

SPIT AND POLISH

PATRON

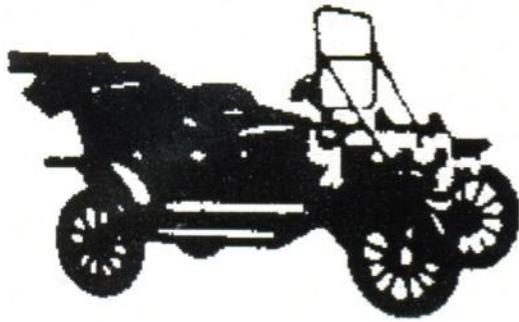
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

*Phillip Hobson’s 1913 Ford T.
At the lunch stop at Burrawang.
On the MaSH Ramble - Mittagong 2015*

Committee of Management

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VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.
134 Queens Road, Five Dock, 2046

PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

President's Report.

It is my sad duty as President to report that we have in the last week lost two long standing members of our club, Ken Quarmby and Alma Newman. Ken was a long time member (no.438) of the Club and served several times on Committee, he was instrumental in the formation the M.a.S.H. Branch. Ken loved his Veteran cars, particularly his Hupmobiles, which he owned for the great part of his life. Alma has also had a long standing association with our club and was part of the Veteran car family of, Graeme Newman, Wendy Rose and Dianne Gotley and their families. Alma was a friendly kind woman with a courageous attitude to life. Our thoughts and wishes go out to all of their families.

A couple of months ago I was invited to convey our Patron, His Excellency, General the Honourable David Hurley AC DSC (Ret'd) as well as his Wife and Aide in the opening parade of the Camden Show on March 20. However I thought riding in the back of my Model T Army tender would not be the most comfortable of rides, so I convinced Dad that the Crossley would be more appropriate and luckily for the Governor, he agreed. We are very fortunate to have Vice Regal Patronage, and have had for as long as I can remember at least as far back as Sir Roden Cutler, as I introduced Dad and myself to his Excellency I reminded him that he was the patron of the Veteran Car Club of Australia (NSW) and that I was President, he responded that he was aware of his patronage and that he reads the magazine every month, no pressure Nev!!

As the media has no doubt made you aware, this month is the 100th anniversary of the 1915 ANZAC landings at Gallipoli, and my attendance at the Camden Show coincided with their ANZAC commemorations, the VCCA NSW was represented by Doug Fullford with the Studebaker Ambulance that he constructed for the filming of the tele-series Anzac Girls, Kevin Boardman with his 1914 Douglas motorcycle, Dad with the Crossley and myself with my Model T Army tender, a good weekend was had by all despite some overheating problems with the Studebaker and a small amount of rain.

I will be un-able to attend this year's Blue Mountains Rally due to it being run on the weekend of Anzac Day but I hope all that attend have a good, safe and fun time away, and if you are attending the following Western Tour or the Orange clubs event following that, be safe.

Safe Motoring,
Peter, Sue and Harriette.



Brett Atkins © 2015

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 26th March 2015

ATTENDANCE

Committee: 7 Member's family: 1 Visitors: 0 Members: 13

Apologies: Apologies were received from Dennis Ballard, Don Liddle, David McCredie, Peter Martin, Phil O'Loan, Bob and Elizabeth Hobson, Bob Baxter.

MEETING OPENED AT 8:10 PM.

PRESIDENT'S OPENING REMARKS

In the absence of the President and Vice-President Graham Weeks welcomed all members to the meeting.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Barry Shinfield Seconded: Laurie Garrod

INWARDS CORRESPONDENCE

Flyers received:

| | |
|--------------------------------------|---------------------------------|
| The Taralga Bakehouse | Parklands Resort Mudgee |
| Retreat at Wisemans | Bonhams London /Brighton VC Run |
| EDI International Freight Management | Shannons |

Other club publications:

| | | |
|-----------------------------|----------------------|--------------|
| Vintage Motor Club Bulletin | Bulletin of VC of SA | Brass Notes |
| The Broken Spoke | The Vintage Car | The Preserve |
| Small Torque | VCC of NZ | Early Auto |

Invitations:

RACV Veteran Car Club National 1&2 Tour 3-9 April 2016
Le Jog Historique 2016 12-22 June
Bathurst Historic Car Club - Gold Country Car rally 23-24 May 2015

Other:

Cancer Council RB Sellars catalogue
Malcolm Lorimer - Request for garage space
Reroautos April 2015 ed online
Roger – enquiry about single or twin car for sale
Wayne Aberdeen- retirement of legal advisor Malcolm Johns
Enquiry from Lithgow Car club - Wallerawang Rally

OUTWARDS CORRESPONDENCE

Wayne Aberdeen – Montagu Nominations
Alan Lowe, Des Turnbull, Andrew McVey – return cheques
Correspondence accepted.
Moved: Euan Coutts Seconded: Laurie Garrod

TREASURER'S REPORT

| | |
|--------------------------|------------------|
| Balances are: | \$ |
| Ordinary account: | 38,464.82 |
| Rally account: | 3,004.06 |
| Term deposit 1 | 12,043.48 |
| Term deposit 2: | 10,000.00 |

Paid TWGD Digital Print, cleaner, Extinguisher Services for fire inspection, Canada Bay City Council for fire safety registration and repairs to hall switches.

Moved: Ian Streatfield Seconded: Warren Irish

MAGAZINE Nothing to report

EVENTS

Graham Weeks will suggest to Bill Baldiston that the re-enactment of the first Reliability Rally be held on 22 November. Negotiations are continuing.

Wilga Coutts urged any participants for the Wallerawang Rally and Western Tour to submit their entries. The Lithgow Car Club plan to meet members on the Saturday of the Wallerawang Rally.

PERMIT TO MOVE

8 movements One of the movements included Neil Martin driving the Crossley at the Camden Show in a procession with the Governor His Excellency General The Honourable David Hurley AC DSC (Ret'd), his wife and aide I as passengers. Peter Martin drove his Model T.

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP No new applications received.

CMC Nothing to report

HALL

Robert Fordham apologised for neglecting to thank the members who participated in the working bee in January and praised their work in cleaning the hall and grounds. The carpets were shampooed. He has placed comprehensive instructions for using the audio-visual devices in the black box on the side of the hall. A new lease has been negotiated with Meriden Prestige Cars to accommodate 6 cars in the parking area during the day. They will also mow the lawns. This should be a worthwhile proposition for the Club. A new fence will be erected at the back of the clubhouse. The current retaining wall needs to be extended. The air conditioners have been fixed. Warren Irish has kindly repaired the microphones. Members showed their appreciation by applause.

WEBSITE

Peter Weir has posted the latest CMC report and updated the link to the Veteran car Club of Queensland.

GENERAL BUSINESS

Robert Fordham gave an entertaining account of his visit to Chatswood Concourse to watch *Genevieve*.

Laurie Garrod directed members to an interesting ad for a special cleaner that appeared in *Restored Cars*.

John Fryirs related how the young man who clipped his Renault on the Mittagong Rally is now his friend with a developing interest in old cars.

In Techie Talk Barry Shinfield described ISS (Idle Stop Start) and how it requires a special battery that is very expensive to replace. He also outlined the development of the torque wrench where now a torque wrench can send data directly to a computer to be recorded during a service.

The raffle was drawn.

MEETING CLOSED AT 8:50 PM.

Graham Weeks
Chairman

Louise Yeomans
Secretary

Attention

All members can now access CMC meeting minutes.

Log into the CMC web site <councilofmotorclubs.org.au> or select links on the VSCC home page, then select Council of Motor Clubs - From the side panel select "Document Centre",
From the choices select Minutes of AGM's and GM'sm - Select the desired meeting date.

Events Calendar - Club Events

APRIL 2015

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th - 26th **Wallerawang Rally** - *See Page 9 for details. Entry Form in January Spit and Polish*
27th - 1st **Western Tour** *See Page 9 for details*

MAY 2015

- 1st - 3rd Orange District Antique Motor Club - Autumn Tour - Orange. *See Invitation event for details.*
2nd MaSH Branch Meeting - 2pm - Mittagong RSL Club.
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th **Newcastle Branch Birthday Run.** *See Page 8 for details.*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JUNE 2015

- 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
12th - 14th **June Long Weekend - Singleton.** *See page 9 for details Entry Form in February Spit and Polish*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25rd Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JULY 2015

- 4th MaSH Branch Meeting - 2pm - Mittagong RSL Club
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm

AUGUST 2015

- 14th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

National Rallies

OCTOBER 2015

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.
For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

NOVEMBER 2015

- 1st - 6th **Canberra's 2015 Shannons National All Veteran Tour.** Based in Goulburn NSW.
Contact: Tour Secretary Roger Gottlob on
(ah) 02 6241 3169, (m) 0418 962 312 or Email: canberrarally2015@gmail.com
Entry Form in October 2014 Spit and Polish

National Rallies (cont)

APRIL 2015

3rd - 9th **RACV Veteran Car Club National 1 & 2 Tour** To be held at Lartrobe Valley, Morwell.
Registration form on Pages 20/21
or you can register on line at <http://veterancarclub.org.au>

Events Calendar - Invitation Events

MAY 2015

1st - 3rd Orange District Antique Motor Club. Bi Annual Autumn Tour. The Tour is organized especially for pre 1931 vehicles.

Entries close on Friday 17th April. Registration will commence from 9:00 am on Friday the 1st May at our Club House, 11 Louie Lane, Orange with a free morning tea being provided. After lunch there will be a short Run around the outskirts of the city visiting several places of interest. A map will be Included in your Rally Bag.

Saturday will see us travelling on quiet country roads to visit the historic "Old Errowanbang Woolshed" built in 1886 where after a tour your morning tea will be available. We will then travel on to the small village of Neville for lunch where the vehicles will be judged, before returning to Orange. This run will be approximately 80 miles or 130 kms.

The Presentation Dinner will be held at the Ex-services Club, Anson Street Orange on Saturday evening from 7:00pm.

This will be our 6th Bi-annual Autumn Tour and an Entry Form is attached.

Keith Packham Rally Co-ordinator

Le Jog Historique - 2016

12th - 22nd June 2016

Members may be aware of the Adelaide to Darwin veteran car run held last year. Joy Rainey, who participated in her 1904 Curved dash Oldsmobile is arranging a Lands End to John O' Groats run in 2016.

The 2016 Le Jog Historique Rally will take place from 12th - 22nd June commencing at Land's End in the South West of England and running to John O'Groats in the north of Scotland. It will be a non-competitive touring and social event and will be held on public roads where normal traffic rules apply. The route will avoid motorways and use mainly minor roads including some with spectacular scenery over a distance of approximately 1,101 miles.

Entrants will be responsible for arranging their own accommodation on route, however the organizers will provide all entrants with details of hotels and other accommodation in the vicinity of scheduled night stops.

It will be limited to maximum of 40 vehicles either motor car or motorcycle. The closing date for receipt of entry forms is 1st March 2016. If it is oversubscribed the organisers reserve the right to hold a ballot to select entries. The Bugatti Owners' Club's decision on entries will be final.

Entry Form and information available from the website. www.lejoghistorique.co.uk

The FIVA World Rally 2015 - Switzerland

From Saturday 27th June 2015 until Saturday 4th July

The Organising Committee of the FIVA World Rally Switzerland is looking forward to receive participants from all countries in the hope of offering you all an excellent and unusual week in Switzerland. The Committee members have prepared a program light in kilometres, numerous cultural sites and visits, which, should also be attractive for the ladies. It is not just a question of driving up and down passes without stopping, arriving tired out in the evening, but to give "Time to Time" as once said a famous french président.

After leaving the beautiful City of Basel, you will be able to admire the Vier Waldstättersee, Lake Lugano and the Lake of Neuchâtel (the last 2 on boat trips). A visit to the famous Einsiedeln Cloister, the well known Klausen Pass, the Gothard Pass, which by the way is part of the water source for Europe, being at the origin of the Rhine, the Reuss, the Ticino and last but not least the Rhône. A morning's shopping in Lugano, then over the Nufenen pass, on to Gstaad and it's famous Palace Hotel where you will stay for 2 nights.

During this week, you will change languages and culture three times. First of all the quiet bumbling efficiency of the North, secondly the italian exuberance in the South (Ticino) then, the good «parlé français» in Neuchâtel and back to the mountain area of the Berneese Alps in Central Switzerland. The above means you will probably buy your postcards in Swiss german, pay for your stamps in Italian and post them in a french speaking post office!!!

The "cuisine" too, will be different throughout the trip as each area has its specialties. The Committee has been working on this project since 2013 and hope enough has been said for you to want to come and join us for this event.

Entry Form and information is on the info website. Info: www.fiva2015.ch

Peeter Henning
Director Communications

Coming Events

The Meccano Modellers Association

An invitation has been received to the Meccano exhibition at Forestville on Saturday 9th May 2015.

The venue as always is the Frenchs Forest Baptist Church,
615 Warringah Road, Forestville
from 10am to 4pm. (Family \$10 Adults \$5 Students \$2)

*For all you older members who had a meccano set you will probably find it interesting
with what is available to-day, from when you were a boy..*

Newcastle Branch Birthday Run

Sunday 17th May 2014

Meet at John Burkes at 9am for a 10am start.

2 Occident Street Cessnock

We will then travel to Paxton Bowling Club for lunch.

Contact: John Burke 4991 1806 Mob: 0412 821 945

Coming Events - cont.

Newcastle Branch - June Tour

A Change of Weekend and Motel

This year the event will be held on the Weekend of the **12th to 14th June**.
(Friday, Saturday and Sunday)
which is the weekend after the long weekend.

Change of Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

Dinner Bed & B/Fast packages

mention the Veteran Car Club when booking

John has organised a package deal with the motel of Dinner Bed and Breakfast

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form in February Spit and Polish

or from our web site under downloads

Outing Updates

Wallerawang: Entries have started to trickle in and as I've mentioned before the weekend will follow a similar format to last year. We do however have one change, this year you will have the opportunity of visiting Mayfield Gardens on the Sunday, these gardens are incredible and at this time of year they should be spectacular, if you haven't already heard about them you can research them on Mayfieldgarden.com.au, there is a charge to visit the gardens which can be paid on the day and there is also a café where we can have morning tea/lunch.

Autumn Tour: For those who wish to join the Autumn Tour, we will leave Wallerawang on Monday morning (27th April) and travel through the mid western area of our State via mainly secondary, sealed roads finishing in Orange on Friday, 1st May.

Itinerary:

Monday 27th - Cowra

Tuesday 28th - Young

Wednesday 29th - Forbes

Thursday 30th - Millthorpe

Friday 1st - Orange

Orange Tour: This tour, run by the Orange District Antique Motor Club commences in Orange on 1st May and is open to vehicles manufactured prior to 1931, for anyone interested the entry form was in January Spit & Polish. There are 2 rooms left in our name at Oriana Motel, tel no. 6362 3066, mention "Sydney Veteran Car Club" when booking.

Vale - Ken Quarmby

Memories of Ken Quarmby

We were so very sad to hear of the passing of Ken Quarmby on April 1st, our Club had lost Alma Newman the day before and with their passing a part of our history is lost.

We first met Ken in early 1993 when an advertisement in Unique Cars for a 1910 Hupmobile rekindled Euan's dream of owning a Veteran Car. After discussions with Barry Shinfield, it was decided we should contact Ken as he had a model 20 and would be able to guide and advise us. We did just that, and arrangements were made for us to visit Ken and Joan and "talk Hupmobiles", we have continued to "talk Hupmobiles" ever since, whenever we met.

Ken was the 2nd Club member we met (after Barry) and with the help and encouragement we experienced, Euan applied for membership to the Club and purchased the car. During those early years Ken's Hupp. expertise was often sought and cheerfully given. Along the way we even purchased his old trailer when we started travelling to rallies, and the 2 little Hupps were often parked side by side.

In 2002 we moved south and saw a lot more of Evan and through his friendship we were privileged to see another side of Ken's character, that of a loving and caring grandfather and father.

Ken was a true Veteran enthusiast he completely restored "Huppy" his model 32 Hupmobile from "ground up" when Evan was a baby and it remains to be the consistently reliable car it was when he finished it.

Ken was instrumental in the formation of our MaSH group and was very involved in The Bush Council and in the organisation of a number of trips into the Centre and up to Cape York in "real cars", he was also very active in the Men's Shed movement and in his Community generally.

Two days before he died we received some model 32 parts for Nigel's restoration that he had thought may be of use to him, thus ensuring the continuation of the hobby he loved.

Ken's greatest love was of course his family and to them, Joan and Evan in particular go our sympathies.

Euan and Wilga Coutts



Vale - Alma Joan Newman

Alma Newman's (nee Preston) involvement with veteran cars began when she met Bob Newman, a young motor mechanic in 1956. Around the same time he had acquired the remains of a 1914 Talbot, that over the next couple of years he had sufficiently restored to participate in the 1959 Blue Mountains Rally.

As was appropriate at the time, members of both families chaperoned the young couple on the event, as they weren't yet married at that time.

Over the next 30 odd years, Alma accompanied Bob, and later their family, on many outings throughout N.S.W. and to both Victoria and South Australia. Alma formed some wonderful friendships with members of the Club who were active at events in both Sydney and Newcastle. Sadly many of those people are no longer with us.

Given that the family home for many years was on the Pacific Highway Tuggerah when this road was the main thoroughfare when travelling up or down the coast, there were many visitors over the years who would drop in for a 'cuppa'.

These visits were more frequent when an event was being held around the Central Coast, or Greater Newcastle Region. Most cars were driven to events in those days and some were not as reliable as they could have been. As a result Bob was often called upon to do a few repairs to get cars going again. Whilst Bob was doing his work, Alma would be doing her part to host the passengers of the car, providing a cup of tea or coffee or perhaps a meal if necessary.

Alma was diagnosed with Multiple Sclerosis in 1983, by which time she was starting to lose some mobility and confidence with her movements. She still attended many events after this time in the cars, but they tended to be of shorter duration. We don't know for sure, but her last time in one of the cars was during the mid 90's.

For Alma, a veteran car outing was invariably a family affair, with her three children being members of Club, and her grandchildren continuing to be interested. Her brother, Neville is also a long term member, and her sister, Evelyn Gorton was also involved for many years. Alma & Bob were also accompanied on many events by Bob's sister Dorothy and her husband Bill.

Alma very much enjoyed the 'Combined Events' which were, on occasion, held at the Wyong Nursing Home where she lived for the last 17 years of her life as it gave her the chance to see the cars and catch up with friends.

She will be remembered as a friendly, compassionate and caring lady who showed great courage in dealing with her situation.

She will always be in our thoughts.

Graeme Newman



Wendy Rose, Graeme Newman and Dianne Gotley and ('Mim') Alma Newman at Alma's 80'th birthday Celebrations. (October 2014)

Editorial

Again, thanks to the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

There was a shortage of outings in the last month although there is a report of an outing that President Peter and his father Neil attended at Camden that transported our Patron His Excellency General The Honourable David Hurley AC DSC (Ret'd) Governor of New South Wales, in a parade at Camden. I thank Peter and Neil for flying our flag.

It has been a hard week for me putting this edition of the magazine together, firstly with the passing of my sister Alma Newman and then the next day the passing of my mentor Ken Quarmby. My sister always made sure I had my neck tie, properly tied and that my hair was properly combed before I went to Sunday School, as a little boy. My mentor KJQ passed away the next day. I started my working life as a survey field hand with KJQ in 1957 and he always made sure that I did the right thing. I can remember when working in Tamworth back in the 1959 we would come back to our accommodation for lunch and have to change from our work clothes to something better just for lunch. Of course I will sadly miss both Alma and Ken. As for Ken, like Evan (his baby son) says, with Hupmobiles, he was like a dog with two tails. What more can I say?

There is a short report on the Newcastle outing which was a non event due to the rain. Rod Holmes and his article on the restoration of his Albion. John Fryirs for his article he got from the 1967 Wheels magazine on the Bessermer London Bus.

Information on coming events, the Newcastle Branch Birthday Run. The "Over the Blue Mountains" Tour, with mention of the Autumn Tour and the invitation event at Orange. Then there is the Newcastle Branch June weekend, noting that there is a change to the weekend and the accommodation in Singleton.

At the moment I have a limited supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **"YOUR MAGAZINE"**.

Enjoy your Veteran motoring

Nev Preston



Speers Point Park to Mulbring.

Met with Graeme at Charmhaven at 8.30am. At Doyalson, received a phone call from Jeff Palmer to say that it was raining at Toronto. We decided to press on as the weather wasn't too bad where we were. Things started to look worse and we stopped again just north of the turn of to Gwandalan and put some side curtains on and a decision was made to press on. Bad decision. We started to get a bit of rain and at Belmont South we found Doug and Dianne Marshall on the side of the road in the middle of a set of traffic lights. The F.N., had failed to proceed and they were waiting for a tilt tray to arrive. It arrived just as we pulled up.

So the F.N., was loaded and taken back home and we proceeded on to Speers Point and the rain got heavier. By the time we arrived at Speers Point Park it was bucketing down so much so we couldn't get out of our cars. Bill and Carol Heeney with the bike in the trailer and Peter and Kim were there modern.

After sitting in the cars in the pouring rain and looking at the weather in the direction we would be heading to Mulbring we decided to cancel the event and head for home. Lauren was the brave soul that got out into the rain and cranked the 2 veterans so as we could head for home. We apparently met the Marshalls near the Belmont hospital, in modern, and they could see we were obviously heading home. The weather started to ease but still looked bad in the direction of Mulbring. Apparently the F.N. problem was that the points in the magneto had seized on the post that they pivot on and were stuck open.

Graeme, Lauren & Abbey Newman &
Christopher Gotley - 1914 Talbot
Nev Preston - 1913 Talbot
Bill & Carol Heeney - 1911 Triumph M/c
Doug & Dianne Marshall - 1912 F.N.
Peter Adams & Kim Nolan Modern



The naughty girl on her way home.

“BLUEBELL” 1911 16H.P. ALBION

Rod Holmes

After retiring from farming I looked to renew my long deferred interest in veteran motor cars. So In 2010 I purchased a 1911 Model A3 Albion s/n 144A, from Malcolm Bailey. He had spent 10 years assembling it from a heap of parts, but had not had it running. My wife Ruth, immediately christened it “Bluebell” as it was blue and came from Scotland.

At that time there were 3 other A3 Albions running in Australia. My brother Keith Holmes had a 1908 Lorry s/n 74C, that he has had since 1948, Keith was a foundation member of the Veteran Car Club of Australia (NSW) as was my eldest brother Sandy Holmes, with his 1912 Vauxhall “Fifty Bob”. Keith’s Albion is now in my shed at Dorrigo and is in original running condition.

Another car #134K was restored in 1970 by John Riley and is now owned by Bruce Carmichael in Perth WA. The third car #102B was restored by Don Cuppledick in S.A. but has now gone to England, to new owner Peter Jones.

I flew to Perth to see Bruce’s car to get an idea if my car was worth restoring and to see what it could look and run like. That car is a wonderful example of a good restoration and ongoing care. I realised my car was worth restoring, so took hundreds of photos and notes of Bruce’s car for reference.



Albion parts acquired by Malcolm Bailey in 1999



Starting on the bodywork. Note the gearbox/differential. Cardboard for profile on side.

Over the next 18 months with the help and advice from many friends who had years of experience with cars and engines, the engine and mechanics were stripped and overhauled. The major issues were in assembly and adjustment of the timing gears, valve seating, piston rings and ignition in the engine, also the steering, drive chains and sprockets. The chains were 1 inch wide and had to be reduced to 5/8” width, every link had to be cut and pins and rollers cut and machined then reassembled - a mighty job carried out by Greg Gossip, a friend who has also made many other parts. I did not touch the gearbox or differential at that time.

A great day was putting the block on and the engine back in the chassis, The engine fired first swing. It didn’t actually run that day but after the igniters, the equivalent of spark plugs, were remade with silver solder points and mica washer insulators then adjusted as per the original handbook, it ran evenly with no vibrations.



Metal parts painted and woodwork ready for upholstery

With the engine running reasonably well a temporary body was fitted in time for my daughter's wedding. A proud day for me and "Bluebell".

Then off came the body and it was stripped back to the chassis, with minor work on the brakes and other exposed parts including new grease cups all round.

After looking at many 1911 era vehicles I made a cardboard profile to get the proportions right. My neighbour Gordon Brook is a brilliant retired woodworker. With his experience and skills and my enthusiasm we have used Dorrigo Rosewood to reconstruct the body. The finish is the natural grain and colour using a clear lacquer.

For the seat buckets I used an old seat to make a plaster cast which I cut in half and then added

an extra 6 inches in width for comfort. This mould was used to make a fibreglass skin for the front seat, then remodeled with extra length on the sides for the rear seat. Rosewood timber was shaped to strengthen and provide a frame for the upholstery.

The bonnet, mudguards, seats and fuel tank were spray painted by Scotts Smash Repairs of Bellingen using a light blue 2 pack paint. The upholstery and hood were done by Neil Wilson from Bargo using leather and materials sourced from the Amish in U.S.A. The upholstery is excellent.

I had some old battered lights but they were not good enough. Eventually I sourced a set of P & H headlights and matching side lights from Malcolm Roberts in S.A. "Bluebell" was now looking like a veteran lady!

The first outing was to the National 1 & 2 cylinder Rally in Canberra in March 2013. With 5 on board dressed in period clothes we were the largest and slowest of the cars at this rally. On the third day disaster struck when the water pump cracked. Welding and plastic bonding only opened more cracks, so it was back on the trailer for home.



March 2013 Canberra National 1 & 2 cylinder rally

A new cast steel water pump was machined and fitted, it works perfectly. Also a shaft in the gearbox was replaced as it had a slight bend making it difficult changing from first and reverse. Again I called on Greg Gossip for his expertise to cut the keyways and machine the shaft.

I had agonised over fitting a windscreen but after experiencing Dorrigo's rain and cold winds I realised it was a necessity. Using the VCCA Auster patterns, new gunmetal frames were cast, machined and polished. Then the wooden glass frames were made and glass fitted.



Albion engine

“Bluebell” has travelled on a trailer to Newcastle Branch VCCA rallies in October 2013 and March 2014 performing well. As its top speed is only 30km/hr, it is not suitable for runs over 100km. I tell other drivers I am only there to give them the opportunity to overtake another car!

An ongoing problem has been the insulation on the igniters and the contact points. The low tension ignition has a mechanical “make and break” inside the combustion chamber originally with platinum points. I first tried silver solder but after a few hours the points pitted and misfired. The local jeweller made up new platinum points which solved that problem.

The insulation of the rod carrying current to the live point was changed back to the original packed mica washers. However there has been an ongoing problem with these shorting out,

probably from carbon build up between the mica sheets. I am now trying Teflon plugs and these seem the best solution. I might add that the original insulation and points on my brother’s A3 lorry have been working perfectly for 106 years.

The big test came in October 2014 when we took “Bluebell” on a trailer to Kalgoorlie in Western Australia - a round trip of over 8,000 km.- to the National Veteran Car Rally. The attraction was to run with and compare Bluebell to its sister car, Bruce Carmichaels 1911 A3 Albion #138K.

We completed most of the tours and on the last day drove each others car to compare performance. Both engines seem similar in power and speed, however Bluebell has a panting sound we put down as a constriction in the muffler. Top speed for Bluebell is 30 km/hr while Bruce’s will do 35 km/hr. This is probably due to the governor operation, his



Windscreen fitted rear seat doors still to be made. At 2014 Rusty Iron Rally



Two Albions at the 2014 National Veteran Car Rally in Kalgoorlie Western Australia

Zenith carburettor while mine has the original Albion Patent one and also the chain drive set up and sprocket ratio.

The main difference is in transmission noise. Bruce’s car is nearly silent while Bluebell roars. I will have to remove the gearbox and differential which is all one large aluminium casting and recondition the bronze bearing bushes and check all the gears. A big job I should have done in the first place.

After four years of restoration “Bluebell” is a vehicle to be proud of, but like all old cars there is always something more to do and improve on. Along with the transmission I have still to make the rear doors and re-position the hood bows. Someday I will sit back and enjoy the fruit of my labour. That is, until I look round the shed and see another car awaiting restoration.

1915 G.T.

In which humble scribe Robin Luck road-tests that rarest of all strange devices; a red and yellow . .

1915 G.T.

. . . (which to this case stands for Government Transport)

STRICTLY speaking, a 1915 Bessemer London bus isn't the ideal town car. There are advantages. You can park it neatly into any spot just evacuated by seven Minis or four conventional cars, and the track size means you can forget tedious lane changing entirely - because you're already occupying both lanes in any case. Just like the shrewd man who buys a station wagon for parking in loading zones, the Bessemer too has its city benefits - you can park it at any bus stop.

We tried it once for fun, rolling up at midday at a bus terminal on the south side of the Sydney Harbor Bridge. Immediately the usual officious inspector wanted to know under what statute we dared park there. Tom Rich the driver is a laconic man. He simply pulled on his best poker face and pointed out that this, after all, was a bus. The inspector was not amused. He started shouting. Tom Rich was not amused. He threatened to switch the engine off better to hear the inspector if he didn't lower his voice. The inspector raised his voice instead. Tom Rich reached for an old-fashioned ornate brass light switch on the inside firewall and the engine died.

The inspector, flustered by a long queue of legitimate buses disgorging their curious crews irrespective of vanishing schedules, ordered an immediate restart and move-off on penalty of City By-Law Division One, Sub-section A, Rule 24 C, Addendum F, Part Three.

Tom Rich said not a word. He climbed down from the high seat and started walking round the front of the bus toward the inspector. Tom Rich is a big man and the inspector stepped back on to the footpath. Tom Rich kept coming, till the inspector looked around him for help. But Rich got as far as the radiator and stopped. Bending down over the crank handle he swung at it easily, completely ignoring the uniform behind him. He swung away for five minutes, during which time the inspector panicked completely, the bus drivers re-loaded and sorted themselves out into the traffic without the inspector's help, and the Bessemer bus refused to start. When the terminal was completely clear again, Tom Rich casually walked back to the firewall, flicked the ignition switch and fired up the engine first crank. The inspector fumed. Tom reached across, pressed a coin in my hand and I leaned out, beckoned the inspector and passed him the 10c piece: "Keep quiet about this, old boy; thanks a lot." We fled through the toll-gates, scattering the traffic.

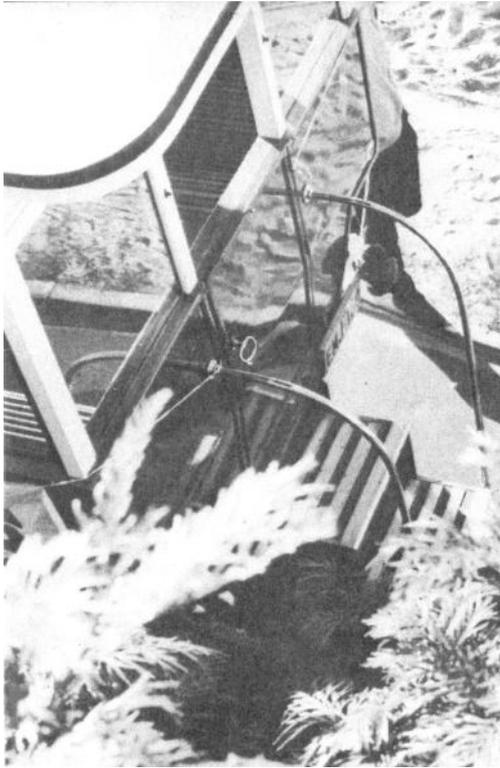


Rejuvenation of an old gentleman with flat feet

There were other things. The Repatriation Building traffic guard insisted on flagging us away from the footpath and told a few interested bystanders that we were in fact the famous expedition to Lasseter's Reef and that solid tyres were the only thing to get through the bulldust west of Oolaboomboolamula. A brown bomber (parking cop to you) descended on the huge wheels. He started with a simple cross in yellow chalk but I think he got hypnotised and ended up drawing a complete mural of Lady Godiva's epic ride in the bus through the Woollahra depot, a short piece of automotive historical knowledge of which he was particularly proud.

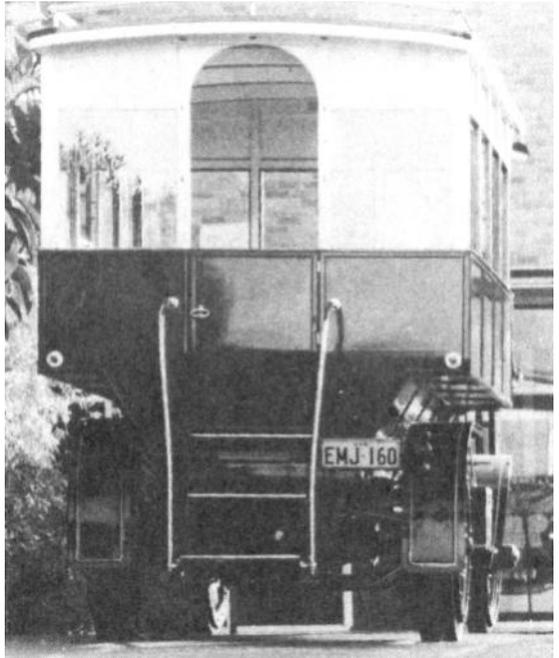
The bus all red and yellow, is just plain beautiful. It belongs to Sydney radio station 2SM and was restored at damn-the-torpedoes-expense for use

in promotional work. We had been mixed up with the 2SM boys earlier, while we were hanging from their traffic report helicopters taking aerial photographs. Not one inch of the bus has been missed and the restoration has been completely faithful. Radio station 2SM intends keeping it that way too. Although the bus offers free rides from anywhere to anywhere (so long as you want to go where it wants to go) the bus will be faultlessly maintained.



We decided on a brief road test, plus impressions from the fireman's? conductor's? assistant's? seat--as apart from the passenger seats inside.

From a road tester's point of view the vehicle is a little alarming. You have to clamber awkwardly up steep steps and wedge yourself between the horizontal wheel and heavy buttoned black upholstery. The seating position is only fair, although, the comfort is good. We would like more canting of the squab and, for the money, some rake adjustment would be nice. Women drivers would find the solid-oak steering wheel with its five iron spokes somewhat cumbersome, but to the young man it gives a definite feeling of masculinity as befits the sporting image of the vehicle, although it is set at a Mini-like angle. At five/three/seven/four/eight turns lock to lock (depending on whether play is taken up first) the steering ratio is pleasantly direct and quite suited to spirited motoring, although with the heavy front end a power booster would make things easier. The idler adjuster is a neat touch that you don't find on most modern vehicles; it



prevents stalling at traffic lights and definitely compensates for the non-automatic crank-handle-type starter system. Cockpit ergonomics and appointments are somewhat disappointing for a machine of this calibre. The turn indicators are operated by moving the right hand slightly outwards from the waist on to a lever which is then depressed downwards to lift a hand signal upwards (right turns) or by praying (left turns).

It is amazing to note that town and country horns were fitted to buses as early as 1915. The Bessemer featured two klaxons - one loud, and one frightening - to be used at the discretion of the driver. Pedal location is rather poor - heel and toeing is extremely difficult unless your foot measures exactly 19 ins. by 7 ins. The 2SM people apparently fitted up a special competition clutch for our performance figures: it was extremely difficult to use and the pedal load was unnecessarily high, but snap changes could be made from first to second in as little as 15 seconds. This could best be achieved by triple double-throws of the clutch and two slight lateral jabs at the lever with the foot while pushing through the gate. It took fewer than 40 city blocks to adjust to it.

The lights were somewhat inferior for daytime use, but I have no doubt would be adequate for cruising in well-lit areas in the high tens and low twenties at night. Above those speeds I would recommend the fitting of an additional 1927 London ambulance incandescent carbon tube lamp with a supercharged Prestolite gas booster and QI reflector.

Instrumentation was poor and the switchgear a little confusing. The speedometer for instance was calibrated to 30 mph with a 1 percent inaccuracy through the range. However, we believe the maker's claims to be optimistic, although we once wound the speedo off the clock by slipstreaming a pantechicon down a one-in-three slope after a 20-mile run-in. However, for the two-way average, the return run really spoiled our trot as we could only raise 2 mph, thereby averaging out at 15 mph top speed. Standing quarters could be covered in less than two hours (providing the traffic lights were favorable) and we recorded one phenomenal top gear acceleration figure of only 30 minutes from 18 to 19 mph.

The chain and bind brakes (rear only) were quite effective for panic stops but faded badly after our water tests and a tight, descending downhill gorge section. Handling was superb, neutral all through the range without a hint of roll movement. The ride handling relation on anything else but the Bessemer would have prompted us to comment that the spring rates needed softening and the damper rates a gentle increase, but there were no dampers to adjust and this could be the source of the problem. I suggest Bessemer take a page out of Ford's book, with relation to

computerised suspension systems. The engine should be very popular with hot-up experts. The one-piece, integral head twin two-cylinder has no special factory tweaks.

We finished testing late in the afternoon and trickled back through the traffic, depositing Graham McDonald, the enlightened PR man who regards the Bessemer as his special project, at his home. As he got out Graham said something about sending DJ Sam Kronja to Perth on a record run. He was joking. I said nothing. Tom Rich smiled.

But to be serious. The Bessemer came to Australia In 1916, just one year after it was built, but was immediately impounded because Australia was then at war.

It was released in 1918 at the Armistice and spent the next year or so variously on private bus runs and for undefined use in the country. Early in 1920 it went to Sydney's Western Suburbs where it was used until 1924, when it was abandoned. It was a forgotten relic until 1965, when 2SM realised its potential and bought it for restoration. Over the years the bodywork had deteriorated and the only salvageable parts were the chassis and engine.



Initial attempts at restoration were unsatisfactory, until finally 2SM passed the bus over to Ron Ferguson, of French's Forest, Sydney ~ a professional restorer whose work is legendary. The bus emerged complete from his workshops only months ago, during which time it absorbed some \$12,000-\$14,000 of 2SM's money. Ferguson rebuilt the car from photographs and catalogues. All fittings on the car were either bought or made locally. Nothing was imported.

Mechanically the bus is fascinating. The engine is a twin two-cylinder affair with a common crankcase. A 4½in. bore and 5½ in. stroke pushed out 34 bhp with good torque, and little fuss for the engine peaks at a maximum 2500 rpm. The engine is started by cranking but an impulse starter throws the handle out as soon as the engine begins to revolve to avoid injury to the operator. A special system of priming cups was fitted to the engine to help starting, although with today's modern high octane fuels it isn't necessary.

Manually operated, the cups pour a neat teaspoonful of fuel into the cylinders, but they haven't been required since the car was restored as the bus will start first throw on even the coldest morning. Carburetion is by a Zenith UPDRAFT! and to adjust the idle, the idler jet has to be removed and replaced by a different-sized jet. The valve configuration is side-opening, and the ignition is by magneto.

The engine drives through a three-speed gearbox with maximum speeds of 3-4 mph in first, 15 mph second and 30 mph in third into a worm-drive differential, which in size is about as large as the average four-cylinder engine. It alone absorbed about \$500-\$600 for restoration. The gearbox was also in a bad way when the bus was discovered and new first and reverse gears had to be cast. The bus now cruises happily between 22 and 25 mph.

The steering box (worm and sector) was intact and the brakes (rear only) needed only overhauling. They work on a dual drum system - one drum per wheel with the handbrake working on the inner side and the footbrake operating on the outer drum face by chain action expanding shoes.

The radiator holds 6 gallons and the fuel tank 20 gallons; the latter is hidden away under the driver's seat with a unique fuel measuring device - a short length of dowel rod.

Headlights are acetylene gas powered from a gas tank strapped on the side while side and tail lights are kerosene. There is also a set of electric headlights that can be fitted for serious night use.

The bus is registered to carry 18 people (the seats are numbered with individual brass tags) and passengers get ventilation through pull-down glass windows. To ensure you don't speak to the driver while the bus is in motion he's seated outside the cabin, and he gets the best upholstery of the lot. #



RACV VETERAN CAR CLUB NATIONAL 1 & 2 TOUR

Latrobe Valley, 3 – 9 April 2016

The Veteran Car Club of Australia (Vic.) A.C.N. 004 366 312

REGISTRATION FORM

First Name.....Last Name.....

Address.....

.....Post Code.....State.....

Telephone: (.....) Mobile:.....

E-Mail Address.....

Vehicle Make, Model, Year.....

Permit/Reg. No.....

Which Club do you belong to?

(If not a member of a State Veteran Car Club, your entry will require a guest registration, see below)

Where are you staying?.....

Passengers

First & Surname 1 (Age if under 12)

First & Surname 2 (Age if under 12)

First & Surname 3 (Age if under 12)

Other passengers

Accommodation

You should **book directly** at your motel or caravan park before you complete this entry form. A small sample of the many choices is listed below:

Tour HQ

The Tour will gather each day at Kernot Hall which is at the eastern end of Morwell on the intersection of Princes Dr and Monash Way.

Caravan Parks: Park Lane Holiday Park (03) 5174 6749 Village Caravan Park (03) 5174 2384

| | |
|---|--|
| Motels: Quality Inn Latrobe (03) 5173 7500 | Farnham Court Motel (03) 5134 6544 |
| Coal Valley Motor Inn (03) 5134 6211 | Morwell Hotel/Motel (03) 5134 1355 |
| Mid Valley Motel (budget) (03) 5133 7155 | Parkside Motel (budget) (03) 5134 3366 |



OLD WORLD LAMPS
& TYRES



Tour Activities

A separate booking form covering details of all meals and Tour activities will be sent to you well before the event. **General queries** to Rally Director Kevin Quigley 0419 300 090.

Entry Fee

\$110 (includes vehicle, driver & one passenger). **\$55** for additional adult passengers, or **\$25** per child under 12. **\$110 Entry Fee also applies to vehicles with one occupant and to moderns.**

Financial Details

| | |
|--|----------------|
| Registration Fee – Vehicle, Driver & one Passenger | \$110 |
| Guest membership (if applicable) \$50 | \$..... |
| <i>If you are not a member of one of the state veteran car clubs you must pay a guest member fee. This applies to vehicle entries, not the additional passengers.</i> | |
| Additional Passengers, Adults \$55, Children under 12, \$25. | \$..... |
| Tour Badge (<i>optional</i>) \$30 | \$..... |
| Total | \$..... |

Payment can be made by cheque accompanying this form or by **direct transfer to the Club's bank**. Details are: Westpac BSB 033028 A/C 930497 VCCA(Vic) Please quote the **name and initial** of the entrant as a reference (not a company name)

Payment for **accommodation** must be made **directly** to your selected hotel, motel or caravan park. Cancellations with less than 30 days notice prior to the event may incur a cancellation charge.

Please complete this Registration Form with either a cheque for the above fee payable to VCCA (Vic) or a direct transfer as above, and return to: Bruce Humphries, Secretary, RACV Veteran Car Club National 1 & 2 Tour, 14 Hoyt Street Hampton VIC 3188 Email: bruce@humphries.com

Or Preferably:

Go to the club's website, <http://veterancarclub.org.au> where this form may be completed on line by clicking on the Registration button. Your registration will be instantly confirmed. On-line registrations should be paid by direct transfer.

In registering as an entrant in any event held by the Veteran Car Club of Australia (Victoria) Inc ('The Club') as a member of the club or if not as a member, then as a guest member for the duration of the event it is understood that I agree to be bound by the rules of the Veteran Car Club of Australia (Victoria) Inc. and any lawful and reasonable directions of the Rally Director and that my safety, the use of my vehicle or associated equipment, and the roadworthy condition of my vehicle is acknowledged as my own responsibility, and that I participate in this event at my own risk entirely and it is further understood and agreed that the club should not be liable in contract, or in tort for any kind of claim for loss, damage or expense of any kind and to release the club from all such liability arising out of or in connection with my participation in this event, except to the extent prohibited by law.

Signed..... Date.....



OLD WORLD LAMPS
& TYRES



Classifieds

Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then be removed unless requested otherwise

For Sale:

1907 Clement Bayard 2VT. 8/10HP

A delightful Gallic veteran manufactured in France in 1907.

The car presents beautifully with it's snappily finished chocolate brown. Comfortable grey buttoned leather bucket seats. The engine pulls lustily but we would not recommend race track use. The car is fitted with the usual brass oil running lamps acetylene head lamps.

The car sits on four beaded edge tyres mounted to wooden artillery style wheels. Under the bonnet the car is tidy with plenty of room for the 2 CYD engine.

The car is eminently well suited to the veteran run and also for a variety of other slower moving events. Quick and easy 50-60 km/hr.

The car has been under the present ownership for the last 4 years where it has seen little but regular use. Assorted works have been undertaken during this time including rebuilding the engine and gear box. The car was rebuilt 6 years ago.

The car starts readily and runs beautifully. The engine feels mechanically strong with a "go anywhere" feel. Price \$50,000

Contact: Alistair Clarke Ph: (02)4447 8396
[2-15]



1915 Buick C 25 partially restored. New wheels, tyres, engine working well, new petrol tank, frame sandblasted and and painted. Missing front mudguards and upholstery. Video of car running and photos of restoration process available on request. Price \$17,000.

Contact: Joe Timkiv Ph: (07) 3389 0736
Mob: 0448 961 393
Email: vispomana@gmail.com
[4-15]



For Sale: (cont)

Garratts body plate Price \$20



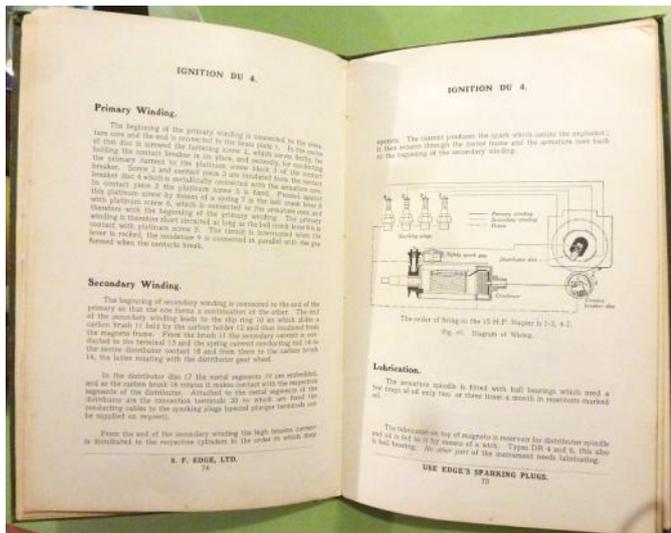
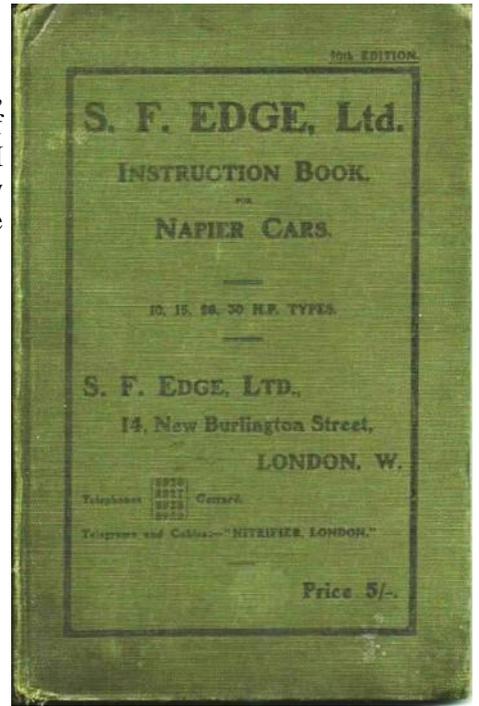
Contact: Bob Trevan (M) 7am to 7pm - 0416 214 902 (AH) (02) 6621 6389 Email: bob@bobtrevan.com.au [3-15]

Manual for 1912 Napier My father-in-law, who is well into his eighties, recently handed me an original manual for the Napier cars of 1912 to see if it was sale-able. Before looking at putting it up on ebay or similar, I thought I would make this contact first to see whether there might be any interest by Napier car owners you may know of. Would make a nice addition to the glove box I think. It is in very good condition.

Contact: John Abell. Email; john@abell.ws Mob: 0466 104 500

(No price given)

[4-15]



Wanted:

2 Rudge-Whitworth Wire Wheel Hubs
 Hub mount diameter 3 3/4 inches - 82 mm
 Internal Splines - 99
 Internal Spline length 1 5/8 inches - 40 mm
Spoke Holes
 Inner Flang - 42
 Outer Flang - 28
 Total = 70
 Hubs used on 815 x 105 wheels

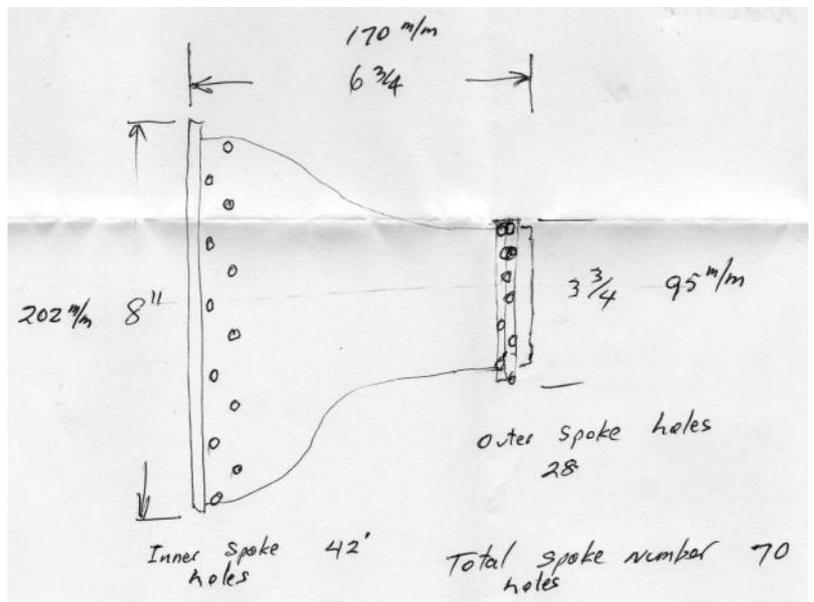
Contact: Neil Martin Ph: (02) 9632 5047

Mob: 0417 236 495

Email;

veteranmotorman@gmail.com

[4-15]



Life in the Australian Army. . .

Text of a letter from a kid from Eromanga to Mum and Dad. (For Those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)

Dear Mum & Dad,

I am well. Hope youse are too.. Tell me big brothers Doug and Phil that the Army is better than workin' on the station - tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody horses to get in, no calves to feed, no troughs to clean - nothin'!! Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing! At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or goanna stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are buggered because we've been on a 'route march' - geez its only just like walking to the windmill in the bullock paddock!! This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody dingo's arse and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of piss!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload! Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozier. I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter,
Susan

Thanks to Malcolm Bailey

Services

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Please remember support those that support the club!

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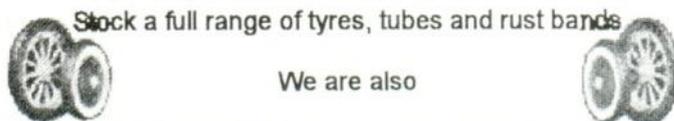


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