

Rare Vulcan...

A reader sends us this photograph of his 1925 Vulcan 20hp five seat open tourer registered UM 1534, and asks: "Is it the sole surviving Vulcan Twenty, can anyone say who was the original owner, and do any photographs exist of the car when it was in use (originally) as a hackney carriage?"

David Hales of the Vulcan Register is of the opinion that the car is, indeed, the only known survivor of this model – certainly the only one in such original and complete condition. Vulcans were, of course, better known for their commercial vehicles and our correspondent confirms that the Twenty is built like a lorry and has a performance to match! The specification includes a large 3686cc side valve engine, separate gearbox, right hand gearchange and rear wheel braking only. Hardly up to

date even by 1925 standards.

Some of the car's history is known. Registered on June 22, 1925 in Leeds it had, by January 1932, passed to Thomas Arthur Cutt of Nell Gap Lane, Middlestown, near Wakefield. He later moved to Edge Road, Thornhill in Dewsbury, Yorks and kept the car until July 1954. It then passed to Richard Crosland of 522 Doncaster Road, Crofton, near Wakefield, and later of Selby, and was sold to Geoffrey Buckley of Oldham in 1967 who is still its keeper.

Perhaps older readers in the West Riding area may remember the car in pre-war days. If so, we'd like to hear from you and, since Vulcans appear to have survived in quite unusually large numbers in the Antipodes, we look forward to being told by our Aussie and Kiwi friends that other 20hp survivors have been preserved out there.



This could be the only surviving 20hp Vulcan. Does anyone know of any others?



Ken Ball owns this very original Horstmann

Horstmann Men

We've previously covered the two post-war Horstmann cars owned by Geoffrey Plaister, and this column is restoring the remains of a c.1914 example. Recently fellow VCC member George Moore of Leicester managed to locate the correct front axle for this one (we still urgently need the back axle-cum-gearbox), his interest stemming from the fact that he recently acquired a similar car – LM 5489.

It is shown here as it appeared during the fifties when owned by Bill Vaux, but when acquired by George it was painted bright red and yellow and missing a number of parts. Most of these have now been located and fitted and, as always happens when you own a rare make, George has traced some further survivors.

These include a c.1928 type owned by R.B. Horstmann of the Horstmann

family and registered FB 6360, although this one boasts an Austin Seven rear axle. This is not such a problem as it sounds because, by 1928 Horstmann had done away with the rear axle gearbox and had a conventional transmission. Another earlier car was spotted in a showroom in Poole recently, and a Miss Horstmann has another in the Surrey area.

Up in Gainsborough in Lincolnshire, Ken Ball (no relation to either of the others) of the Beacon Garage at Grimley on the Hill has yet another of the early Horstmann-engined cars. Registered AU 2912, it is illustrated here, and apart from non-original headlamps appears to be in fine fettle. My own car is registered EJ 235 and started life in the Lampeter area. Are there any others?



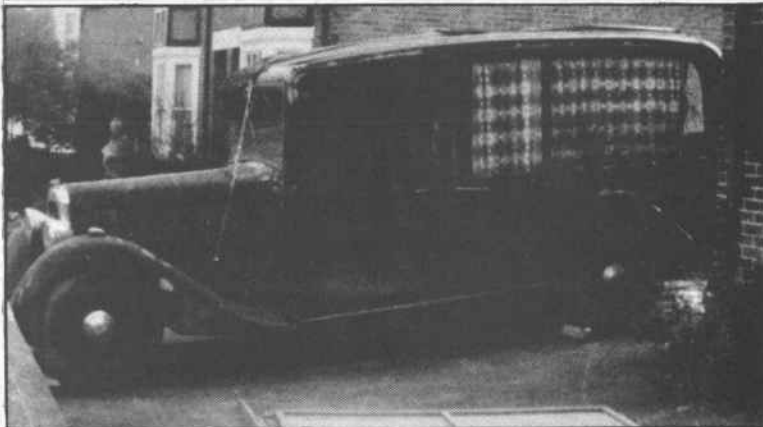
George Moore's example of the Bath marque

...and a rare bird

Talking of Kiwis reminds us that there was actually a car of this unusual name built, not in New Zealand, but in Carnarvon in 1908. You'll look in vain for details in Georgano's Encyclopaedia or other standard reference sources, however, and we wouldn't have known about it had it not been for David Hales's enthusiasm for early tax records.

While investigating the North Wales registration registers recently, he came

across a 20.5hp Kiwi car which was allocated the number CC 272 on August 15, 1908. It was built by The Kiwi Engineering Works, Old Foundry, Carnarvon, an establishment owned by Messrs R.S. Fleming and Max Buch. No similar names exist in the telephone directory for the area today and no further references to Kiwi cars can be found, so it would appear to have been a one-off. The colour was apparently 'slate grey' – appropriate enough for that part of the country. Can any readers give us details?



This rather tired-looking Austin Six hearse was used as a caravanette until recently

Casket Coach Cousins

We don't often hear about funeral vehicles in preservation – what the late Michael Sedgwick used to call the 'black line' – and the reason is probably that all the Rolls-Royce hearses once beloved of provincial undertakers have now been pensioned off, and most of them have been rebodied as replica open tourers. Lesser makes tended to be broken up or converted into garage breakdowns in their declining years.

So we were surprised to hear quite separately from two readers – one in Co. Dublin and the other in West Sussex – of ex-hearses in need of 'TLC'. Vincent O'Brien wrote to us from Blackrock in Co. Dublin with details of the six cylinder Humber he recently acquired. Chassis number is 16-10453, engine no.10458 and all that is known is that the vehicle was once a hearse.

It was found, however, with the hearse body removed and Vincent (who runs a small repair and spray shop) is intending to rebuild it as a pick-up for use in connection with the business. He would very much like to know details of the year and model. The 7.00 x 18 wheels would appear to indicate that it was once a 1935 3498cc Pullman, so we've directed Vincent to the Post-Vintage Humber Club, and if

anyone has spares letters can be forwarded.

Richard Visick of Midhurst is a young, but enthusiastic, follower of this column who has often contributed news of discoveries in the past. He sends us photos of an Austin Six hearse which, unlike the Humber, still retains its rather grim coachwork. Its concerned owner has been using it as a caravanette (!) and it is intended to continue using it for this purpose once some refurbishing has been carried out.

Richard also reports a dismantled JAP engined Morgan, an Austin Ten and (rumoured) three pre-war Rileys – all in the Midhurst area. Intriguingly, he also sends us a photo of the collapsed remains of a pillarless saloon (Humber Vogue, perhaps) in a nearby field. One wonders why the owners, having left it in the open to rot, thoughtfully surrounded it with a paling fence to (presumably) protect it from cattle!



Another ex-hearse, this time a 1935 Humber

Dead Doretti

Yet another report of a Doretti coupé has reached us. David Baldock of Borough Green, Kent tells us he has just acquired what he feels sure is the 'other' Doretti coupé. It languishes in the open "jammed between a privy and a garden shed" at the bottom of a South London scrapman's back garden.

Registered HLL 280 (David thinks), it has lain thus neglected for at least 20 years, prior to which it had suffered heavy front end accident damage. Bushes have grown up and through the

car, which will hamper its disinterment, and David (who had the car "thrown in" with several others he was buying) doubts whether it is an economical subject for restoration. Certainly, the scrapman has asked him *not* to press for its early removal because he can't face the work involved.

It would seem a pity if this interesting and rare Doretti was allowed to pass into oblivion, and I daresay that David would be willing to pass it on, provided that it was going to a good home. Be warned, however. There's a daunting task ahead for whoever feels inclined to tackle it.