 'Two, New, Single-seated, 4-Cylinder Cars £185/0/0' of unrecorded marque. A *West Australian* advertisement, 13 February 1914, p15

Selling one, new Monocar. A light, sporty and economical runabout with a JAP engine. From a *West Australian* advertisement, 24 July 1914, p11. But an advertisement of 29 Sept 1914 stated the car was actually a Carden Monocar. This is strange, as the Carden car [cited below] was a British-built machine and the Monocar another car of French origin.

In October 1915, the *WA Motorist* recorded, "Lloyds Ltd 1914-1917 recently startled the motor world in WA by buying, outright, the entire plant and machinery of The Baker Carrick & Co Ltd 1911-1915 of Hay St, Perth"

In 1914-1917, Lloyds Ltd operated from 577 Wellington St, Perth selling Pullman Junior cars. One 4-cylinder BRK engine and gearbox from a Pullman car is known to exist in a private collection in WA today.

The 20 July 1917 *Motorist & Wheelman* reported, "Mr J Glendinning of the WA Fruit and Produce Markets is now an enthusiastic motorist, being the owner of a 5-seater Pullman car."

"Selling Trumball cars. A Trumball car has been brought into WA of later years by a local enthusiast and would be very similar to the Trumball cars that

were sold here in the teens, selling Carden cars.

UK automotive researcher, Anthony Cartledge, has found reference to a Cliff A Lloyd importing a Carden cycle car into Perth in 1914. He says, "I'm currently researching the life and work of Sir John Valentine Carden, a remarkable and entirely self-taught engineer. He designed and built, not just cyclecars before and after the First War, but also planes and military tracked vehicles, thereafter. Carden always claimed some overseas sales for his cars in his advertisements.

I always doubted it! Until now, that is. But in some photographs I chanced upon a gem of a postcard - this card, water damaged, shows 'The first Carden cycle car in Australia. It's stamped 'For Lloyds Ltd' and signed and dated 16/7/1914 by Managing Director Mr Lloyd, whose initials are indistinct. Was the firm Lloyds Ltd 1914-1917 in Perth, an importing agent, perhaps?"

The bottom left of the card is again very unclear but the inscription possibly ends in 'WA' On the picture side the motorcycle on the far left is registered P 346 (I think) - a Perth series? "The RAC Year Book for 1915-1916" shows P 346 was attached to a 7-hp Indian motorcycle belonging to L G Hummerston care of Vacuum Oil Co in Perth]. A plucky Australian Carden owner is seen getting to grips with the little cycle car, while his mates stand around doubtlessly questioning his taste in transport matters and probably also his sanity!

Another photo is of the Carden factory yard in Teddington, Middlesex,

where export crates are being put together. Conversely, none of this author's local research shows that any Carden car actually arrived. No Carden cars are recorded being advertised for sale to the general public, or were ever sold, or officially registered. However, an advertisement in the *West Australian* of 9 February 1915 for Lloyds Ltd 1914-1917 offered 'Cycle Car Builders - For Sale - one differential, back axle and wheels, complete, also front wheels and axle. Price £26 to clear. Two-speed gear also on hand. Lloyds Limited 877 Wellington Street' Then, on the 7 December 1915, an advertisement 'Cyclecar 6-7hp, tyres, tubes, Bosch magneto, a gift to clear at £33.10.00'

Was this that very same Carden cycle car that Cliff A Lloyd had imported into Perth? In 1916-1917 the company operated an Office and Showroom at 890 Hay St, Perth and a garage and engineering works at 888 Hay St, Perth selling Pullman cars (manufactured only until 1917) and selling Trumball cars.

In 1917, with WWI in progress, Cliff A Lloyd found it difficult to obtain new cars. In November that year, he was accepted by the Australian Flying Corps for his military service and Lloyds Ltd 1914-1917 went into voluntary liquidation - an advertisement [selling off stock] appears in the *West Australian* to this effect on Saturday 22 December 1917, p11.

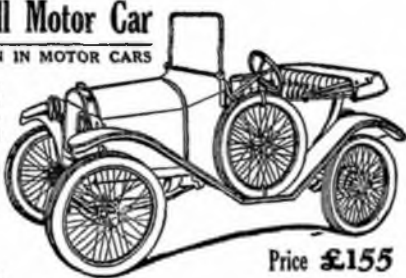
A.John

The Trumball Motor Car

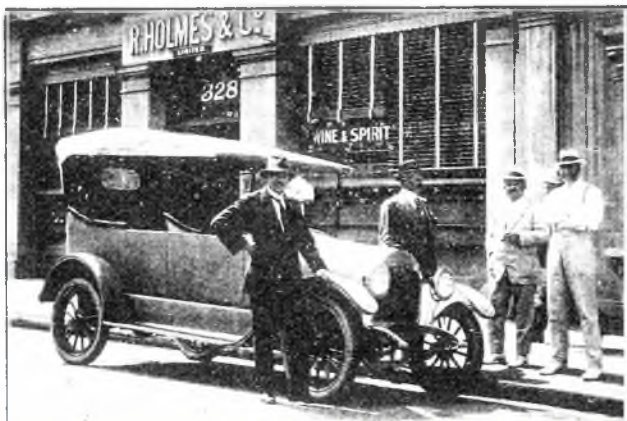
BEST PROPOSITION IN MOTOR CARS

14 Horse-power, four cylinders, three speeds—forward and reverse, electric lights, electric horns and spare wheel. Hood with side curtains

Particulars from:
WITCOMBE & PYM,
WELLINGTON
Sole N.Z. Agents



Price £155



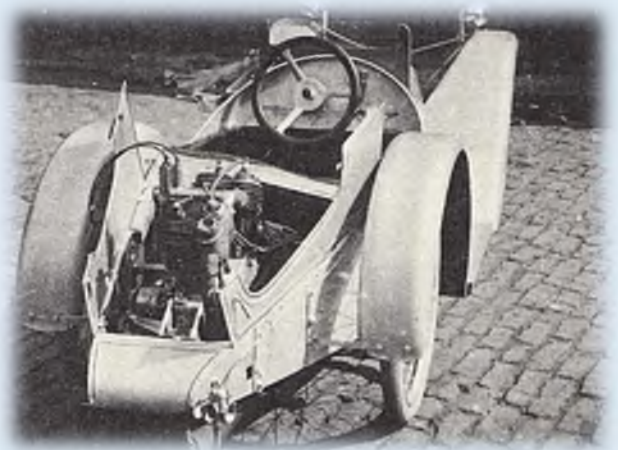
1914 Trumball that used to live in Perth

Pullman Tourer

CARDEN; NEW CARDEN (GB) 1912-1925

- (1) Carden Engineering Co Ltd, Teddington, Middlesex 1912-1920
- (2) Carden Engineering Co Ltd, Ascot, Berks. 1920-1922
- (3) Arnott & Harrison Ltd, Willesden, London, N.W. 10 1923-1925

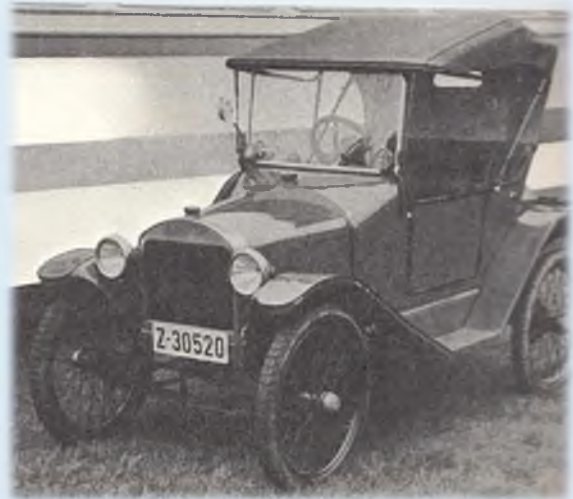
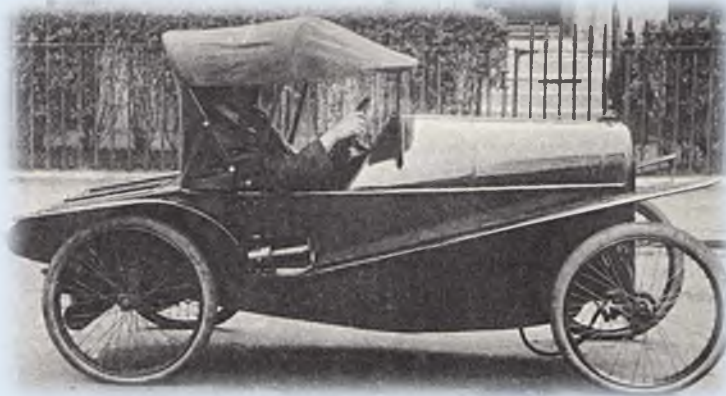
The Carden cyclecar was one of the odder examples of its breed, being at first a single-seater with a rear-mounted single-cylinder engine. In 1919, it reappeared as a two-seater powered by a 2-stroke, flat-twin engine of only 707cc. This was in unit with the rear axle, driving direct through reduction gearing (instead of by chain, as in the earlier model) and there were two forward speeds – in fact, the whole engine and transmission were in one unit. In 1922 a hinged rigid top was offered. In the following year the Carden, now renamed the New Carden, was given normal two- and two/four-seater open bodies. In spite of its peculiarities, the Carden was popular in the car-starved conditions of the early 1920s, mainly because it was cheap. A more expensive three-seater tourer (£130 compared with £90) was sold in 1924 and 1925 under the name Sheret. TRN



1913 Carden 4hp Monocar

1920 Carden 7hp two-seater cyclecar.

1915 Trumbull 13hp two-seater



TRUMBULL (US) 1913-1915

- (1) American Cyclecar Co, Bridgeport, Conn. 1913-1914
- (2) Trumbull Motor Car Co, Bridgeport, Conn. 1915

This make succeeded the American, made by the American Cyclecar Co. of Detroit. The Trumbull was apparently superior to the typical cyclecar, having a water-cooled 4-cylinder engine of 1.7 litres. This was connected with a friction transmission and double chain drive. GMN

Pullman

Ed: The Pullman was not cyclecar however a fascinating model developed by the maker attracted my attention. Ed.

The Pullman was an American automobile that was manufactured in York, Pennsylvania by the York Motor Car Company from 1905 to 1909 and the Pullman Motor Car Company from 1909 to 1917. The Pullman automobile was named by industrialist Albert P. Broomell to reflect the quality and luxury of rail cars and coaches made by the Pullman Company, but the two organizations were not related.

Six-wheeled Pullman



Albert P. Brumell of Broomell, Schmidt & Steacy Company built his first car in 1903. Named the Pullman, it featured six wheels and was built in the Hardinge factory. The axles were evenly spaced; the endmost two axles were in their conventional fore and aft locations and the middle two wheels, which were the powered wheels, sat directly under the passenger seats.

When steering the front and rear axles would turn in opposition, enabling the car to turn very tightly. If the car passed over a low spot in the road the driving wheels could become suspended and stop the car until it was pushed.

When the car reached a particularly high spot in the road, it had a tendency to see-saw. In 1903, this problem contributed to a car crash. The vehicle was subsequently torn apart and items such as the engine were rebuilt in a more conventional four-wheel configuration.

Premier Cycle Car

From "The Book of the Motor Car"
Rankin Kennedy CE 1917

The Premier cycle car chassis in perspective view, well illustrates the arrangement of parts. The engine is seen in front being a Premier 7-9hp twin engine, with cylinders set 50°. This engine has been specially designed for cycle car work, has a bore and stroke of 85 and 88mm respectively. The compression is moderately low and as there is a generous reserve of power at all times, the possibilities of over heating may be considered as non-existent.

The valves are large diameter and are disposed side by side with adjustable tappets and exceptionally strong actuating mechanism. The timing gear is very simple in design, the reduction wheels carrying double cams, which operate large bell crank rockers for the inlet and work direct upon large steel balls, which are carried in the ends of the tappets, for the exhaust. Very heavy flywheels of large diameter enable the engine to be run slowly with the minimum vibration, while the crank pin is of ample diameter and length to provide a generous bearing surface for the connecting rods big ends. Double ball bearings are fitted on each side and ignition is secured by a large size Bosch high tension magneto, chain driven from the half-time gears.

The transmission is by chain from engine to gear box and by chain from gear box to back axle. The gear box has a central position in the chassis, being carried on central longitudinal members, fixed in the under frame to accommodate it, while provision for chain adjustment is embodied in its attachment.

The drive is transmitted to a large chain wheel, idle on the counter shaft and forming the outer clutch member. The

leather faced inner member is operated on a square portion of the shaft and so transmits the drive to the dog clutch. Similarly mounted within the gearbox and disposed between the primary wheels, engagement with one or the other by side lever giving desired gear. Final drive is transmitted through a sprocket fixed on the shaft between the clutch and gear box to the rear axle.

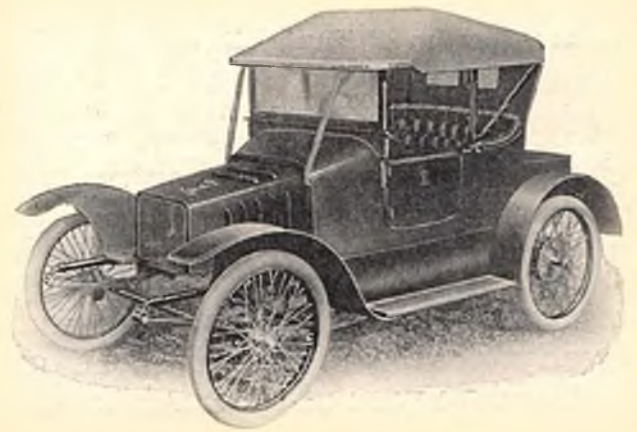
Six springs, mounted on a carrier behind the clutch, give the necessary tension to transmit the drive, a single nut providing ready adjustment for taking up wear; and mounted upon the main driving member is a large diameter drum for the counter shaft brake, which is of the external contracting type, pedal applied. With this arrangement no braking strain is thrown upon the gears or the engine, when the latter is in neutral or the clutch is released.

One of the most important points of advance design in the Premier cycle car is the method of springing; the frame, though sprung on long hackled semi-elliptic springs forward, is unsprung at the rear, but carries quarter elliptic springs fastened to the upper surface of its side members, to the rear axle. Underneath the body, corresponding slides are provided and into these the spring ends are inserted. The forward end of the body being then carried on a pair of hinges; movement of the body and consequent spring depression, causes the latter to slide backwards and forwards in their housings, while forward springing is

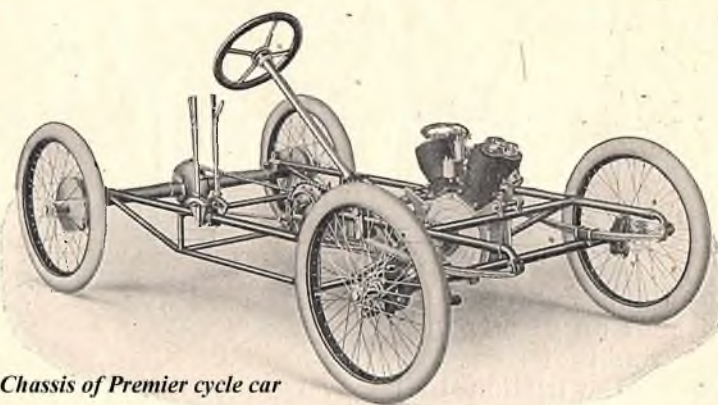
ready provided for with the orthodox semi-elliptic. The fore part of the car is sprung by half elliptic leaf springs of usual practice, illustration shows the complete cycle car with hood.

Should it be found necessary at any time to remove the body,

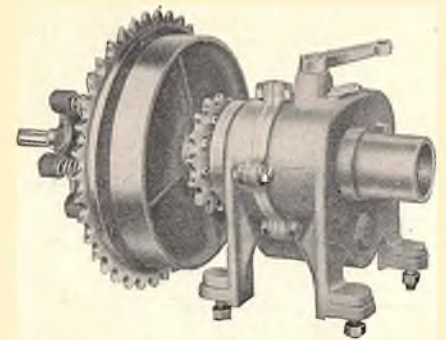
this can be easily accomplished by merely removing two bolts, when the body, with steering wheel, rear guards, tool locker and dashboard, can be with-drawn from the chassis. Provision is made for chain adjustment, by means of two screw bolts in the after side of the axle, while at every point where wear is likely to occur adjustment is obtainable by similar means.



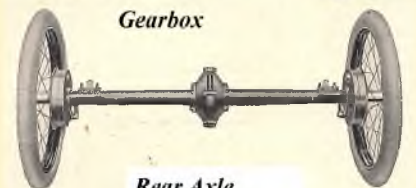
The Premier Cycle Car



Chassis of Premier cycle car



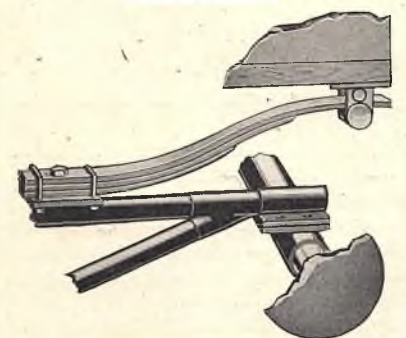
Gearbox



Rear Axle



Front axle



Springing

Maree-Birdsville Mail 67 Years Ago

The faded sandy track disappeared here and there...a wild dog watched curiously from afar...brumbies galloped in the distance...and the big weather-beaten red AEC Matador mail truck clawed its way over another sand hill.

The battered windscreen-less, doorless prime mover carried spares we might need – clutch plates, wheel bolts, axles, springs – for an unfixable breakdown might mean a lonely week’s wait for hopefully another vehicle to come along.

This was the Marree-Birdsville track just two years after it became famous with release of the black-and-white film *The Back of Beyond*, the track then known as “the loneliest mail run in the world” operated by the now legendary Tom Kruse.

I rode the mail run in 1956. Out of Marree, with Max Bowden at the wheel of an ex-Army Blitz for the first leg to Cooper Creek, over-loaded with 44-gallon fuel drums and mail bags we headed into the five-day journey over 517-kilometres (321 miles) of virtually trackless country ahead. Two deserts: Sturt’s Stony and the Strezlecki and remote cattle stations Ettadunna, Mungeranie, Clifton Hills and just south of Queensland border, Pandie Pandie.

Sandhill crossings meant regular bogging, extracting the Blitz by placing wartime airstrip metal plates ahead of the wheels.

At flooded Cooper Creek we abandoned the Blitz, transferred freight and mail on to a barge made from 44-gallon drums.

Bob Scobie, of Mulka Station, who had motored down north-side to collect mail, hauled the barge across, hooked to his Austin Champ with 200 metres of No. 8 fencing wire.

We loaded it all onto the Matador semi-trailer, driven down the track by Fritz Ebel. Fritz also toyed with an old radio, the air-waves buzzing since leaving Marree “The



David Tulloch

mail truck has passed here, it should be there tonight. Will check at next session” was the familiar call. The stations knew our every movement!

The much-battered AEC merely a cabin shell. Often in first gear but usually third, the Matador crawled north, between Sturt’s and Simpson’s deserts.

Grinding onward, easterly of the Diamantina, across flat plains and Dead Man’s Sandhills: here, four men perished from thirst just a few years earlier.

Crossing the Diamantina, following heavy rain a series a series of water-holes to Birdsville, basking in 114 degrees in the shade, a cluster of a few buildings: the iconic hotel, Inland Mission Hospital, combined post office and police station, white population 15, Aboriginal similar.

Five days out from Marree we departed for the run back down the “track”

Cooked steaks on a shovel in lieu of a frying pan. Shot brumbies, cutting off ears to claim the Government bounty and tails and manes to sell to

broom makers in Adelaide. One evening in darkness, boiled the billy, poured out tea and second cup, out of the billy came a pair of horse ears!

At the flooded Cooper, while swimming a mob of 60 station horses across the usually-dry creek, mail spilled into the water. Solution? We opened the envelopes and dried out the contents in the sun!

Then onward, day by day southwards past abandoned stone walled homesteads and to Marree. The next mail run? – In a fortnight

While there’s a plethora of black and white photographs of the early mail run and the various vehicles used. One, the Badger, is now in the National Motor Museum, Birdwood, S.A. My 8mm movie film is the earliest known colour film of the mail run Ends.

The Blitz now a permanent “monument” in Marree park.

Above: The AEC Matador (David Tulloch at right)

David



From Bernie Jacobson - Earle

Your Readers may be interested to learn of yet another rare and/or exotic make of motorcar here in Australia.

Tucked away on a bush property at Germantown, near Bright are the remains of not just one but three Earle cars dating from the early to mid 1920s. Originally built Michigan in the USA these had a four cylinder side valve engine of approximately 2.5 litre capacity.

The Germantown cars are, one almost complete car that is under cover and two, reduced to almost bare chassis, are outside

and subject to the weather. I understand that they are in the process of being sold and hopefully rescued.

Heather Gaunt hmgaut@gmail.com would be able to give you some further details. You should find photographs of the cars at <https://photos.app.goo.gl/ExP2HuZmsHmqZd17>

Georgano devotes three and a bit lines to Earle cars and tells us that approximately 2000 cars were produced in between 1921-3. in the "Complete Encyclopaedia of Motorcars". Sadly he does not include a photograph. *Bernie*



A restored American 1922 Earle tourer seen in Warrnambool a few years ago. The engine had to be sleeved due to water due rusting a hole in the cylinder wall. The Earle was an automobile manufactured in Jackson, Michigan by Earle Motors Inc. from 1921-23. The Earle was a continuation of the Briscoe. The Model 40 offered both open and closed

models with a four-cylinder engine.

Approximately 2,000 vehicles were produced. When the Earle debuted in 1921, the tourer cost just \$1285. The company also claimed that \$100 worth of "extras" such as linoleum floor boards and carpets front and rear were included in the base price.

Bits & Pieces

The museum is located in the suburb of Banyo about 20 minutes north of Brisbane's CBD.

It opened in mid-June with an exhibition called The Cars We Grew Up With.

The Director is Jackson Smith, the museum founder and classic car collector Colin Galley. Mark Buchanan is the museum's curator.

Many of the cars exhibited are members of many of Brisbane's largest car and motorcycle clubs.

Mark has set the scene with gallery lighting, media screens and projectors, offering a snapshot into Australia's automotive past and owners passion of cars displayed.

The Brisbane Motor Museum plans

Brisbane Motor Museum

to rotate its exhibitions every three to four months, with all based on various themes. The current theme has a wide mix ranging from locally crafted vehicles including a 1924 Galloway coach built in Spring Hill Brisbane, through to exotic supercars like the 1979 Lamborghini Countach LP400S.

The museum has a cafe, gift shop, lounge, library and function space.

The museum offers car clubs, motoring enthusiasts and groups function rooms with presentation equipment. The museum is seeking private owners, collectors, car clubs to display their cars, motorcycles and memorabilia for future themed exhibits

All exhibit areas have barriers, pressurised and temperature controlled,

preserving vehicles and materials in dust free and ideal temperatures and displayed to keep hands off the exhibits without obstructing viewing.

The Brisbane Motor Museum is open to the public from 10.00am to 5.00pm Friday and Saturday, and 8.00am to 3.00pm Sunday.

Tickets can be purchased online via the website, brisbanemotormuseum.com.au or on site with general admission \$25, concession card and group discounts and free entry for kids under 12.

(Ed: Should anyone go to the museum please send in some photos of the vehicles displayed)

Powerhouse Museum, Sydney

Sent in by Richard Pike

I have been a volunteer at the Powerhouse Castle Hill for some fifteen years.

The Castle Hill site initially was developed as a storage site for many of the objects in the museum's collection and included an exhibition space. On special occasions public tours of the various stores were conducted which included to transport store.

A redevelopment of the site is almost concluded with the construction a new building to house many of the head office functions, workshops, laboratories and research centres which are relocating from the Ultimo site in Sydney. This new building due to open later this year and will also include a large exhibition space. Once the site is fully open it is expected that public tours of the collection stores will recommence.

As a long term volunteer I have been involved in conducting many general tours including many in the transport store. I have met many interesting meeting people from the various car clubs and associations who have visited the Powerhouse Castle Hill.

A brief list from memory of the many visiting clubs - Austin, Morris, Wolseley, Mini, Leyland P76, Triumph, Austin Healey, several Holden clubs, Jaguar, Rolls-Royce Owners, Bentley, Early Fords V8, Mustang, several Chev clubs, Goggomobile including Bill Buckle, several Vintage and Veteran Clubs and the Speedway Bike Club. There has been many district car clubs plus one memorable group from the USA High Wheeler Association who were in

Australia for a world get together, I learned a lot from them.

Many of the club members had interesting stories to tell as we viewed the collection.

I remember one visitor telling me he had to leave early in the afternoon to get home as his veteran car was not very fast and he wanted to get home before dark as he only had acetylene headlights.

This is a list of some of the vehicles in the museum -

High Wheelers - 1908 Holsman Auto Buggy,
1910 International Auto Buggy,
1911 International Harvester Truck.
1905 Cadillac Car and a complete rolling chassis.
1917 Detroit Electric.
1959 Ford Prefect converted to electric by Roy Doring and his son Bill back in about 1962.
1925 Rolls-Royce Twenty.
1963 Rolls-Royce Phantom V ex NSW Governors Vice Regal car, complete with Crowns instead of number plates.
1928 Bugatti Type 37.
1913 Rover.
1970 Morris Mini K.
1925 "Bullnose" Morris Cowley.
1926 Austin 7.
1925 Trojan.
1955 Hillman Minx.
Holdens - 48/215, FJ and

Dick Smiths EH Rally Car.
1964 Lightburn Zeta.
1916 Model T Ford.
1935 Ford V8 Sedan.
1923 Australian Six.
1913 Sheffield Simplex.
1974 Leyland P76 and an ex-factory wooden P76 Station Wagon and Car.

A number of ex-Motor Show cutaway cars and prototypes from Ford, Holden, Audi and Toyota.

Assorted Racing Cars and Bikes.

A number of horse drawn vehicles including coaches, carriages, wagons etc.

Also in the collection there is a number of steam driven vehicles namely road rollers, trucks, ploughing engines and traction engines.

In addition there are many transport related objects. **Richard**

1928 Bugatti Type 37 was the winner of the 1929 Australian Grand Prix





1917 Detroit Electric



1925 Trojan



1913 Sheffield Simplex

1923 Australian Six



The 1925 Rolls-Royce 20hp , and 1913 Rover 12hp are one family owned



The Aveling & Porter steam truck was steamed up recently



The McLaren traction engine was acquired by the museum in 1962 and it's last job was to pull the semi trailer that was sent to transport it to Sydney out of a bog, then load itself onto the trailer

Bits & Pieces cont:

FOR SALE (Overseas)

1951 Lancia Aurelia Ute project.

This is a 1951 LHD B21 Berlina that was converted to a Ute, probably early in its life. The conversion is done quite well and it looks better (in my opinion) than the factory Appia equivalent.

When finished, I expect it will be a real stunner and a pleasure to drive!

I bought the car many years ago as a project, but too many cars and too little space now force a sale. There is quite a bit of work to do on the body, floors and sills will need replacing.

I have sourced already quite a few missing bits for the car, such as a correct windscreen (it came with an Appia 3 windscreen fitted), headlamp glasses, radiator grille etc. The engine block is salvageable and I sourced a couple of good B12 heads to go with it, as they offer bigger porting, and look completely original.

It owes me 15000 Euro, so that is what I want for it. Car is located in Belgium near Antwerp, I can and will assist with shipping.
Koen Keutgens, Email: koen.keutgens@telenet.be, Whatsapp: +32495945965



FOR SALE

1968 Lancia Flavia Milleotto Berlina.

Chassis number 819.311/5 * 005295 *, engine number 819.300.8345 (1800 cc).

Repainted in Blue Mendoza by a previous owner, this car is in fair but very usable condition.

Work done during my ownership has included upper and lower front ball joints and with the front spring buffers replaced the car steers nicely now, even better with a freshly reconditioned (re-bushed) steering idler. Rear spring rear mount rubbers have also been replaced, as have the Panhard Rod bushes, rear shocker upper mount bushes and the rear shockers (Koni Classic, from a donor car).

More recently, all the sub frame rubbers have been replaced, as have the engine and gearbox mounts, to the benefit of overall refinement. A rear spring shackle bush was also replaced.

New tyres all round in the correct specification Michelin XAS – date code 1018 front and 4918 rear.

I have really enjoyed owning and driving this car since



2014 but it's now time I passed it on for someone else to enjoy. While the coupes have the looks, the Berlinas are excellent touring cars in their own right, offering a reasonably priced entry into Lancia ownership. This could be yours just in time for Castlemaine in October.

As the car is on non-transferable club permit, it will be sold unregistered and without a RWC.

More photos available on request, contact Mike Southgate on 0405 452 500 or msouthgate1@optusnet.com.au.

Asking \$25,000, (slightly) negotiable.

Austin 12/4 Van a Star—John Blythe

The local Rotary club run a fund raising event during the summer months called the Wandin Rotary Custom Cars & Bike Show. The last event for the season attracted over 800 cars mostly hot rods and modified classics with handful of Vintage cars. I popped along

with the grey 12 and fellow member Frank borrowed the 1928 van, to our total surprise the van was picked as the car of the Show. Following on from that I was invited to be involved in the Wandin Rotary clubs presentation of \$18,000 to the royal children's hospital.

