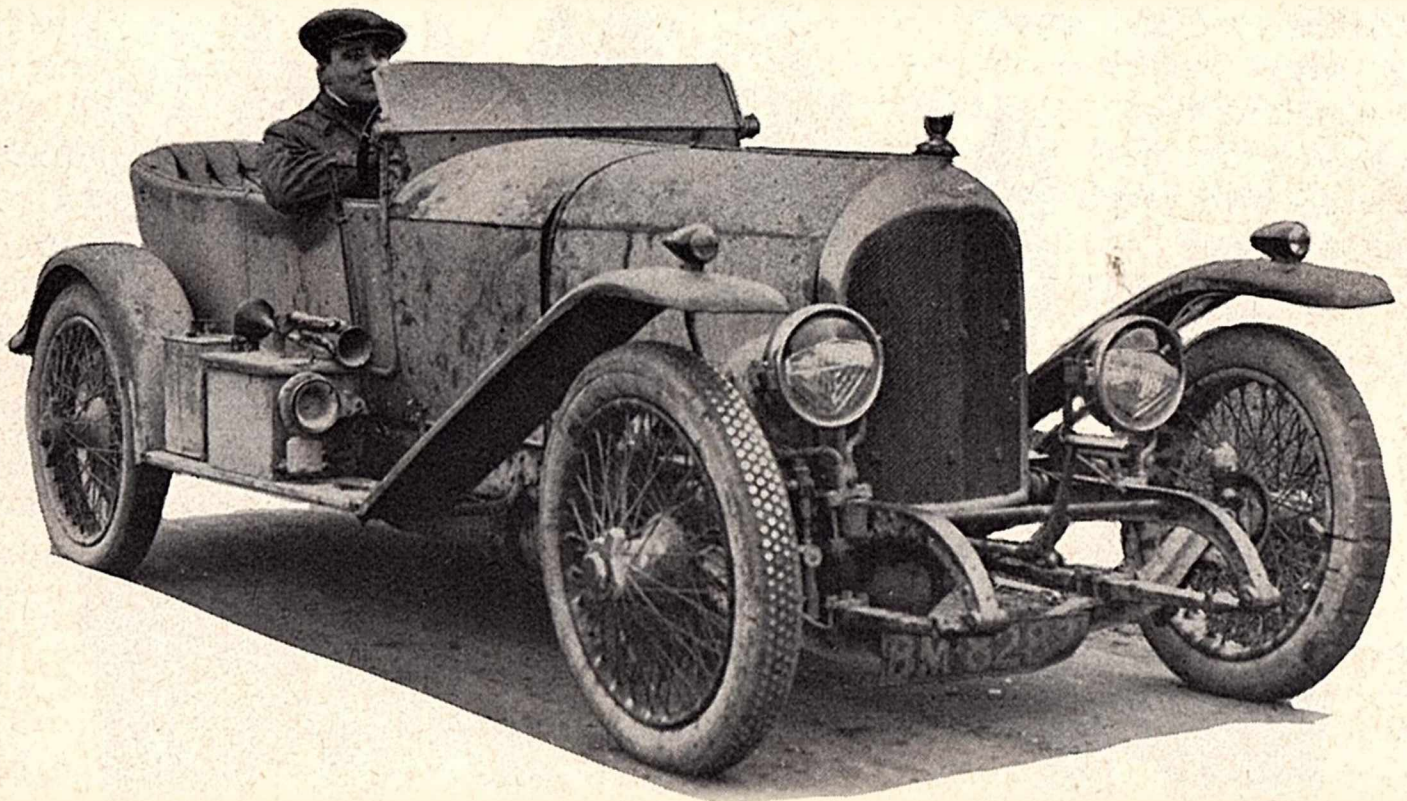


# Country Motor

## *Australia*

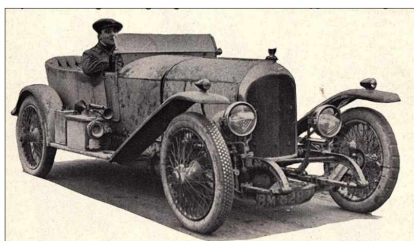


**Issue 15**



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

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*See brief discussion on Bentleys made  
between 1919-1931*

Back copies of Country Motor  
are available upon request

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

Please forward all editorial  
enquiries and contributions to  
David Vaughan

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# Country Motor Australia

Issue 15

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## Editor's Entries

*Welcome to the fifteenth edition of Country Motor*

### **Fifteenth Issue**

The focus in issue 15 is on vintage Bentleys. A little history on the early Bentleys reveals WO and his skilled companions had to overcome many mechanical problems while developing the iconic brand.

Owning a Bentley is a double edged sword. On the one side there is the status and pleasure of driving the vintage models on the other side is the considerable cost of purchasing and maintaining or restoring one. Fortunately there are members of the vintage car community that are able to afford Bentley ownership, so we can at times witness the legendary cars car rallies.

Mercedes Benz has only recently entered the utility market basing their utes, not on their engineering finery but on Nissan underpinnings. Unlike the VW Amarok released in 2005 that was developed by Volkswagen from the chassis up and proved to be an excellent vehicle despite the company not having the benefit of experience in making utes, like several Japanese brands. Colin

Wilson has expertly created a Mercedes Benz ute that could have been built in the 1950's, had they had the inclination. From every angle its looks just right with Mercedes quality finish.

Royalty has over the years owned many unique and interesting cars. One Sunbeam had a very short career in the hands of an English king and a very short career as a Sunbeam. See Archie Marshall's unusual story.

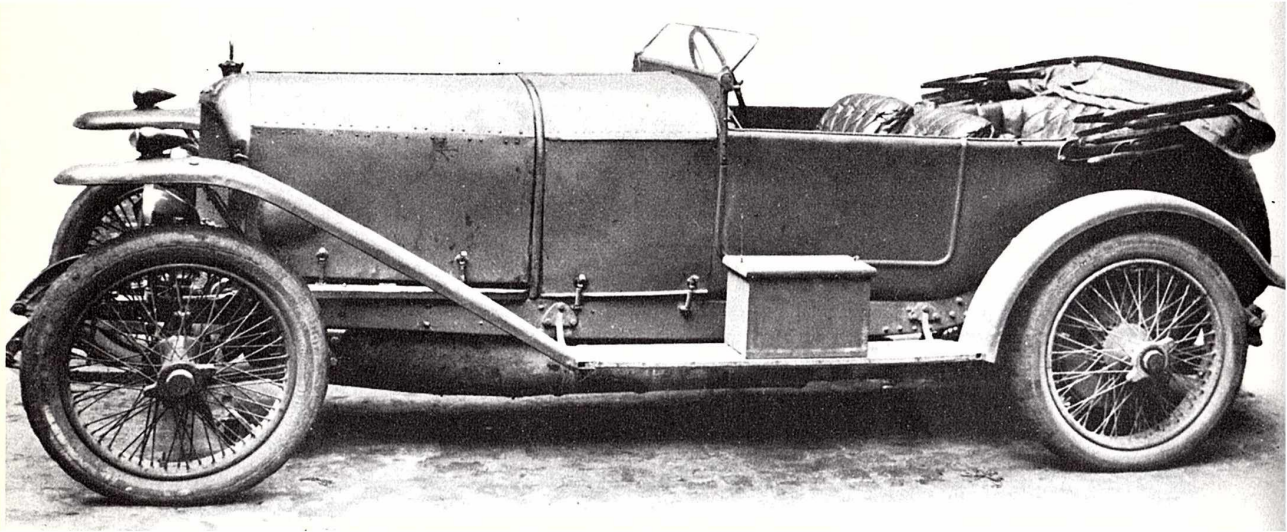
Bolwells may not have a high priority on most enthusiast's motor car wish list, however to David Cody recovering a Bolwell he previously owned became an obsession.

Neil Athorn has been exploring dirt roads again on a tractor trek. Rambling along at 30mph can be as much fun as doing 150mph on a race track. Like most old vehicle activities it is all about sharing a common interest and friendship in the hobby.

The photo gallery of the 1960s is a collection of Bentley images. Using a newly acquired book I have been able to identify the owners and history of the cars photographed then. *David*

2019 is a Centenary Year for many makes including Alvis, Ballot and Bentley. Here we discuss the development of the Bentley.

# 1919-1931 Bentley Motors Ltd



I spent my career office bound so all my experiences with old cars have been on a hobby basis. During my 32 year ownership of an Austin 12/4 I learned a lot about the model and I guess about cars of the vintage period.

One major lesson I learned was that the type of pistons used could have a significant bearing on the performance of the engine.

In the 1960s, when single, I enjoyed numerous VDC country rallies in the Austin. The old engine pulled 45mph no worries trying to keep up with its American contemporaries. It has been said that worn 12/4 engines go quite well, I have to agree. One day a lot of smoke came from the valve covers when idling.

Ignoring the symptom of distress I proceeded to travel to Ballarat and back. In time I thought I had better investigate the problem. The joy of a side valve is that there little work involved in removing the head to reveal any maladies in the upper portion of the engine.

Number four piston has lost it's crown. Oh dear! I was one of few 12/4 enthusiasts in those days and incomplete 12/4s or parts often came my way.

Wonderful, in amongst the spares was a set of pistons which, upon close examination, fitted perfectly. The old pistons were removed and carefully replaced with the 'new' set. The 12/4 was on the road again. But where was the energy it had previously? It went okay at 40mph anything more was a frustrating impossibility.

Now here is the point of the story and a gentleman back prior to the first world war had made this very discovery. Aluminium pistons provided far better performance than cast steel ones which I

had fitted. Years later I had the engine professionally over hauled and once it was worn in (that took a few years) the 12/4 regained its 45mph cruising speed without any problems.

That engineer of the past was none other than Walter Owen Bentley whose reputation was totally enhanced by his insistence that aircraft engines developed during the war years should be fitted with aluminium pistons.

I refer to W.O. Bentley's 1964 book 'An Illustrated History of Bentley Cars 1919-1931' where he responds to co-author Richard Hough's question, what was the main influences that led to the design of the first Bentley car, the 3 litre of 1919.

WO states 1914 and 1916 were two important dates in the conception of the Bentley engine. In 1912 he was a partner to his brother H M Bentley in the distribution of DFP cars that derived from France. He believed he could improve their engine's performance by fitting aluminium pistons. He claimed it was the first time aluminium pistons were fitted to an internal combustion engine.

Like many motor dealers they believed that winning races on a Sunday meant selling cars Monday, which apparently worked. DFPs went out the door after successful attendances at Brooklands and hill climbs.

1915-16 his interests turned to developing Bentley Rotary aero engines

for aircraft of the First World War. His concern was reliability, ensuring men were not lost in combat due to failure of the aircraft's engines. He and his crew triple checked every aspect of the engines manufactured as he did not want ghosts of pilots on his conscience.

The same thoroughness was applied to the motor cars that came later. His first experimental 3 litre engine turned over in 1919. This was achieved on a stand in an stable loft workshop in London. With no muffler the raucous engine disturbed patients at a nearby hospital. A visiting matron ordered silence! Matrons were not known for their subtleties. WO in his autobiography shouted back 'Tell her to go away'. What was the illness of one man? In here the birth of a new engine was taking place.

The engine featured a bore and stroke of 80x140mm (2994cc), four cylinder cast *en bloc* with a non-detachable head, 15.9hp. Two inlet and



In 1920 the life of Bentley Motors Ltd began in a new brick building at Cricklewood, north west London in a rural area ready for industrial development. The space provided room to assemble the next three experimental engines and chassis. WO's DFP stands in front of it.

two exhaust valves per cylinder operated by a single overhead camshaft driven off the front end of the crankshaft by vertical shafts and spiral bevels. A single magnet, (later two) and a single Claudel-Hobson carburettor. The engine had many changes prior to installation into a chassis.

The characteristic Bentley thump of the exhaust note was of concern to WO along with many other crude noises he was not happy with when testing the first complete car. The under-shield, fitted to prevent stones from the rough roads damaging the engines of cars in that period, created drumming. However, roads improved in 1920 and this item could be disregarded. The gear drive to the camshaft was also an Achilles Heel.

The gears and rear axle required attention to reduce noises. Of course any novice, like myself, would contribute to the crunching of gearbox noises when making inexperienced gear changes.

E.N.V. provided the back axle gears and were accused by WO for sub-standard engineering, which they denied. WO further investigated to find the back axle casing was deflecting under the load of passengers in the back causing imperfect meshing. E.N.V. turned out a revised gear to meet this deflection. Over the few short years the noise-level in the 3 litre was reduced, though still not adequate for closed coachwork. Seeking refinement for Bentley cars it was decided that a six cylinder engine would be more satisfactory.

Initially a 4¾ litre engine was developed with a revised camshaft drive at the rear of the engine. While testing somewhere in France by sheer coincidence the prototype Phantom I Rolls Royce was met creating rivalry with a 'close and bitter trial of speed'! The engine size was disregarded being increased to 6½ litres. The first leaflets issued of the 6 cylinder model were made at the Olympia Show in 1925.

The 6 cylinder was supplemented by a 4½ litre model specifically designed for racing while the six was for carrying heavy bodywork swiftly and quietly. The 4½ litre was lacking by 1929 and the Speed Six became its racing successor, winning events at Brooklands and Le Mans.

In the 6½ litre chassis the 8 litre engine was installed, with a light weight fabric body it was a 'fast and delightful car' The radiator was later made more efficient as boiling on long ascents occurred. It was a car that substantial coachwork was suited that could achieve 6 to 104mph in top gear. The model was

not without problems when tested. WO made a frightening discovery when testing a production chassis with limousine coachwork.



*WO in the early 1960s reacquainting himself with a Speed Six Bentley. Showing the brake adjuster that was usefully positioned for the driver to alter equally all four wheels by a quarter of a turn.*

The forward 'prongs' of the chassis 'frame by unhappy chance were set up, like a tuning fork, on the wrong frequency at certain high speeds' Axle tramp set in and the whole frame itself

engineering experience at Vauxhall.

Exp. 1 and Exp. 2 were similar in design and constructed as sister cars. Exp.1 is shown on the previous page with a basic tourer body attributed to Harrison's, being one of few coachbuilders still operating after WWI. It was used for demonstrations. Exp.2 was used for extensive testing and racing. Exp. 3 and 4 carried the production pattern engines and chassis frame. The history and racing activities of Exp. 2 that still exists is the subject of a detailed book by Timothy Houlding '3 litre Experimental Number Two BM8752 The Primal Spirit of the Immortal Racing Bentleys'

One of the earliest reviews of the 3 litre Bentley was made by 'The Autocar' 29th November 1919. At that point in time only the prototype chassis was available.

3 THE AUTOCAR, November 29th, 1919.

**The Three-litre Bentley.**

This three-quarter front view gives an admirable impression of the well-balanced appearance of the chassis. The effect is obtained largely by setting the radiator well behind the line of the front axle. Ball joints are fitted to the front axle to receive the shock absorbers.

**SPECIFICATION.**

Three-litre, four cylinders, 80 x 149 mm. bore and stroke (2,994 c.c.)  
 Four valves to each cylinder, dry sump lubrication.  
 Fabric cone clutch.  
 Four-speed gear box.  
 Semi-floating rear axle.  
 Semi-elliptic springs.  
 820 x 120 mm. tyres on detachable wire wheels.  
 9ft. 4in. wheelbase. 4ft. 3in. track.  
 Electric lighting and starting.  
 Chassis weight, 14½ cwt.

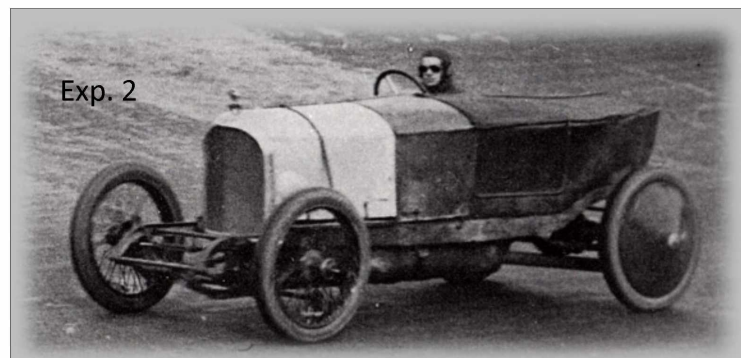
gave way because it was not rigidly made, steering was lost on bends. Orders for model were delayed while a solution was sought. Flexing of car chassis's in the vintage period is well known, even on Austin 12/4s. The cure was to mount the otherwise rigid body attached from the dash through bolts passing through rubber bushes, thus breaking up the wrong frequency vibrations.

### The 3 litre Bentley

The initial Bentley 3 litres were a result of WO's concept translated by the expert draughtsmanship of Frederick Burgess who had been chief designer at Humbers. The third member of the trio was Harry Varley also a draughtsman with

'The Autocar' invariably makes positive reports of the cars they reviewed,

however there was no glossing over needed for the Bentley chassis, as it was highly regarded. It was light, the engine powerful and it was designed to be reliable, as well as easily maintained by motor enthusiasts.



An interesting point raised by the writer was that aero engines developed during WWI were run at a constant three quarters to full speed during their flights, whereas cars generally are not on full load hour upon hour. The lessons learned from aircraft engines were applied to the Bentley engine and thoroughness of the chassis design.

The article explains in detail all the salient features of the multi-valve engine and components. The engine is set back from the front axle and the gearbox is separate and further back from the engine which helped the weight distribution. The gearbox is held between two cross members with a right hand four speed quadrant gear change. Initially the engine had a single magneto, dual ignition was used later. Also the Claudel carburettor was replaced by a Smiths multi-jet carburettor.

'The Autocar' 24th January 1920 tested a 3 litre similar to the picture shown on the previous page. High speed travelling was not encouraged on the English roads, however it was evident opportunities occurred to enable the writer to open the throttle. The four-seater test body was regarded as rough, carrying mud of previous runs, lacking a hood, with a narrow windscreen with straps holding the bonnet and not very handsome to look upon. Quote : *"The Engine's Full Song - All this was done with the air of lithe, active and speedy animal straining a little on the leash. Presently a long stretch of familiar road, quite deserted, with a lining of trees, unrolled ahead. Each member of the crew, as if by instinct, settled further down into the seat, drew a sharp breath and inwardly said, "Now!" Instantly the exhaust changed its note from a purr to a most menacing roar, the white ribbon of road streamed towards the car, while the backs of the seats pressed hard upon the shoulder blades.*

*As the speed increases to over 70mph the landscape leaped out at us, wind shrieked past the screen, while flanking trees and other objects seemed, not definite and sharply contoured, but a blurred streak hurtling past as the roar of the exhaust rose to its full song. To such an accompaniment the pulse beats quicker, there comes an almost irresistible desire to burst into some wild war song, greater even than the immortal song of Roland, in defiance of the demons that howl invisible without. Every part of ones being urges greater speed in the fierce wild intoxication of a moment supreme above all others in the life sensations of man. A curve flashes by with just the suggestion of altered course, mayhap with a small shower of stones flung up from behind, but still the silver radiator rushed towards the dark*

*unattainable line of the horizon, which seems so near yet never is attained."*

He concludes the a true sporting type of light bodied car as *par excellence* for Continental tours where speed limits are ignored!

It was not until late 1921 that Bentley began production after further exhaustive development and modifications.

Team Duff & Clement had entered the 1923 Le Mans in a 3 litre Bentley and gained a credible 4th position behind two Chenard-Walckers and a Bignan.

The first of five Bentley wins of Le Mans occurred in 1924. 'The Autocar' states: *'Britain wins by ten miles. Magnificent victory for the solitary 3 litre Bentley over forty French rivals at Le Mans in the Rudge-Whitworth twenty four hours race'* The owner John F Duff and FC Clement officially covered 1,290¾ miles with an average of 53¾ mph. Of 41 starters only 14 survived the gruelling race, the roadside was strewn with 'wrecked machines' that experienced mechanical failures.

Le Mans was the yard stick of motor car's reliability and of course the tenacity of the drivers and pit crew to win the 24 hour race. Bentley cars won Le Mans outright an incredible five times against equally determined opposition in 1924, 1927, 1928, 1929 and 1930. 1929 being a victory of the Speed Six.

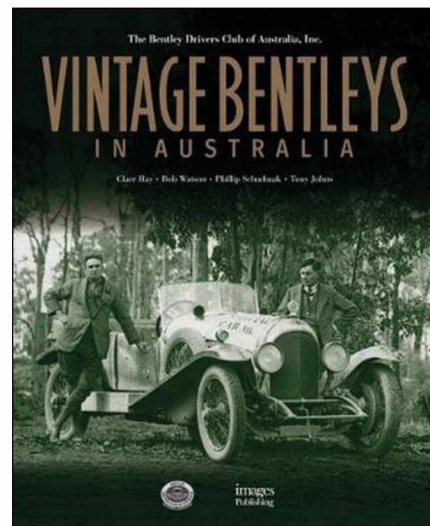
Production numbers for the large variety of chassis lengths and performance models of vintage Bentleys (1919-1931) are 1,624 - 3 litres, 719 - 4½ litres, 50 - 4 litres, 545 - 6½ litres and 100 - 8 litres. Total of 3,038 produced.

Remarkably it is believed about 1600 have survived. Considering the comparatively low production numbers there would be few makes that have such a high survivor rate.

To coincide with the Bentley centenary a new book 'Vintage Bentleys in Australia' is available from Pitstop Bookshop. ([www.pitstop.net.au/pitstop](http://www.pitstop.net.au/pitstop)) I have been waiting for such a publication for years and immediately parted with \$235 for book No.522 of 600 copies produced. Its is a hefty publication at 420 pages, you need some decent knees if reading it in arm chair.

Without any hesitation I have to compliment the authors Clare Hay (UK), Bob Watson, Phillip Schudmak and Tony Johns for doing such a splendid job. I have to say their research was extensive and tracking down and recording the known history of 152 vintage Bentleys that over

the years came to Australia must have been exhausting. Needless to say not all cars stayed in our country. It is believed there still about 100 in the country. Fortunately there are some excellent examples of the marque seen and enthusiastically rallied around the country. The book emphasises the reliability of the Bentley design and presents evidence of numerous trips to the extremes of this land by Bentley drivers both in the vintage years and on more recent excursions here and overseas.



As well as the Australian book you could have a definitive companion tome from the UK. The May 2019 edition of 'The Automobile' reviews a new book 'The History of Bentley Motors 1919 - 1931' written by marque authority Clare Hays. The limited edition of 500 copies costs £335. Only the devoted Bentley enthusiast would purchase a copy and a very devoted Bentley enthusiast would read the contents of 770 pages. At least buying this book you would never have to collect several of the over 30 books on vintage Bentleys already published in past years.

Most vintage car enthusiasts stand with awe when seeing a Bentley cruise by. The historic achievements and usability by enthusiasts is enough to create any admiration, also the beautifully styled radiator of the 3 litre makes it one of most attractive cars in the early 1920s.

In issue 10 I included a story on a 1926 3 litre that belongs to a previous next door neighbour, Mike Goodwin, when as a youth I lived in the UK. Since I was 13 years old I have always taken an interest in Bentleys and I sent him photos of Bentleys which I had seen on Victorian rallies. In the 'Photo Gallery' are those photos taken in the 1960s of Bentleys.

David



# Mercedes Benz Ute

## 1958 W180

### Ponton/Roundie

The utility was converted from a sedan



The project, which took about four years, enabled some improvements including later model seats incorporating head restraints and 14 inch wheels fitted with light truck tyres that improve the fuel economy and handling.

Initially the sedan body was dis-assembled and the shell set up on level rails for reference. Panels were welded into the rear door space to maintain rigidity in the shell prior to cutting the roof.

Approximately 50 cms was removed across the roof so the rear section could be moved forward – this helped retain originality as it incorporated the original rear window.

The rear door skins were refitted and panels rolled to fit and provide a continuous shape that ‘looked right’ The position

and shape of the ute compartment was set up in 25mm tubing to gain an acceptable appearance from the side. The tailgate and frame was fabricated from one taken from a Holden Rodeo. A new skin was rolled to fit the tailgate frame and match the curve on the rear of the sedan. The ute lid has been fabricated from 20mm steel tubing covered with water-proof ply and stop fast fabric.

The door pillars were enclosed to provide a surface to match the door seal. New seat belt points were fitted as required by the approving engineer.

The interior of the cab provided many challenges as a new head-lining had to be produced from a hand-made pattern. The larger parcel shelf required new covering and

new timber to match the original solid timber trims. The three pointed star in the centre reflects its heritage. The fixed quarter windows were the greatest challenge as they required custom fit aluminium and timber trims that were produced from pieces of door window trims.

Where possible original chrome trims were used but in some cases modification was necessary. A reversing camera is mounted in a chrome domestic door stop.

During the time the body work was being carried out the engine was re-built – new pistons, rings, bearings and valves. The brake cylinders were relined in stainless steel and new brake lines produced. Mechanically it is as good as new!

*Colin Wilson*



# A SUNBEAM/HUMBER ROYAL STORY

Archie Marshall

## *A one-off Humber*

Sunbeam was one make of the Sunbeam/Talbot/Darracq group. It was taken over by Roots in 1935.

The first Root's Sunbeam was designed by talented engineer George Roesch. It was conceived as the most expensive model in the future line-up. A new engine of 4500cc straight eight was created for the Thirty. The engine developed 150bhp @ 4500 rpm with a four speed gearbox with synchromesh on top three gears. The chassis was based on the existing large Humber.

The model appeared at the Olympia London Motor Show of October 1936 as Sunbeam Thirty Phaeton described as a 'star of the show' Roots decided not to proceed with production of the Thirty. Four cars were built and were said to have been broken up.

One Sunbeam Thirty, according to the writers of the time, was built for King Edward VIII. It is claimed that the car was delivered to the King but returned following the abdication six weeks after the show.

The car was then converted by the manufacturer's motor body works, Thrupp & Mabbely into a 1937 Humber Imperial Cabriolet. The original engine was destroyed and replaced by a side valve six cylinder engine.

Archie has spent twenty years restoring the car and researching its history. He has catalogues, all the factory documents and drawings together with letter of authenticity from Science Museum London. He also has an accumulated parts and information for this car which includes bonnets, radiator cowlings, engines, gearboxes, complete rear end etc. The car won the Veteran Car Club of Western Australia's 2015 Car Of The Year Award as it is in excellent condition. (*see below*)



*1936 as a Sunbeam Thirty*



*1937 as a Humber Imperial*



# Full circle, David Cody hunted for Bolwell KTK 760



Bowral 2019



In 1976 I bought my first Bolwell, a yellow Mk 7 from a guy in Wangaratta. It was noisy, rough, raw, uncomfortable, poorly built & finished! None of this mattered to me. What mattered was that it was blisteringly fast (for the day) looked fantastic and was exciting to drive. For a poor uni student, this was as good as it gets!

I thrashed the daylights out of it for a few months, then comprehensively pranged it in a poorly executed display of youthful exuberance / stupidity! The car looked unrepairable to me. (It would later be repaired & still exists)

I knew of a partially built kit in a Blackburn back yard, so I fronted up with some dosh and

I covered a lot of miles in those few short years with some truly memorable drives. She would cruise effortlessly at the ton and take on all comers at the traffic light drags! I also ran the car in sprint meetings at Winton, Calder and did a few hill climbs at Lakeland and Morwell. Paint was eventually applied

and lopped the roof off with an angle grinder as convertibles were my thing at the time. However that idea was short lived when some fool took me flying in a Tiger Moth and the aviation die was cast! Cars were sold and money was shovelled into that black hole for some years.



## New kit arrives at Harcourt 1977

bought the makings of what would become the reincarnation of KTK 760.

Having dragged this project home to Harcourt, work commenced putting all the good stuff from the damaged car into the "new" kit. With the help of my late father we got the beast going in record time. The end result was noisier, more uncomfortable, faster and more exciting! There was no paint, no trim, no door handles, no window winders, nothing really, except a hot 192, Datsun 4 speed and a 2.78 lsd.

We got this car going in 1977 and it was to be my daily driver until 1981.

over Xmas 1979 and I fronted up to my new job as an articled clerk in 1980 with a sparkling dark blue Bolly. (see above)

Over the next 18 months or so I started to find that getting into the Bolly with a suit on after a shower of rain was not all it was

cracked up to be! Arriving at work with a wet arse did not seem to meet with my employer's expectations either. Anyway a mate got me in a weak moment and a deal was struck to sell her .

At the time I had visions of building a Nagari sports and didn't expect to be without a Bolly for long.

The Nagari never materialised and I moved through a succession of other cars : Jags, Bentley's, a V8 MGA, Jensen Interceptor, Falcon GT, V8 utes etc. Working in the country, I lost touch with the Bolwell Car Club and dropped off the scene.

I did buy another Mk 7 in 1985

However, I always harboured fond memories of KTK760 and regretted selling her, particularly after my father passed away in 1996 .

The mate who'd bought her had moved her on shortly thereafter and that was it. Fast forward to about three or so years ago and a chance comment by a mutual friend as to who may have bought her years ago reignited a spark of interest.

I purchased a copy of the Bolwell book and read it from cover to cover thinking perhaps I'd see my old car in there. Sadly I learned that a couple of old Bolwell friends had passed away in the intervening years. Royce Marion and Russell Tipping we're both good guys who had given me a lot of inspiration all those years ago.

There was no sign of my old Bolly , so I eventually contacted the club, initially via Peter Garvin and Ken Williams. It turned out that although a few club members remembered me and KTK760, no one had seen her, or knew



what happened to her in the intervening years. No one had heard of Grant Hill, the person I sold her to, nor John Suhr, the person he sold it on to.

A Vic Roads check revealed that the plate was no longer in use and stuff all else. The car had seemingly vanished. The only thing I knew about John Suhr was that he had been in the film industry, had moved to the Gold Coast and had been killed in a motorcycle accident some years ago. Interstate enquiries with other Bolwell clubs yielded nothing.

Searches of the white pages and cold calling all the Suhr's I could locate revealed nothing. There were a few distant relations, but no one who could give me a clue as to the whereabouts of any immediate family. Even his headstone revealed no clues!

I did come across a couple of people I knew who coincidentally knew John Suhr back in the day in the Bendigo and Skipton areas, but no one remembered that car. The trail was going stone cold Peter Garvin and Ken Williams put an article in Slipstream seeking info and John Lowe did the same in his Bolly blog.

Suddenly there seemed to be a breakthrough. John Lowe saw the name John Suhr on a lost medals blog! Enquiries of that blogger revealed nothing, however there was a lady in the Serpentine area who answered an email post of mine. This lady was John Suhr's sister! I called her and had a long discussion about what I was after. She could not remember her brother having a Bolwell or anything like it, nor could her husband .

She put me in touch with a couple of John's old friends, but no one could ever remember him having this car. The trail had gone stone cold and that's where it ended for about nine months .

I put a couple of ads in Slipstream and in 'Just Cars', but nothing really came of that until earlier this year when I was sent a couple of photos of a Mk7 by Ross McConnell.

Ross had seen these photos on some obscure Facebook site and noticed a couple of body mods that sounded like some I'd made to KTK760. I checked out the photos and sure enough, it looked like my old car, I was about 75% certain it was.

The Facebook site yielded the name of the owner, a Phil Walmsley, but no clue as to where he was! Here we go again I thought. Enquiries with

club members yielded nothing, John Lowe went one better and indicated he thought Phil was into Brock Commodores and lived up north somewhere!

A quick google by my partner Adele yielded a Phil Walmsley that was into Brock Commodores and lived in Bowral NSW. I cold called Phil one evening, not knowing what to expect. I was pleasantly surprised, he was a terrific bloke and we had a long conversation about Bollies and other stuff.

He had no real history on his car, but a couple of answers to my questions left me in no doubt, this was KTK 760! The bad news was, of course, he didn't want to sell it *C'est la vie*. However, he was happy for me to visit at some time and have a look .

We corresponded over the next couple of months by email and I got the sense that although he wanted a Mk7 in his collection, (he'd had one when he was younger too!) that he may not be particularly married to this car as he'd bought it as a project some years ago and had never driven it I had a magic thought bubble and suggested that I might be able to find him another one and do a swap! He wasn't really interested in that, but I did send him some photos of a car I'd been offered which was languishing in a shed near Warrnambool. I hadn't seen the car and the photos looked pretty good.

Still not much interest. Another magic thought bubble, Phil was going to Philip Island and keen to have a look at the Bollies there. I hatched a plan to go to Warrnambool, buy the other Mk7 if it was any good and take it to the Island and show it to him. What could go wrong? The car was cheap and I figured I could sell it on if things didn't go my way!

I arrived in Warrnambool only to find that the car was buried in a shed full of stuff and had 20 years worth of dust and crap on it! It had four flat tyres and would take a bit of liberating, she certainly wasn't going to the island the following day! As is the rule: if you go to look, you better be ready to walk away. The good news was the car wasn't too bad, it was pretty original and was in one piece.

The vendor reckoned if you threw some petrol and a battery at it she would go! Perhaps so, I replied, but it was hardly going to be driven straight to the roadworthy joint was it! Anyway, I filed all this away for future reference .

A few weeks later, an opportunity presented itself to fly up to Bowral and have a look at my old car. A good friend, the Groper, flew me up there on ANZAC day. Sure enough, there was the old girl, needing a bit of TLC, but basically all there except for the 192.

After kicking the tyres for a while, I ventured the suggestion that the Warrnambool car would be an easier prospect to resurrect. To my great surprise Phil said "OK, if you reckon that's the case I'll swap you!"

I couldn't believe it, after so many dead ends and with the knowledge that if I ever found her, the owner probably wouldn't want to sell, here it was within my grasp! Fantastic!

The following weekend, another road trip to purchase and pick up the other car. A week or so later up to Bowral to do the swap.

A great trip and a great result. I'm hoping Phil will have his car up and running soon, I look forward to seeing it on the road .

As for KTK760, she's in my garage awaiting a spring assault. There's a bet on foot so I'm determined to make it happen. Not quite full circle after 38 years, but soon!

Did John Suhr ever own it? Well Phil Walmsley bought it from a dealer on the Gold Coast around about the time of John's death, so probably .

Many thanks to the people who helped me find this car and particularly to Phil Walmsley, a true enthusiast who has let me relive a little bit of the past!

As a postscript, my partner Adele took one look and said "what did you want that for?"

Well memories are sometimes worth pursuing and if you're reading this and have owned a Mk 7 you'll know why!

*Dave*



Bolwell Mk VII

# Bits & Pieces

Unrestored MG TD owned by Brian Forth of South Australia. Purchased in 1976 'Kermit' has become part of the family. Brian started Beaded Edge Tyres in 2007 and has never looked back. His interesting business is one of three suppliers in Australia. (see last issue for his details)



Frothy with Kermit

## Bolwell

### Triumph L2/1



Is there anybody that has a complete 1935 or 1936 L2/1? I have purchased a "project" 1935 model so would appreciate being able to look at one for reference including taking pictures. Bryce Findlay  
[\[mailto:etm39@optusnet.com.au\]](mailto:etm39@optusnet.com.au)  
Early Triumph Motorcycles Upwey, Vic. 03 9754 1039 / 0418 386 566

Several Australian motorcar entrepreneurs have endeavoured to manufacture cars, mostly sports models with fibre glass bodies.

Bolwell began in 1962 with the Mk IV kit car, either in a coupe or open sports car. 200 were made from 1962-64. 1964-66 75 Mk V's were produced using mostly Holden components. Mk VI (SR6) was a one off mid-engine model built in 1968. Mk VII produced between 1967-71, mostly as kits sold 400. Around 1969 Kadala Cars built cars for Bolwell. Mk VIII Nagari had a Ford V8 introduced in 1970. Production ceased in 1974 with 100 coupes and 18 open cars

having been made.

An odd looking Mk IX was conceived in 1979 with a mid-engine 1600cc VW Golf engine. Only 12 were made.

A new company was formed in 2009 with classy new Mk X Nagari.

According to the Bolwell web site over 800 Bolwells have been made. The international company has developed specialist skills in composite and plastics manufacture,

The site shows the Bolwell Nagari 300 priced at \$197,800 plus on the road costs. It features a mid-mounted 3.5 litre V6, 220kw

(300 bhp) and is well equipped for speed and comfort below: The Bolwell Nagari, Mk X launched at the 2008 Melbourne Motor Show.



### Austin 7hp Commercial

Owned by George & Emma Crawford founders of speciality hot drinks company Cupsmith ([cupsmith.co.uk](http://cupsmith.co.uk)) Surrey, UK.

Photo seen in 'Country Homes and Interiors' UK



### Earls Court Exhibition Centre

In 1959 my father took me to the British International Motor at Earls Court. It was a 100 miles drive from our Dorset village in his Austin A70 saloon. My mother and sisters explored London while we examined the latest car releases. The Austin and Morris Mini, Ford Anglia with the inward sloping rear window and Vauxhall Victor all created interest for my father who was possibly looking

for a new car. We actually had a test run in the latter two cars a few weeks after the show.

A recent article on Earls Court prompted me to find out more about the Exhibition Centre. On Wikipedia I noted the following. The British International Motor Show was an annual event held by the Society of Motor Manufacturers and Traders between 1903-2008 in England. Initially it was held in London at The Chrystal Palace, then Olympia and onto Earles Court until 1973. The show was moved to the National Exhibition Centre (NEC) in Birmingham where it stayed until 2004. It was held at ExCel London in 2006 and 2008. It was part succeeded by the London Motor Show in 2016.

In a UK motor magazine the writer mourned that Earls Court Exhibition Centre was to be demolished and replaced by a complex of apartments and retail outlets. Checking the web site the building has been under threat since 2010. Despite considerable opposition the Lord Mayor of London, Boris Johnson, approved of the redevelopment plans (demolition of the centre) in 2013. However due to political changes and public opinion the work has been delayed and the full Council will make a decision on its fate in September 2019.

**Wanted** I spend many hours compiling and formatting 'Country Motor'. I get some feedback from readers which is always positive and I appreciate that. I enjoy producing the magazine. There is so much to discuss on old cars, so many stories are out there that I would like to include in the magazine. However I can't write them all, I need you, the reader, to send in stories about your old car experiences or just some notes and a photo would do.



## Bits & Pieces Continued

### Local Events

There are several events coming up in the area should you be interested.

#### Federation Marong Picnic 25th August 2019

I generally go in the Alvis, so if you attend make yourself known. About 300 cars will be lined up on the oval, unlike Hanging Rock there a no hot rods or street machines. The event organisers expect everyone to remain on the grounds until 2.30pm and evidence of being in a club that belongs to the Federation is necessary.

#### Wedderburn Winter Rally 6th, 7th & 8th September 2019

For the vintage tourist of the Vintage Drivers Club Stuart McCorkelle and I have organised the weekend rally in

September. Melbourne drivers are staying at the Wedderburn Motel, which is now booked out. However there are other accommodation alternatives at Inglewood Motel or camp at the Engine Park with 40 other campers attending the **Wedderburn Engine Rally on 7th/8th September**. The vintage cars will be displayed at the engine rally from lunch time Saturday 7th. All old cars and old machinery are welcome to attend.

For full details of the VDC rally please contact me and I'll send you the weekend's itinerary. If you would like to join us on one or more of the weekend runs you are welcome.

On Friday cars coming from Melbourne will start at Calder Park at 10.30am. Lunch at Malmsbury at

12pm, 2pm stop at the Morris Minor Museum at Harcourt North, Maldon for afternoon tea stop at 4pm and arrive at Wedderburn at approx 6.30pm.

10.00am Saturday morning a brief run to the Melville Caves from the Engine Park. Return to buy lunch and display cars at the engine rally.

Sunday cars will be going home via Inglewood stopping at the Eucalyptus Distillery for 10.30am morning tea and Melbournians will motor home via Maldon and Daylesford.

#### Bendigo Swap 16th/17th November 2019

I always attend on Saturday and at 12pm I meet friends outside the building entrance near the front main gate. If you are there make your self known.



### Vintage Moving

Alex Gow circulates lots of old photos he gathers from various sources. This picture really caught my eye. It is of Harry King and family who hit the road looking for work during the great depression. Here they are near Kynuna in their Chandler with all their worldly belongings. Harry has constructed structures on top and around the car to hold everything they own for his lovely family. This is probably the epitome of desperation. There isn't much of anything out Kynuna way, we hope the family settled some where that had prospects for a better life.

### Heritage Protection

A topic often discussed in motor magazines is the loss of motoring heritage to overseas countries. Australia has over the years become a source of many significant cars for overseas buyers. Hundreds of cars have, without any impediment, left our shores. I don't know what, if any, restrictions are in place to prevent our heritage being further diminished. If anyone has any information on this please send it in so we all can know.

One country that has taken affirmative action to prevent cars leaving their country apparently is France. Historic cars are regarded as historic monuments. From what I gather from a snippet in 'The Automobile' magazine the heavy handed approach by the country has an foreseen side-effect at a French auction. So called 'protected' cars, where great expectations of high prices are predicted thus reflected in high reserves did not materialise. Only the French could buy the cars and wealthy French enthusiasts are not as plentiful as from other countries, so many cars were unsold. Even if French buyers bought them, their investment for the future is limited to French buyers.

### BRITISH EMPIRE EXHIBITION WEMBLEY PARK, LONDON APRIL 1924 TO OCTOBER 1925



many odd items. In one of the boxes was this British Empire Exhibition serviette ring. After polishing it up I checked the internet to read about the Exhibition.

It was hoped the Exhibition would strengthen bonds within the Empire and stimulate trade. It consisted of numerous new

A few years ago I was told a local chap had a pile of Austin 7 parts he wanted to dispose of. They had belonged to a deceased friend. When I enquired he had already promised them to the Austin 7 Club who later collected them. I called in and asked if anything was left over. He gave me a trailer load of rusty parts and

constructions to display products and culture from all British Empire countries. 216 acres of pavilions and displays were shown by 56 of the 58 British Empire territories. Over two years 27 million people visited the exhibition and the financial outcome was a £1.5 million loss.



# TRACTOR TREK AT MOORA

28TH JULY 2019



Neil Athorn

The day for our annual trek at Moora – Rushworth area had arrived. A not to early a start with our meeting time set at Huntly for 7:30am. A nice crisp winters morning which we felt as we waited and chatted beside the road. We were soon on our way with three tractors on trailers and three on a semi.

Our trip out toward Goornong went well and then we hit the fog. So thick and dense that meant we had to drop our speed off a lot. The crossing of the Heathcote - Elmore road was an interesting experience, but we all made it across ok.

The usual starting point in Moora was busy so we went into the bushland beside to a local farmers place and started off from there. Our leaving time was just before 10:00am and that was after a nice warming cuppa and plenty of home-made goodies to enjoy after an early breakfast for some. The fog was just clearing and the sun shone occasionally throughout the day making for a little warmth. I was Ok with 6 layers of clothing on.

Twenty-one tractors and 3 vehicles all started off. The area was damp but wasn't that wet. The wattle is just starting to come out which made it a very pleasing drive and enjoy the surrounds and the quiet. Couple of quick stops and we saw how the Echidna's burrow into ant nests and had a good look around the Whroo cemetery which certainly has been in use for many years. Interestingly near the cemetery there is a water hole and near the top of a hill, but it never runs dry and even in the drought. Years ago, the Aborigines knew of this place and came there during dry months.

Then we went to a place known as "King Cross". So not many can say they have parked their tractor in Kings Cross, but we all did.

Then onto a Eucalyptus Distillery for a BBQ lunch. We had been there

before when it was operating and it was interesting to see how its all done. This time we were provided an excellent talk on how the one family has been doing it on this location since the 1880's. Interesting that every part of the small bush is used in the process and the leftovers are used for garden mulch. The best time to get maximum oil from the process is when the tree is dormant and not starting to grow again. There was also a portable timber mill working to produce some large beams for restoration work. These were being made from yellow box. Interesting process and that saw blade was really sharp. 47k's travelled to this point.

Leaving the distillery and a short run on sealed a road, then onto gravel roads again. About 10 minutes after leaving a call come to say that one of our number had broken down and they were towing it along. We shuffled tractors so as a 135 Massey Ferguson diesel could be used to tow the John Deere instead of the Fordson Dexta which was a little light for the task but did it in the short term.

Again driving along the gravel roads the quiet of the area and the trees that have been allowed to grow for many years makes for spectacular scenery. Even though there was a little dust starting to rise at times which shows that whilst there have been showers so far there has not been a heavy rain to feed the subsoil and provide run off for the dams. We then cleared the bush land it got a lot colder traveling into the breeze. The crops were



The sign at Kings Cross

looking excellent for this time of year.

Back and loaded up and 85k's in all for the day. A quick cuppa and more excellent food and we were ready for home at 5:00pm ending another excellent trek in this area. Well done to our hosts.

Neil

(below) International from mid 1970's  
3 x 35 Massey Fergusons 1956 to 1962  
Izdeki Mid 1970's  
35 Massey Ferguson  
Fordson Dexta from early 1960s  
John Deere 1010 from 1966



Line up at Kings Cross parking.

# David's Photo Gallery of Bentleys seen in the 1960s

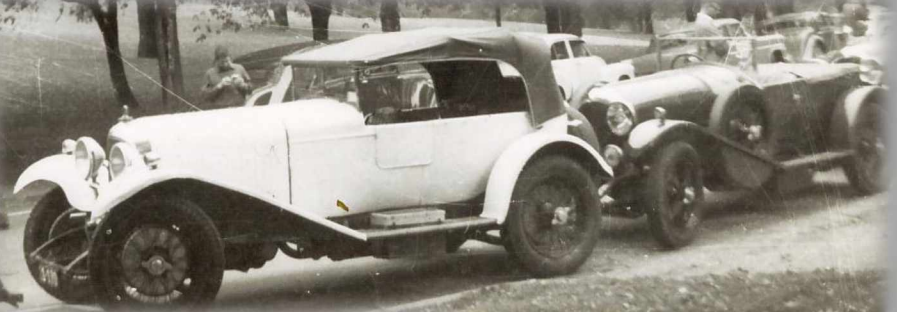


*Our next door neighbour in Dorset, Mike Goodwin, owned a 1926 Bentley 3 litre that was re-bodied in the 1930's.*

*I have been interested in Bentleys since the late 1950's and have yet to win Tattsлото to buy one!*



*(above) 1960 Kalorama 1929 Bentley 4 1/2 litre with its driver Nicholas de Fossard. Later it was owned by Jack Nelson. He was involved in an accident returning from Kalorama in 1963 and many years later it was rebuilt as a Vanden Plas team replica. Listed in 'Vintage Bentleys in Australia' it is currently owned by Graeme Raper (Vic)*



*(above & right) 1961 Kalorama Lined up at Lansdowne Parade, Melbourne the same 1929 4 1/2 Bentley followed by a 1923 3 litre Speed Model Bentley*

*(right) 1925 3 litre Bentley driven by Nicholas de Fossard in which I had the pleasure of accompanying him to Kalorama and riding in the events. The car was disassembled for many years. It was re-bodied in the Vanden Plas style and is currently owned by Tony Packer (WA)*



*(left) Radio and news reader personality of the day Jack Royal looks ready for business with the windshield folded down in his 3 litre Bentley that was re-bodied in the early 1940s. Later owned by John Reis who had the body reduced to a more racing look. The car is now believed to be in the UK..*

*1962 Kalorama (right) 1925 3 litre Bentley spiritedly driven by Nicholas de Fossard*



*1963 Kalorama (above) 1925 3 litre with original Vanden Plas body then owned by John Cresswell. Ken Bathurst bought it in 1966. He drove it to the 1967 Albury Tour. I had the opportunity to drive the car only to find a novice like myself finds it hard not to*



*crunch the gears! It now resides in the Netherlands.*



*(left) 1923 3 litre Bentley then owned by Robin Ritchie. It originally had a racing body as it was used for motor sport. In 1925 it was re-bodied with Vanden Plas body. It was restored in 1993 and now owned by Peter Wilcox (Vic)*



**1964 Rob Roy Hill Climb**

John Cresswell's 1923 3 litre Bentley.

Jack Nelson's 1927 6.6litre Bentley Weyman saloon made by coach builders H J Mulliner. Peter Wilcox replaced the body

with a Vanden Plas style body. It is currently owned by Gary McMillan. (Vic)

Doug Wilson finished the restoration of his fabric bodied 1928 4½litre Bentley close coupled tourer in time for the 1964 Kalorama rally. Peter Swan, the next owner,

replaced the body with a roadster body similar to the original body by Harrison. The car went to the UK and was rebuilt as a replica Le Mans four seater tourer

The Bentleys storming up Rob Roy Hill Climb. .



(left) **1965 Kalorama** Bill Hands 1925 3 litre Sports model Bentley with its original Vanden Plas tourer body. It is now owned by Steve Sverdlhoff (Qld)

(right) **1965 VDC Calder Sprints** owned by Noel Robson. Later it was restored and fitted with a Vanden Plas replica body. It is now in Germany.



**1966 VDC Operation Joy Ride** 1925 Bentley 3 litre of John Reis. The ex-Jack Royal Bentley with more sporting mudguards last heard of in the UK





(left & below) **1967 Kalorama** My 1928 Austin 12/4 parked along side Ian Miller's 1923 3 litre Bentley in Lansdowne Street. Body by Stanford & Grey replaced with a Vanden Plas style body. Now resides in the UK.

Row of 3 litre Bentleys at Kalorama. 1925 3 litre owned by David Watson. Now has a Vanden Plas styled body. The registration is from 1932 and it is still in the Watson family (Vic). 1924 3 litre with a Martin & King coupe body made in 1932, originally had a Floods body. Converted to a drop head coupe. It has been in the Moran family for 80 years.

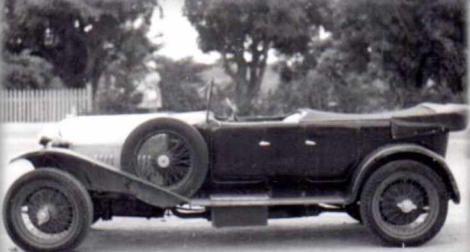
(below) **1967 Albury National Veteran & Vintage Tour** 1922 Bentley 3 litre with an original cloverleaf body built by Lawrence Cutter of Ballarat. Then owned by the Higgins family now owned by Geoff Adams (Vic)

Row of 3 litre Bentleys includes Ken Bathurst (1925), John 'Jumbo' Goddard (1925) and Bill Hands (1925). The Goddard 3 litre has its original Vanden Plas body, now owned by Trevor Montgomery (Vic)



(below) **1967 VDC Darley Sprints** Doug Wilson's 4½ litre

(below) 1926 3 litre Bentley with its original Gurney & Nutting body then owned by Mr Woodhouse of Queensland taken in 1965. It was imported from GB in 1951. Now owned by Matt Telling (WA)

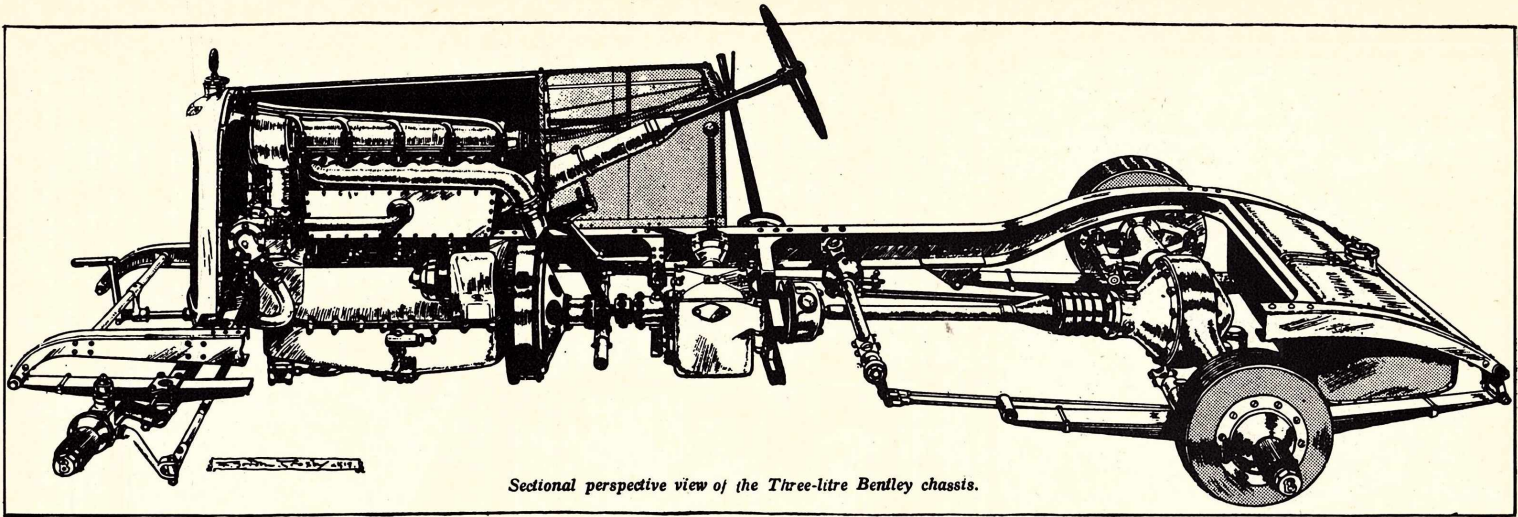




*1970 Australian Bi-Centenary International Veteran & Vintage Car Rally 1924 Bentley 3 litre boat tail roadster, G M Bain, NZ; 1923 3 litre Bentley tourer R J Hasell, NZ; 1926 Speed Model Bentley 3 litre with original Vanden Plas body of Neville Webb, now owned by Warren Webb (SA); 1924 Bentley tourer owned by PR Gargett, Qld, now owned by Dean Montgomery (Vic) 1930 Bentley 6 cyl 6½ litre tourer ex-police car chassis, owned by R B Ritchie (Vic) now owned by Lyn Miller (Vic)*



*(right) 1929 Bentley 4½ litre super charged Le Mans replica (of Raymond Mays origin) owned by John Cresswell rebuilt by Tudor Bodies in 1960s. Now owned by John Wagstaff (Qld)*



*Sectional perspective view of the Three-litre Bentley chassis.*

