

# JOHNNIE

# &

# JUMBO

HISTORY MAKING FRIENDS  
WITH EXTRAORDINARY LIVES  
AND EXOTIC INTERESTS

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# 14

WE ARE WALKING INTO A TIME TUNNEL. EVERYTHING YOU READ HERE COULD NOT happen now. It virtually marks the diminishing of blatantly aristocratic old-money English toffs and gentry who didn't have to work for their livelihood. Gentleman was their common tag. For ladies it was Lady Something or Mrs John Someone.

We knew John 'Jumbo' Goddard because of his Jaguars and he lived in Sydney. Captain John Howey was unknown to us, but we had walked through Howey Place, Howey House and Presgrave House in the Melbourne CBD, yet didn't know anything of the elusive Captain John (Jack), his deep Jaguar passion - and his great friendship with Jumbo which stretched around the world.

What you are about to read has never been documented.

Paul Cummins, who knew Jumbo better than anyone alive today, opened a Pandora's Box when peering into a grainy 1958 image he found in his late-father's archives. He linked Jack Howey with Melbourne, and together we came to the realisation Howey was Jumbo's mentor in all manner of things.

They shared an all consuming love of engineering, Jaguar, Australia, steam power, Brooklands and the friendship of eccentric English Count Louis Zborowski of Chitty Chitty Bang Bang fame.

The Count and Jack raced at Brooklands, and he and Howey were set to co-partner in a massive commercial one-third scale miniature railway - until Zborowski was killed, aged 29, in a racing accident. His father had adopted the title 'Count' as part of the powerful American and British Astor family.

Jumbo raced at Brooklands also, and would later honour the Count and Captain Jack (read 'Johnie' - as he was to Jumbo) by taking part in the opening scenes of Ian Fleming and Roald Dahl's classic 1968 film *Chitty Chitty Bang Bang*. Jumbo drove his own 1911 60 h.p. chain-drive Cottin et Desgouttes in the Grand Prix segments. So where does their association with Jaguars fit in?

Ever since Duncan Hamilton took Jumbos Le Mans second-placed 1954 D-Type to Browns Lane in 1956 for Jaguar engineers to inspect and photograph, debate has raged around the Jaguar globe as to whether the modified car was Jaguar's inspiration for the road-registered XK-SS launched in 1957.

Jumbo purchased his D-Type from Duncan in race trim and had it converted by Duncan's sales business for daily driving. Never one to let the truth get in the way of a great yarn, Duncan claimed it was his idea, but the more reliable Jumbo knew it was his.

Or was it? Johnie purchased a number of exotic cars from his friend Duncan, none more historic than C-Type XKC004 - the first production C-Type built and sold by the factory. Duncan raced it extensively from 1952, crashing very heavily twice before selling it late in 1953. The detailed colour images here of his modifications to the C-Type have never been published before.

Now that we have clear evidence of Johnie's desire to personalise machinery, we know the C-Type predated Jumbo's conversion of the D-Type. Modifications for both were not undertaken at the instigation of Duncan - but their owners. Duncan even claimed Jumbo wanted a crank handle fitted to the D-Type! Not true, but the mystery is finally solved.

Historically speaking, Jumbo's racer was registered OKV1 by the factory, and other than the prototype, was the first D-Type built. John 'Jumbo' Lemur Goddard was an only son, born in 1907 to an immensely wealthy Pease Pottage (West Sussex) barrister family. He was unmarried and a prolific adventurer and photographer for most of his epic life.

It is impossible to document all of that here, but let's say he was able to indulge his love of Jaguars, Bentleys, Bugattis, Porsches, Frazer Nash, classic steam boats, ocean sailing on square rigger vessels, world speed records, clocks - and on it goes. Oh yes, he also crewed on the yacht Morna in all three of her Sydney to Hobart race wins!

He counted Johnie, Briggs Cunningham and Donington Collection and track owner, Tom Wheatcroft, amongst his close friends.

Jumbo had one younger sister, Betty, who died unmarried in England, and one older, but as was the done thing then, most of the family inheritance was passed to the son after their father died in 1953. Jumbo even received his nickname from Johnie. Like him, he was attracted to all things mechanical, declining to take up the legal profession his father and ancestors were steeped in, intending instead to become apprenticed as an engineer to John Parry-Thomas at Brooklands. Parry-Thomas' grizzly death while attempting a Land Speed Record in Wales changed that.

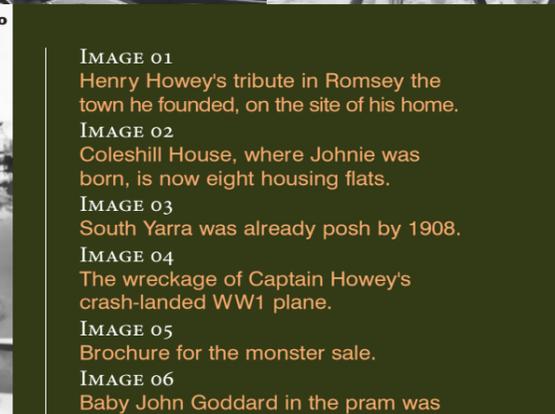
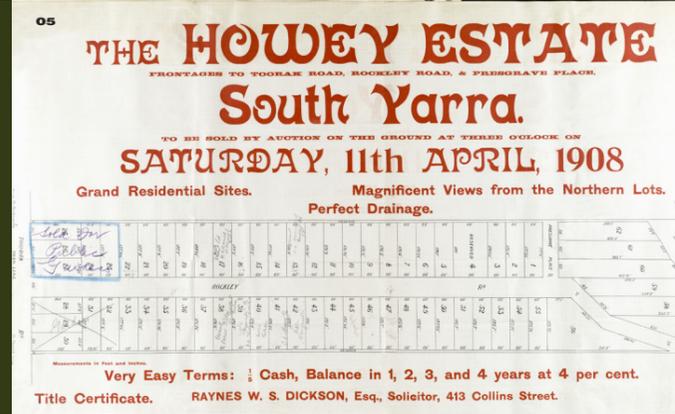
Jumbo instead undertook a Marine Apprenticeship at Thornycrofts, and once qualified completed an 80-day voyage to Australia crewing the four-masted barque 'Herzogin Cecilie' bound for Adelaide. He was also a crew member on Mayflower II in 1957 when it recreated the original 1620 journey of the Pilgrim Fathers from Plymouth UK to what became Plymouth in the US. Jumbo continually returned to Australia from 1934, then after the War went gold and uranium prospecting in New Guinea and Australia. He later mined diamonds in South Africa, was twenty-one years younger than Johnie, and perhaps a substitute brother or son. He even lived with Johnie and Gladys in 1947.

He was later firmly attached to Kathleen (Kate) Smith, the former secretary of Shorrock Supercharger owner Christopher Shorrock. They married in Sydney during 1973, living in two spectacular blended houses at Newport on the northern beaches of Sydney.

The Romney Hythe and Dymchurch Railway needs explanation because it is pivotal.



What you read has never been documented



- IMAGE 01 Henry Howey's tribute in Romsey the town he founded, on the site of his home.
- IMAGE 02 Coleshill House, where Johnie was born, is now eight housing flats.
- IMAGE 03 South Yarra was already posh by 1908.
- IMAGE 04 The wreckage of Captain Howey's crash-landed WW1 plane.
- IMAGE 05 Brochure for the monster sale.
- IMAGE 06 Baby John Goddard in the pram was set to have a Boy's Own life.
- IMAGE 07 Johnie in his brother's Ballot. It was dumped in the English Channel.
- IMAGE 08 Johnie surveying with Henry Greenly.
- IMAGE 09 Howey Court to the Town Hall was all Howey-family owned.
- IMAGE 10 Johnie with the future King George VI.
- IMAGE 11 Howey's S.S. Jaguar in Monte Carlo.



01

**IMAGE 01**  
Gladys, unknown, suit and tie wearing Jumbo with Johnie in Melbourne 1938.



02

**IMAGE 02**  
Johnie sitting in his beloved Austin Gypsy watching his loco Hurricane crossing the Botolphs Bridge level crossing en route to Hythe. Eleven of the original Howey steam machines remain in service.



01

**IMAGE 01**  
Gladys Howey clowning with Laurel and Hardy at the re-opening of the railway in 1947. The legendary comic actors put on an hilarious show as Hardy snatches the oversized key presented to Laurel by Gladys.



02

**IMAGE 02**  
The rarest of images. John and Jumbo's street-modified historic C and D-Type Jaguars together.

After Johnie and the Count unsuccessfully attempted to buy the Ravenglass and Eskdale Railway, and a site near Brean Sands was opposed by Great Western Railway, the New Romney to Hythe route was suggested by the Southern Railway. They were being pressured to build an unwanted extension from New Romney to Dymchurch, so a Light Rail Order was applied for in November and granted by the Minister of Transport in May 1926.

Derek Smith recalled: "The Count ordered two locomotives from Davey Paxman of Colchester. Their drawings show these as Z1 and Z2. Four months later the Count was killed after hitting a tree at Monza, so Howey decided to take on the building and financing of the locos on his own."

The initial eight mile track was officially opened on July 16, 1927 then a five and a half mile extension to Dungeness, with dual tracks, opened on August 3, 1928. Johnie had a large house built next to his New Romney Station and work sheds which he named Red Tiles.

Johnie's cars included a Rolls Royce Silver Ghost, Lagonda, Morris Traveller and an Austin Gypsy. In the early 1930s he converted his 1914 Silver Ghost Shooting Brake into a loco, but his personal rail transport was a single-seat trolley propelled by a JAP racing motorcycle engine. It was able to sustain 70 mph! During the railway's construction, the Duke of York (later King George VI) drove the Northern Chief, hauling the train with about 100 passengers.

The railway was requisitioned by the War Department in 1940, de-requisitioned briefly in 1943, then re-requisitioned by the Ministry of Petroleum Warfare for use during the construction of the undersea pipeline from Dungeness to Boulogne to supply fuel to the Army after D-Day.

Jumbo was one of several volunteer drivers who included Dan Crittall and Kenelm Lee Guinness of the brewery and KLG spark plug fame. It had a full time General Manager (Lt Col R.B. Simpson) in the early '50s who ran the operation. From 1952 to 1963 Johnie and Gladys managed it themselves. It is now a charitable organisation, and the pub in New Romney was re-named The Captain Howey.

So where did the money come from to allow this to occur?

That is one of the big surprises, and has large slabs of Australian history akin to the Lobb story we published in edition #208!

Johnie's Australian farming ancestor, Henry Howey, born into wealth in 1805 in Northumberland, really struck it rich when good quality black coal was discovered deep under the family farm. It was the equivalent of gold then, and they had at least four mines, all precisely in the heartland of bustling industrial revolution towns.

Henry came to Sydney in March 1826 with 400 sovereigns and £200 worth of goods. He was a merchant sea Captain, and that same year married heiress Maria Matilda Minchin (of Minchinbury town) in Parramatta. They were both on a mission to establish the Howey's and Minchin's prominence in Australia and had six children quickly. Henry was granted 960 acres near what became Goulburn, while Maria owned the 1000 acres granted to her father.

Their next venture took them to the outpost known as Port Phillip, where they squatted at Gisborne 55 kilometres north west of Melbourne having driven 4000 sheep and 800 of their best cattle there.

Henry attended the first sale of town blocks in Melbourne on June 1, 1837, and successfully bid for four lots comprising two acres of bare ground bounded by Swanston Street, Collins Street and Little Collins Street. They were the most expensive blocks sold on that memorable day and cost what was

then a whopping £140. As a condition of sale, each purchaser had to erect a substantial building on the land within a year, to the value of £50. Fifty years later Howey's two acres was valued at over a million Pounds - ten thousand times the purchase price ...

The properties were in the busiest, most sought after area of the city and over time included shops, offices, cinemas and residential units. Melbourne was then the richest city in the world thanks to gold, and by the 1880s had developed an international reputation as one of the great cities. It was remarked upon by writers such as Mark Twain and Anthony Trollope. The Howey family would control their holdings in Melbourne, the Estate managed by Dorothy Weaver, the senior Trustee, until it was broken up in the early 1970s.

A grave tragedy was at hand though in mid-1838. Henry Howey, his wife, six children, two servants, a governess, a nurse plus the entire crew of the two masted 46 ton brigantine *Sarah* disappeared after it sailed through Sydney Heads bound for Melbourne. It ran into a hurricane and the twenty-eight souls on board were lost. A ship was deployed from Melbourne to look for them, and reported a camp fire on a beach, but it could not land due to severe weather.

Eventually, the executors sold his sheep and cattle, with the proceeds passing to the Howey family in England, principally his nephew John Werge Howey who was then with the British Army in India. He arrived in Sydney in 1840, and once in Melbourne was appointed Burgess for La Trobe Ward. In June 1840 he purchased 19 acres in Prahran near South Yarra, and was one of 469 voters who, in 1845, qualified to buy freehold land in South Yarra. He did that in 1847 by acquiring 22 acres stretching from Toorak Road to the Yarra Yarra River. In 1846 John Werge also purchased 40 acres in boggy Flinders Lane, virtually adjoining his other properties in Collins Street. He also owned a house in Corio Street, Geelong.

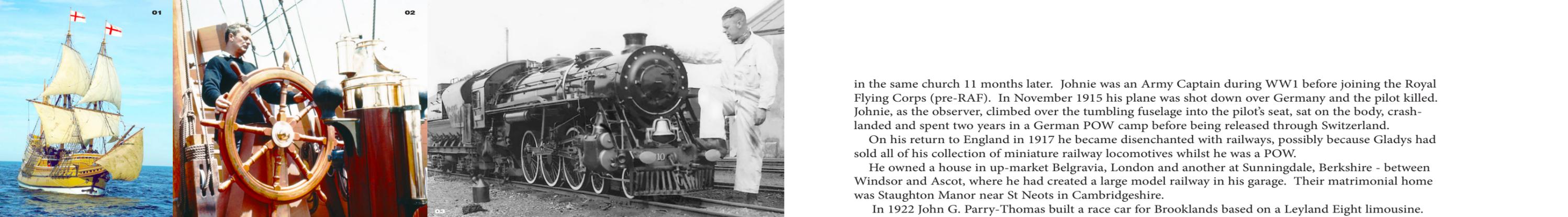
On April 17, 1871 he died in England, leaving everything to his wife Elizabeth. After her death it passed to his nephew, who died in 1901. That left teenage Johnie immensely wealthy, but with the responsibility of managing a massive and flourishing complex family estate on the other side of the world!

The Howey Estate was created in Melbourne during 1840 to manage and develop all the family properties and investments in Australia. It later occupied two offices in their Presgrave House and employed a staff of over thirty. It constituted a heavy pressure on Johnie as buildings were constantly re-leased or rebuilt into landmarks such as the 209 feet tall T&G tower and Capitol Theatre. The latter was designed by American architect Walter Burley Griffin, the man immortalised for designing Canberra, Australia's capital city, and the New South Wales towns of Griffith and Leeton.

Johnie attained the rights to the Estate on his 21st birthday, November 17, 1907, and immediately sold off the 22 acres of land with a large home named Rockley in very stylish South Yarra. Johnie passed the proceeds of that sale to his brothers and sisters in England. Sixty-two blocks sold for an average of £8 each, ten going to the local government for gardens on the corner of Toorak and Rockley Roads. Rockley Gardens remain today.

Johnie's father was an Army Captain in Bengal with fine cars, a steam launch and a Gauge One model railway in his expansive garden. His son desperately wanted to be an engineer, but his parents discouraged him, and so he followed the family tradition to be a career soldier.

In 1910 he was engaged to 20 year old Edith Estelle Ermentrude De La Pore Whyte, and whilst there are copies of the banns for their marriage it never took place. She married Leonard Elgar in 1914, and after his death in 1922 went on to marry Charles Hambro in 1929. Instead Johnie married Gladys May 'Jake' Hewitt



**He  
returned  
almost  
ever year**



in the same church 11 months later. Johnie was an Army Captain during WW1 before joining the Royal Flying Corps (pre-RAF). In November 1915 his plane was shot down over Germany and the pilot killed. Johnie, as the observer, climbed over the tumbling fuselage into the pilot's seat, sat on the body, crash-landed and spent two years in a German POW camp before being released through Switzerland.

On his return to England in 1917 he became disenchanted with railways, possibly because Gladys had sold all of his collection of miniature railway locomotives whilst he was a POW. He owned a house in up-market Belgravia, London and another at Sunningdale, Berkshire - between Windsor and Ascot, where he had created a large model railway in his garage. Their matrimonial home was Staughton Manor near St Neots in Cambridgeshire.

In 1922 John G. Parry-Thomas built a race car for Brooklands based on a Leyland Eight limousine. In 1923 he replicated it for Johnie who raced it until 1925 capturing world class speed records along the way. He competed at Brooklands over 60 times with eight firsts, two seconds and one third. His racers included Chitty Chitty Bang Bang I (23 litre Maybach), Chitty Chitty Bang Bang III (15 litre Mercedes-Benz aero engine) and a 1924 Hispano-Suiza. Both Chittys were originally the property of Zborowski.

He won in the Hispano at Brooklands then shipped it to Australia where he attempted a record run from Sydney to Melbourne. He also tried for a Melbourne to Adelaide record. The car was sold in 1929 when Johnie returned to England, but Jumbo later found it languishing in Alice Springs, and bought it for Australian friend Stuart Middlehurst. Johnie owned a number of S.S. Jaguars, and an XK120 currently in Australia being restored. He also had the first HWM built, originally fitted with an Alta engine, which in the 1950s was replaced by a Jaguar unit by owner and British Hill Climb Champion, Phil Scragg.

There was more tragedy. Johnie's ten years younger brother Richard was killed in France while climbing his ex-Zborowski Ballot in 1926. Several days later the steamer going back with Richard's body and the wrecked Ballot, stopped midway in the Channel and John Parry-Thomas gently pushed the car into the water. Gladys persuaded Johnie to quit racing and concentrate on his railway - although he did indulge in 1930s Monte Carlo Rallies driving his Mercedes-Benz SSK, two S.S. Jaguar saloons and a Bentley.

He spent his Second World War years near Ascot driving a canteen truck, serving soldiers training in the Surrey Heath area.

Johnie regained control of the railway in June 1945, but it was in such a sorry state it didn't re-open until March 1946 running only between New Romney and Hythe. It was welcomed back with due ceremony by the mayors of each town, with publicity provided by Pathé and major newspapers. However, the damage to the Dungeness line was so bad it didn't re-open until 1947 when Laurel and Hardy, who were in London appearing at the Palladium, performed the official re-opening of that section. The huge event was organised by General Manager, Terry Holding, in conjunction with Ian Alan Publishing.

During this period Johnie was the Chairman, Gladys the Company Secretary and Director, Col R.B. Simpson General Manager and Director plus an accountant to audit the books for the AGMs.

The Romney Hythe and Dymchurch Railway was a huge undertaking, built in just one year over the Romney coastal marshes. It is still a peak attraction in Kent. It was also significant for Britain's security throughout WW2 with troops running it, and a heavily armoured wagon added. The railway is now Heritage listed. Johnie was a hands-on engine driver and claimed driving one was more thrilling

**IMAGE 01**  
1938 and Johnie and Gladys's troubled daughter Gloria in one of Johnie's engines. She married the next year.  
**IMAGE 02**  
Jumbo drove OKV1 to Mont Ventoux in France to contest the famous hill climb in 1965.  
**IMAGE 02**  
Johnie stands with his new Victorian registered 1958 XK150 Drop Head Coupé.



**IMAGE 01/02/3**  
Jumbo the sailor on Mayflower II. Jumbo donated this bell for the engine he drove most often. It was later stolen!  
**IMAGE 04/05**  
Johnie's XK120, HWM-Alta Jaguar and C-Type.  
**IMAGE 06/07**  
Johnie's new E-Type at Red Tiles. He also owned the Mk2. The 8 litre engined Bentley driven hard by Jumbo.  
**IMAGE 08/09/10**  
Jumbo the actor/driver in Chitty Chitty Bang Bang. Six were built by Frank Gardner at Alan Mann Racing with a Ford engine and auto! Johnie's real Chitty Chitty Bang Bang 1.



IMAGE 01

Never seen before - Johnie's modifications to his first production C-Type XKC004 were all aimed at road use - other than the Perspex window in the bonnet!

IMAGE 02

Johnie, granddaughter Philippa, a Russian local, Jumbo and another local at a farming commune near St Petersburg during their drive to Moscow in 1958.



IMAGE 01

About to leave their hotel in Russia following an overnight stop.

The 'Mk1' Jaguar was the Howeys and registered in South Australia.

IMAGE 02/03

In 2017 the Railway celebrated 90 years. Granddaughter Philippa is on the left, her daughter Lyn on the right. Johnie's ashes were scattered by the side of his railway at New Romney.



than racing at Brooklands! His engineer Henry Greenly's 1926 cost estimate was £26,000, but it escalated to £143,000, a staggering sum then for anyone to spend on a hobby. He always felt Zborowski's death deeply, not only for the loss of a close friend but the end of their collaboration. Zborowski was also a part of the Vanderbilt family, so their railway could have been even more expansive.

Johnie kept many new Jaguars in Kent including a MkVII, XK150 and E-Type, but his commitment to the railway was unstinting. When not at the controls of his beloved Hurricane engine, he was a common sight swooping past traffic in his British Racing Green, later White, C-Type Jaguar. It was his daily transport up and down the narrow crowded 15 kilometre back roads between Hythe and New Romney.

He returned to Melbourne almost every year from 1920, owning a large house in Melbourne and another outside Adelaide. Horribly, in 1943 son Anthony was killed when the RAF plane he was piloting crashed near Edinburgh. He had gained his licence to fly in 1936 having graduated in zoology from Trinity College, Cambridge. As an undergraduate he was an enthusiastic voyager to Australia and Canada with his family, returning to England in time for sister Gloria's wedding in 1939 to future WW2 RAF heroic pilot John Slater. His Australian home was the high-class new Chevron Hotel in St Kilda Road south of the Melbourne CBD.

Precious granddaughter, Philippa, was born prematurely in Melbourne during 1947, but her mother Gloria became a chronic alcoholic after her parents gifted her and Tony two properties from their estate in Swanston Street, opposite the Melbourne Town Hall. These included the beautiful landmark Capitol Theatre which the Howey Estate built. Gloria received her brother's half after he was killed. Unfortunately, her husband died of what seems to have been cancer in 1957, aged just forty-six.

Gladys particularly was tortured by her daughter's drinking and extravagance. She wrote that Gloria showed no regard for her or Johnie once she had her hands on the land and money. Gladys wrote countless letters to friends apologising for her daughter's behaviour, and Gloria even attempted to sell the railway. She died at the age of 49, just five years after her father. Thankfully, Johnie and Gladys poured their love into Philippa, steering her away from her mother's influence and into their protective care. She remains their biggest success and has a daughter, Lyn.

It was through Johnie that Jumbo bought OKV1 from Duncan, and likewise, he had no intentions of racing it other than the odd hill climb. It was his daily drive car in England and then Australia.

Johnie drove Jaguars in Australia too for what was nearly 50 percent of his life. His 'Mk1' and Mk2 were registered with the personal South Australia plate '2234'. The 'Mk1' was even shipped to England in 1958 when he, Philippa, Jumbo (XK120) and friends with a new Bentley, undertook a gruelling and unlikely epic 2090 kilometre convoy drive from England, through Poland, St Petersburg and on to Moscow - then return. That was at the height of the Cold War ... The purpose is unsure, but it was likely undertaken in part to help Philippa bond with her grandparents in the face of her mother's issues and family instability. Both Johnie and Jumbo lived their lives across the world and, in fact, both could be considered British/Australian residents who were at home in either country.

From 1962 Jumbo lived permanently in Sydney and brought his beloved D-Type there. He took it back to the UK briefly to hill climb at stark and dangerous Mont Ventoux near Provence in France during 1965, together with his Porsche 904. At 1909 metres (6263 feet) it is the highest mountain in the region and nicknamed the Beast of Provence.

He drove one of his Bentleys and OKV1 regularly between Sydney and Melbourne and Sydney and

Adelaide. In the late 'twenties he had owned the speed record holding steam boat *Miss Chatterbox IV*, replaced by *Shawk* which was previously owned by Zborowski. Jumbo's improvement was to replace the previous engine with a Zeppelin from a plane that had been shot down over England.

He also had a classic wooden steam powered boat built by clinker boat gurus Lars Halvorsen and Sons in Sydney. He named it *Golliwog*. His Dragon Class yacht *Sama* was used for competition each Wednesday, and also was modified with an extra four feet added to the mast and half a ton of lead to the keel. In 1946, '47 and '48 he was a crew member on the 65 foot 1913-built yacht *Morna*. He also had a collection of some 65 classic clocks throughout his home! It was apparently pandemonium at the top of each hour!

In 1946 Jumbo found an 8-litre Bentley converted into an ambulance. A speed-record car was envisaged, so his original 3-litre Bentley chassis was shortened, hydraulic brakes and telescopic shock absorbers added and the 8-litre engine overhauled for the former 3-litre car. It also got a lightweight two-seater body, and recorded a mean speed of 136.4 mph at the 1962 Antwerp speed trials which might have satisfied some, but didn't break the Bentley record previously set by Forrest Lycett with his 8-litre car.

The answer was to add two turbochargers - something not attempted or even thought of for a vintage Bentley. After much work and some failures during development, an astounding 550 bhp showed on the dynamometer. Near Ghent, Jumbo, sitting in the wind without seat belts, was timed at 164 mph one-way, with a two-way average of 158.2 mph over one kilometre - it was the new world record he was after.

The legendary Phil Irving was his go-to engineer in Australia, and together they were part of Donald Campbell's 1964 land speed record at Lake Eyre, operating a milling machine used to level the course.

The lives both Johnie and Jumbo lived could not go on forever, and it seems the former was being worn down by his Estate in Australia, the loss of his son and the state Gloria had gotten into.

Johnie passed away at Red Tiles late in 1963 aged 77. Jumbo died at 76 in Sydney early in 1983 having succumbed to cancer.

Both the Howey C-Type and HWM Jaguar had gone on to have other lives, the C-Type being returned to 1952 trim, and it is now owned by Jaguar private collector Nigel Webb in Surrey. It is believed Johnie sold it to buy a new very early E-Type Roadster. A huge auction of Jumbo's collections was conducted in 1984 over several days, and the D-Type was flown back to England after being sold.

It spent many years at the National Motor Museum in Beaulieu in Jumbo trim, and races again now in 1954 Le Mans form. The historic Jumbo-modified panels remain complete and safely with the owner. Ian Cummins inherited Jumbo's collection of family photos, slides and some memorabilia from Kate after she died in 2005. We have now scanned the personal slides showing Johnie and Jumbo living their lives to the full.

Thus ends the epic lives of two extraordinarily great friends. They shared an incredible number of aligned connections which endured across time and the entire world. Both led private lives and had grace and dignity in abundance.

Romney Hythe and Dymchurch Railway authority Derek Smith recalls: "As an eleven year old in 1960 I was standing at New Romney Station watching the trains when I was engaged in conversation by an elderly gent who told me in the most kindly manner all about 'his railway'. He even took me to the loco shed to show me the out-of-service machines. That was the Jack Howey I remember."

Discovering and documenting the joint lives of Johnie and Jumbo was epic and enlightening - *because they don't make them like that anymore ...*