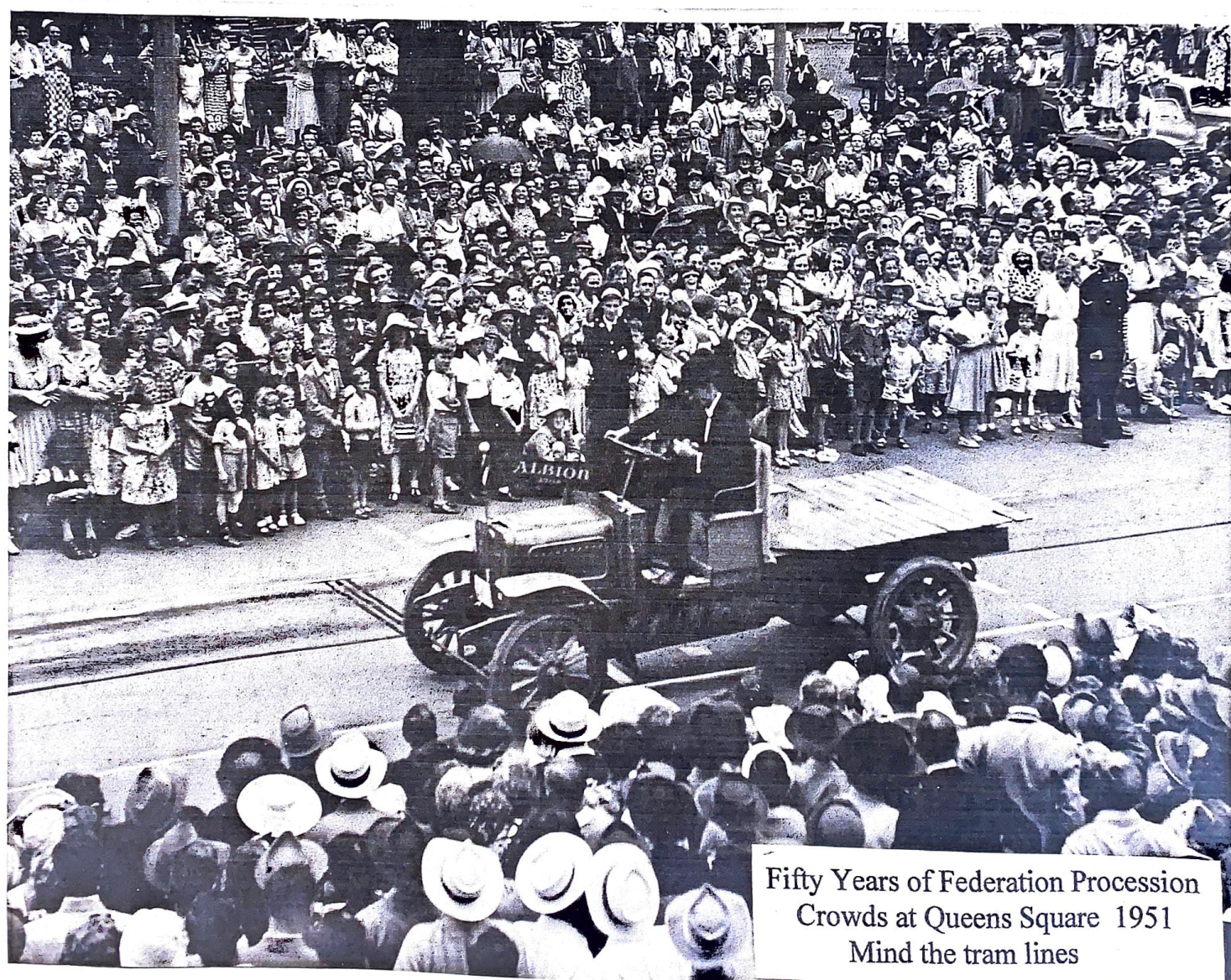


Bondi Beach – after the Yalunga
Procession - 1951



Fifty Years of Federation Procession
Crowds at Queens Square 1951
Mind the tram lines



Our first official outing in 1950 was to take part in a Festival Procession in Sydney. This may have been the forerunner of the Waratah Festival that continued for many years. Wendy was my passenger. The route started at Circular Quay, led through the city streets and ended up at Bondi Beach. I remember the surprised look of the catholic priest when I stopped outside St Mary's Cathedral to fill a can with water to top up the leaking radiator! Afterwards I drove back to town and left the old lorry with the Albion people at Camperdown. Our cardboard registration plate was the special permit number for an unregistered farm vehicle!

In those years the Albion Company had its very efficient Australian headquarters in Parramatta Road, Camperdown. After outings I sometimes left the old Albion there for a few days so it could be driven the 21 miles home safely in the daylight. The Manager, an old Scot who had worked in the Scotstoun Glasgow factory, closely examined the lorry inside and out and was excited to find one of his "marks" stamped into a casting. The company even carried some spare parts for the 16 HPs including a welcome replacement for one of my platinum-tipped spark plug blocks. Later when the Albion Company went out of existence I was told that all these spares had gone to the tip!



Fiftieth Anniversary of Federation

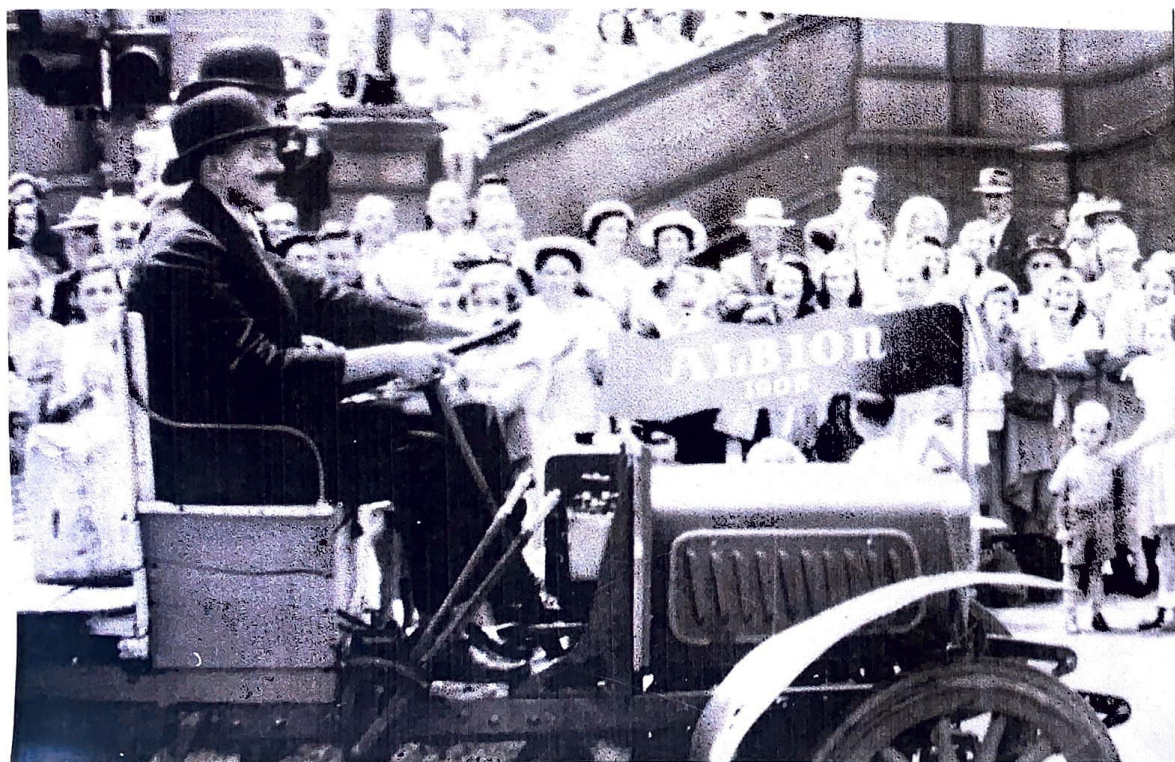
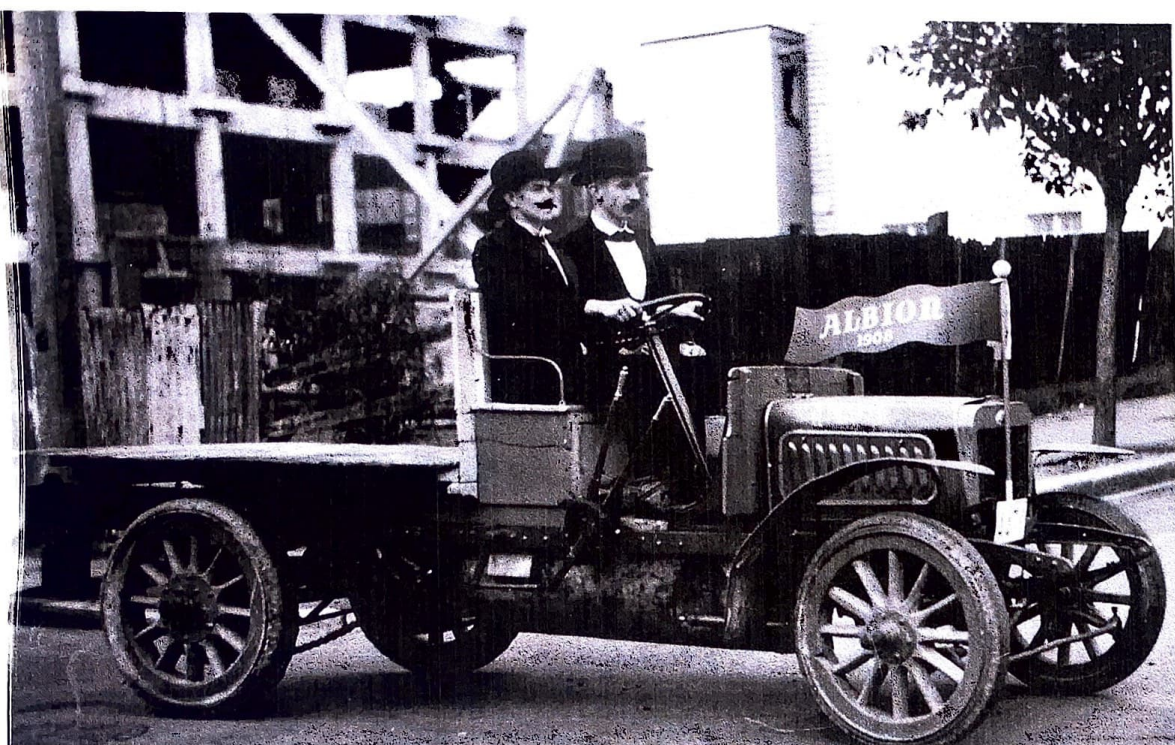
In 1951 among the many celebrations to commemorate the Fiftieth Anniversary of the founding of the Commonwealth of Australia there was an impressive procession through the streets of Sydney. I had been very busy cleaning, polishing and shining the Albion which I thought was looking like new – well almost.

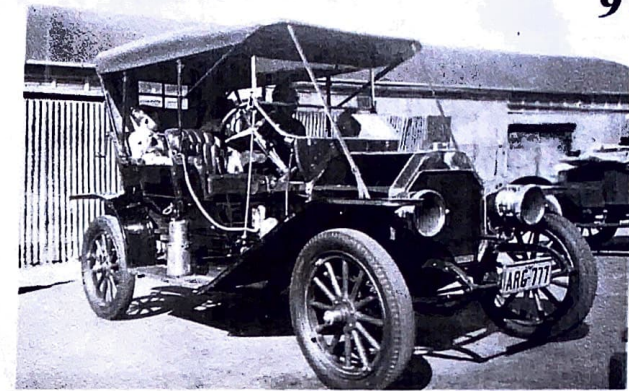
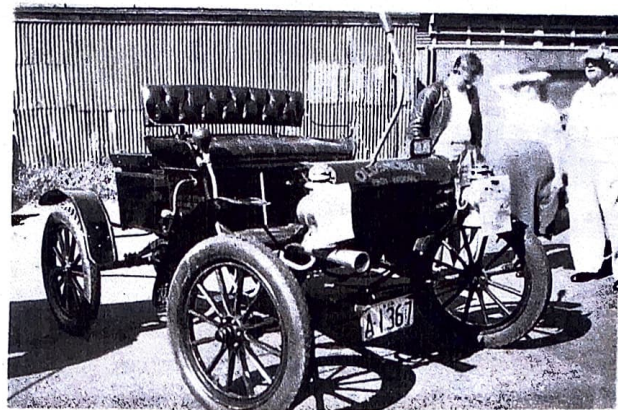
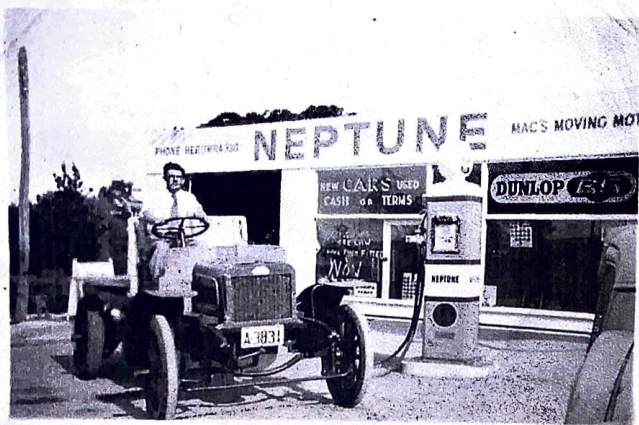
The assembly point for the start of the procession was in the Rocks area in

George Street North. We had to be there very early and then had to wait and wait. And the Albion's radiator had again sprung a leak. It was embarrassing to see the stream of water coming from beneath the engine and running down towards the gutter. Smiling comments from passers-by suggested the Albion was wetting itself! I needed to refill my can of spare water, but where? It was a public holiday so all the warehouses were closed. I wandered along a back lane hoping to find some place open. There was and I wandered inside – a cold bare corridor and not a soul to be seen. I called out "Is anyone there?" A door opened and an old chap in a dustcoat shuffled out. A strange smell of formaldehyde accompanied him. I asked for some water. He looked at me in a strange way and told me I was in the City Morgue!

My mate Stan Stokes and I were both dressed-up in period bow ties and tails – hardly appropriate clothes for truck drivers. As we wound through the streets police had a job to hold back the mobs who were ten deep in places. The biggest crowds were in Macquarie Street and as we passed the State Parliament buildings the cheering was almost deafening. We waved our bowler hats and I had to remember to keep my eyes off the waving young ladies and mind I did not run into the vehicle ahead.







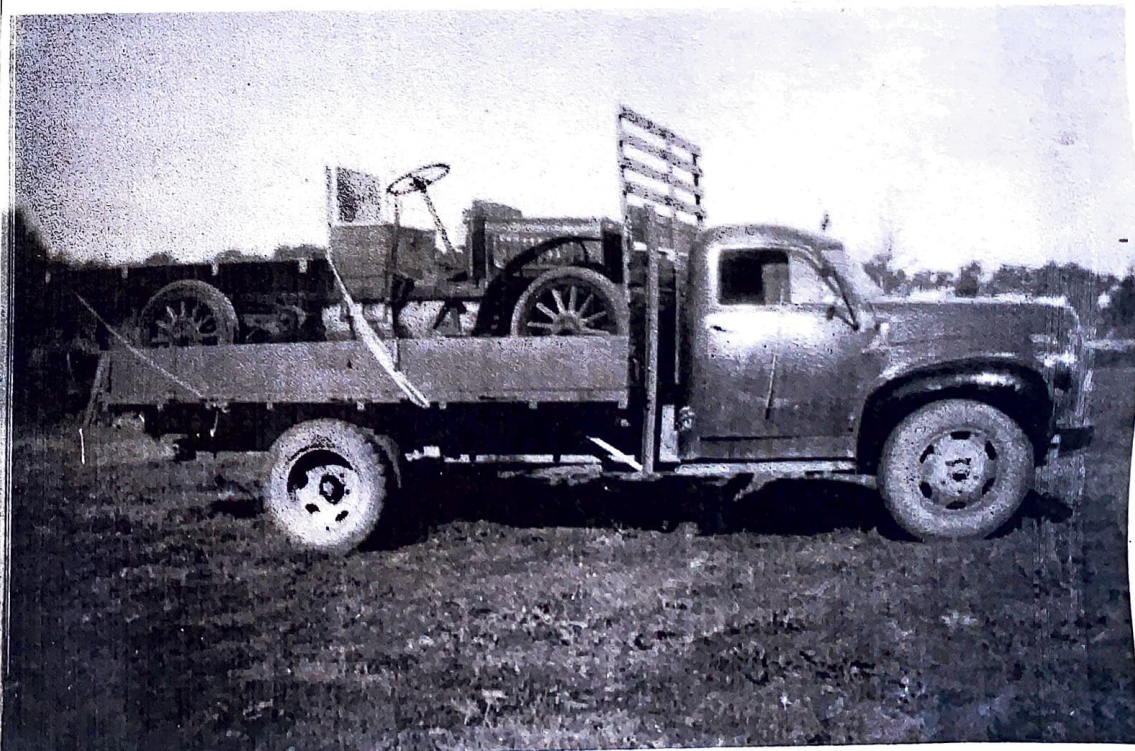
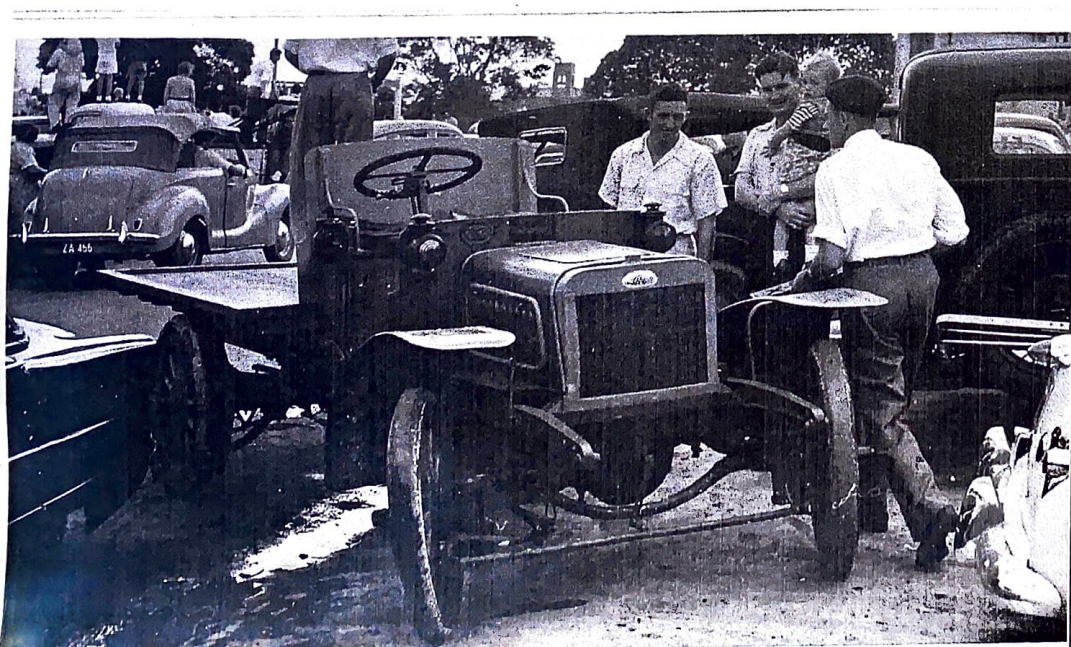
Veteran Car Club Sydney to Brighton Rally 1955

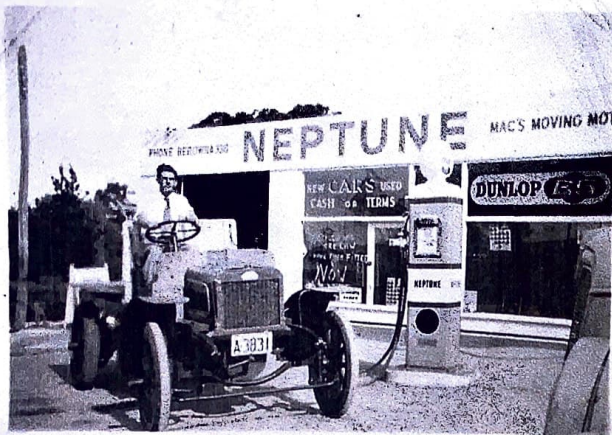
Above – Filling up with petrol at Berowra.
I took lots of photos of other veteran cars but none of the Albion during the Rally.

Below – Let's go!

A Future Film Star?

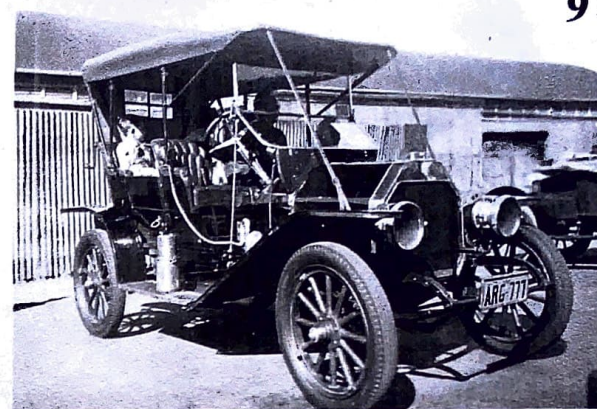
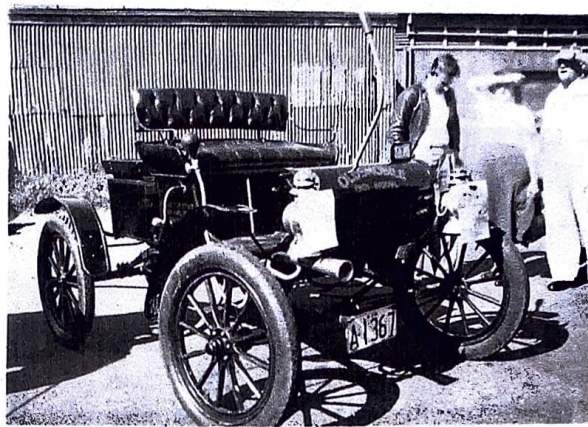
The Albion on board the Studebaker truck to go to Berkshire Park to take part as an extra in a film about a farming family in the early 1900's. I do not think we will become as famous as Genevieve.





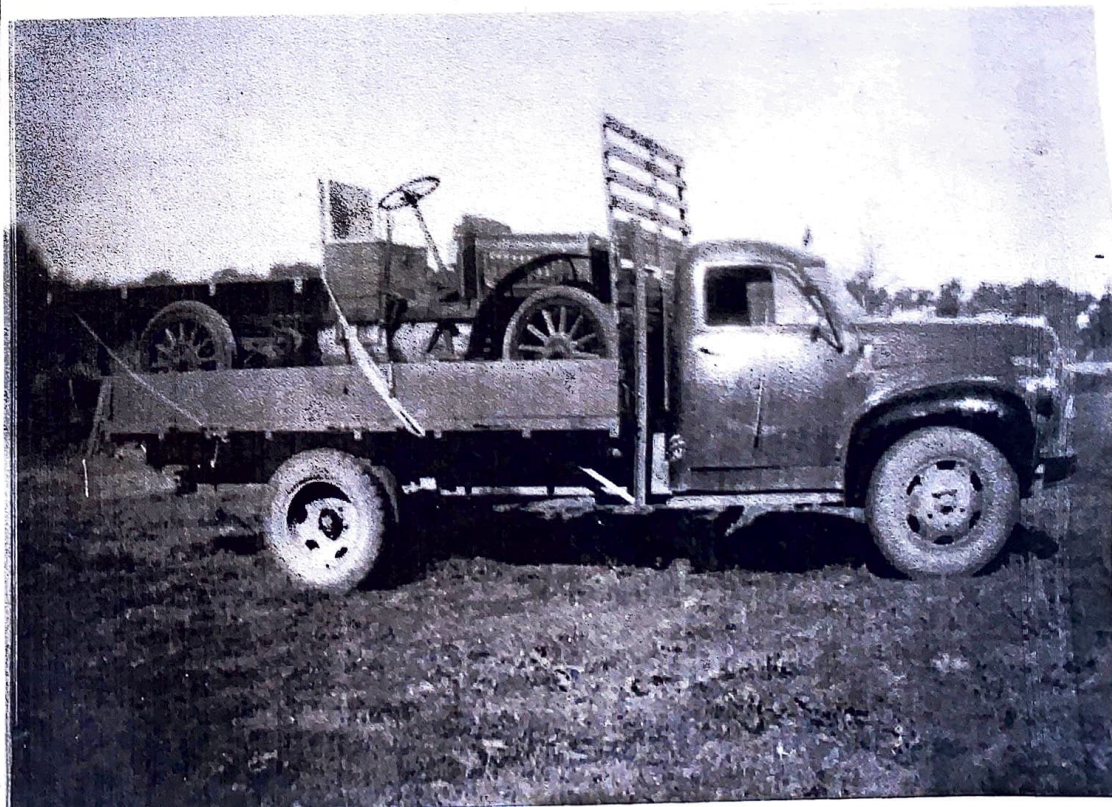
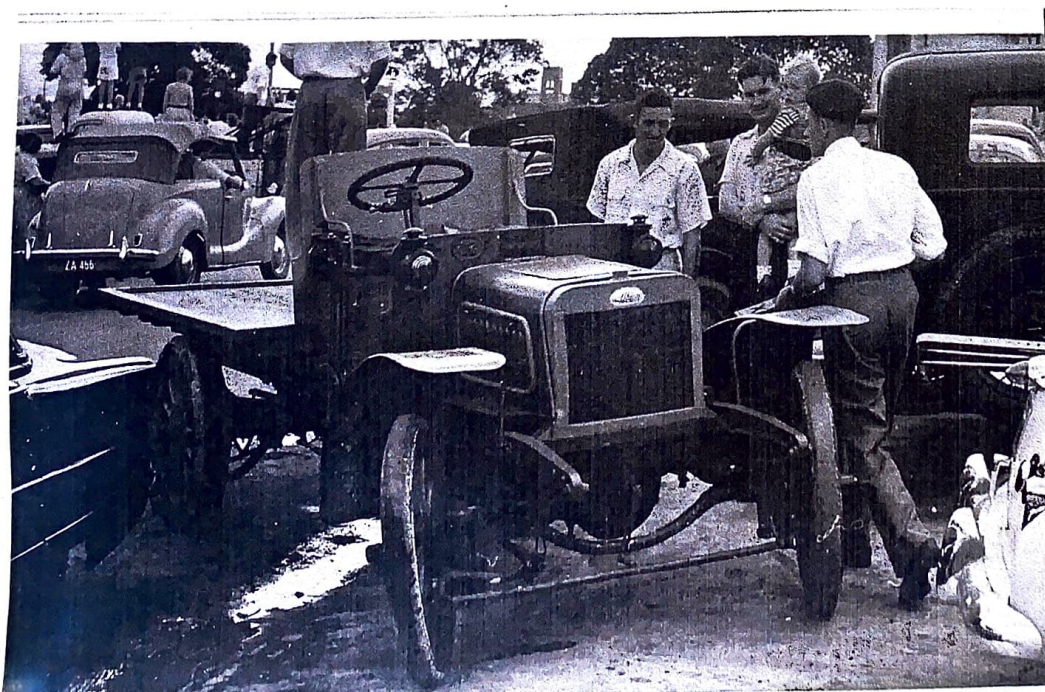
Veteran Car Club Sydney to Brighton Rally 1955

Above – Filling up with petrol at Berowra.
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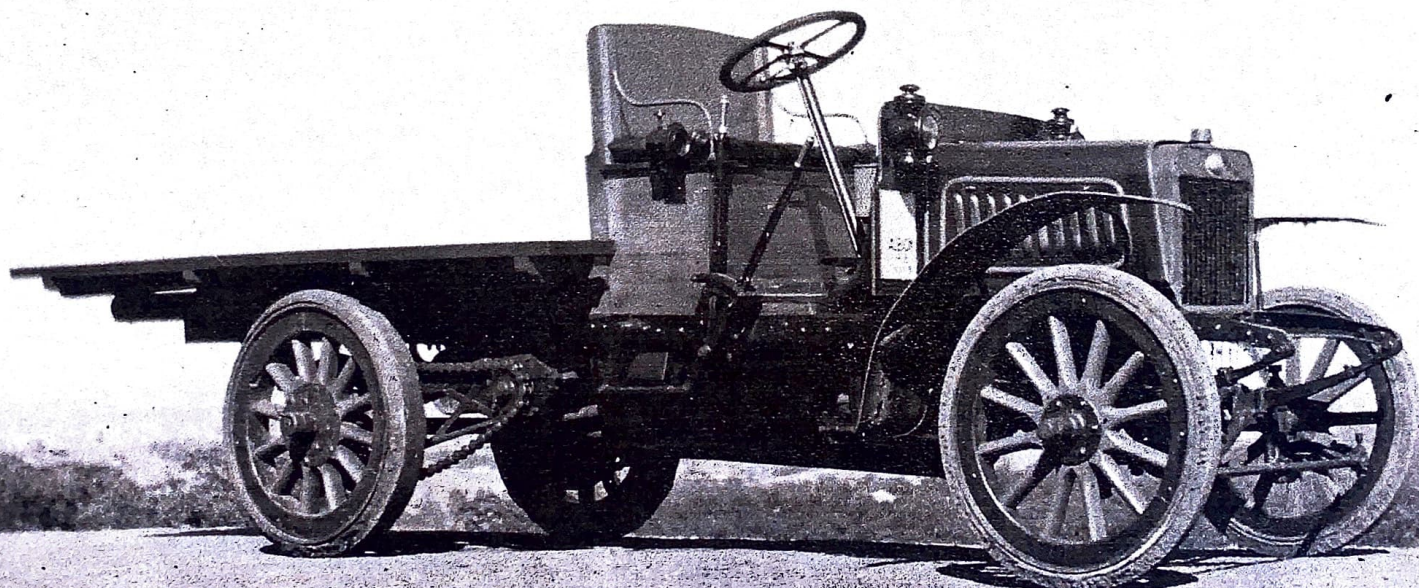
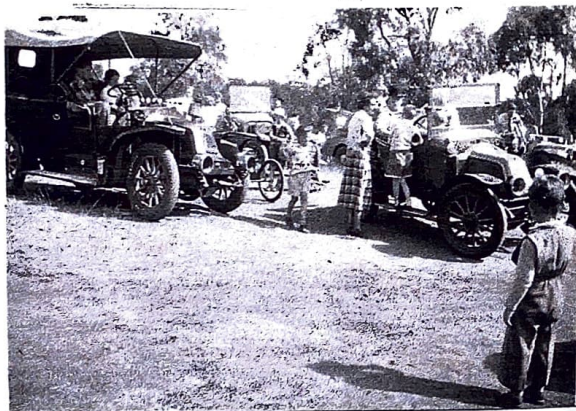


The Veteran Car Club's Concours d'Elegance Oatlands 1956

10

With a new coat of paint and lots of spit and polish I was very proud of the old Albion. Sandy was rather doubtful of my entering the Concours. Several other members said they would attend but not for the judging. On the day there were four vehicles to be judged. The Albion was placed third.

1908 Albion; 1908 Argyle; 1913 Fiat; 1912 Stoewer



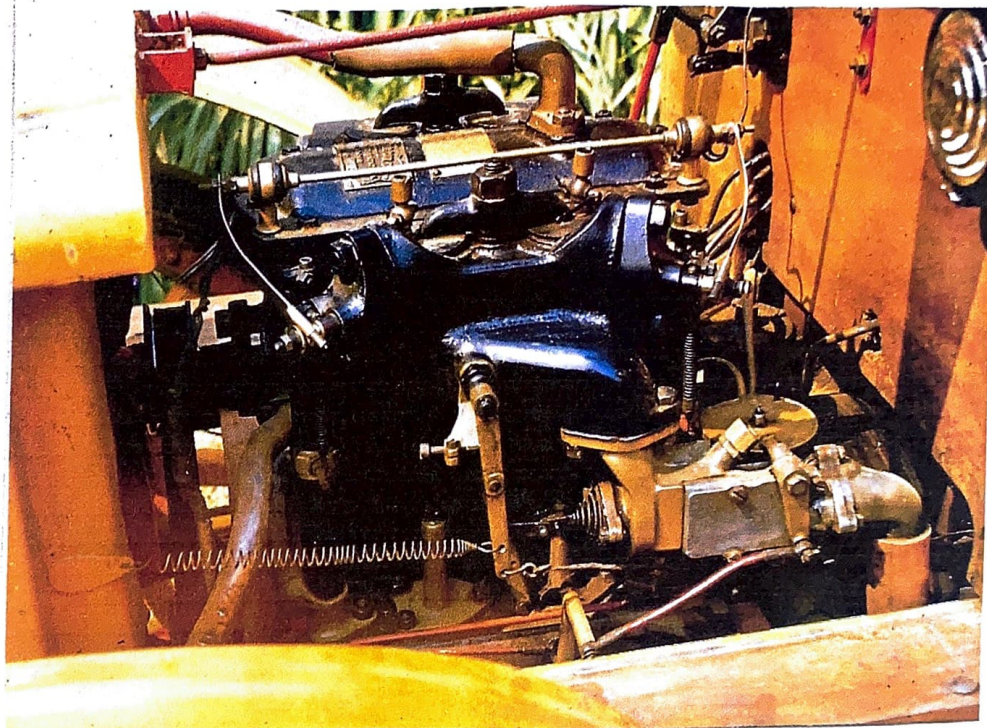
After all the excitement; resting
and enjoying the view at Carlingford.



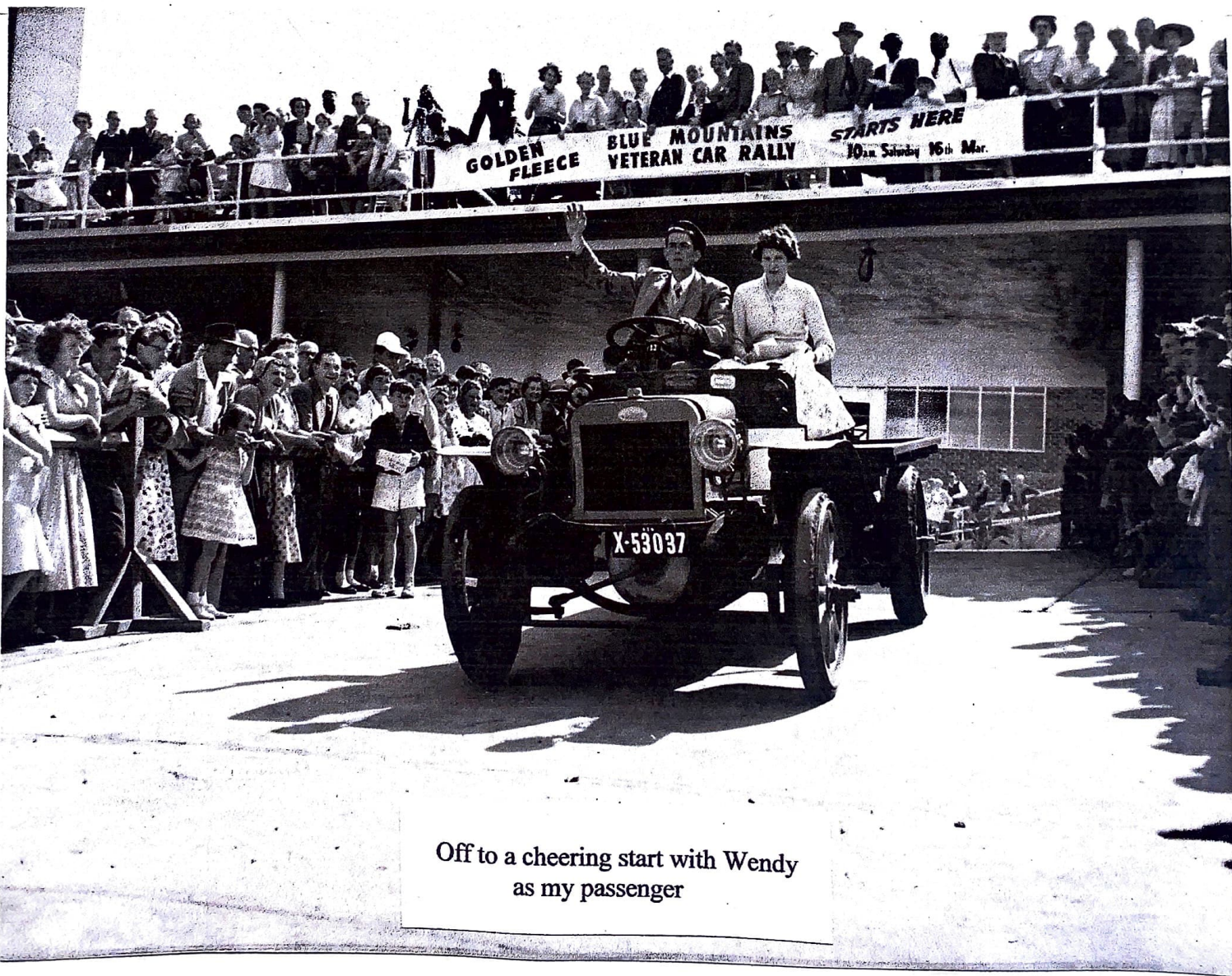
Just Out of the Showroom 1956

In Moore Park after a parade through Sydney. The Albion looking its best. Everything shiny and bright, even a new set of brass carbide headlamps.

Mr Woof had given me one original Lucas carbide headlamp but said the other one must have been thrown down the well when they were cleaning out the shed. I could never find a match for it.



In 1956 the Veteran Car Club held its first Blue Mountains Rally sponsored by the Golden Fleece Oil Co. This was a 50 mile trek from Lidcome in western Sydney along the Great Western Road to Penrith and then up the steep escarpment and onto the high plateau of the Blue Mountains, ending at Katoomba where we spent the night eating, drinking and talking veteran cars. For me this was a hectic and exhausting trip. The 2 cylinder motor of the Albion had a mechanical governor that restricted the engine to 980 rpm. This effectively limited my speed in top (3rd) gear to 18 mph. And it was only on good going that I got into top gear! I was among the first entrants to start and was by far the last to arrive for our overnight stay at Katoomba. Everyone overtook us. But we were excited to overtake Perdriau's little 1908 Le Zebra being assisted by its straining pushing passenger up the notorious Boddington Hill. (Today's cars fly up it in top gear). However my passenger, younger brother Rod was kept busy holding down the steaming cap of the boiling radiator. On the return trip next day down to Penrith I averaged a much higher speed than my 18mph. In neutral gear I coasted down the long steep winding hills, the wind whistling in my ears but at all times I kept a firm grip on the external hand lever that worked the asbestos lined brakes on the two back wheels. The footbrake was rarely used for it comprised two metal shoes contracting onto a wheel behind the dif and very quickly became overheated.



Off to a cheering start with Wendy as my passenger

OFFICIAL ENTRANTS

VETERAN CAR CLUB

BLUE MOUNTAINS RALLY

SYDNEY-KATOOMBA-SYDNEY
SAT. 24th - SUN. 25th MARCH

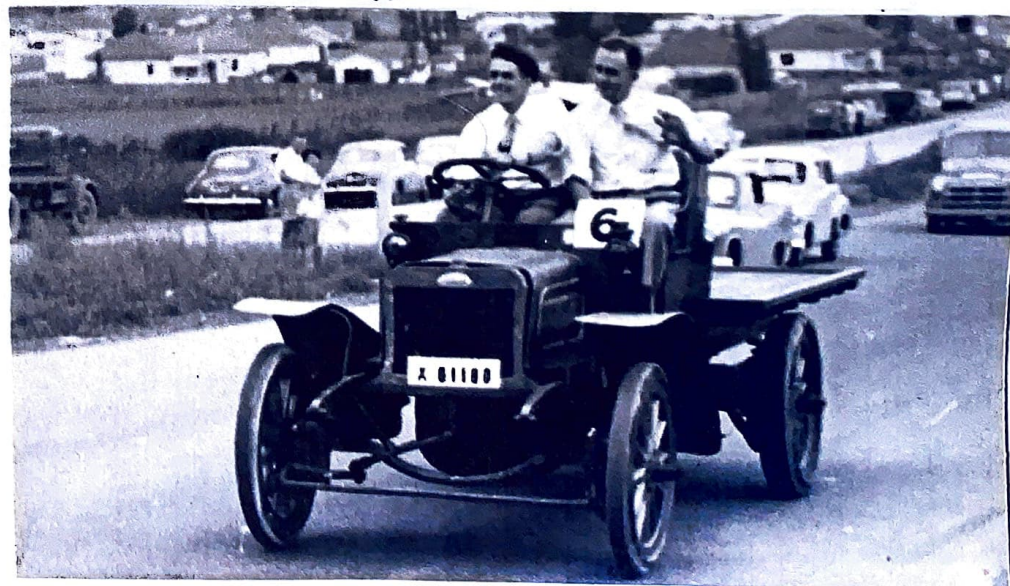
START 10 a.m. — FINISH 3.20 p.m.
AT

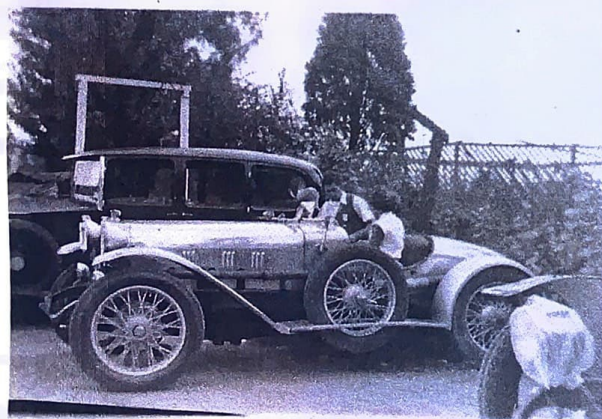
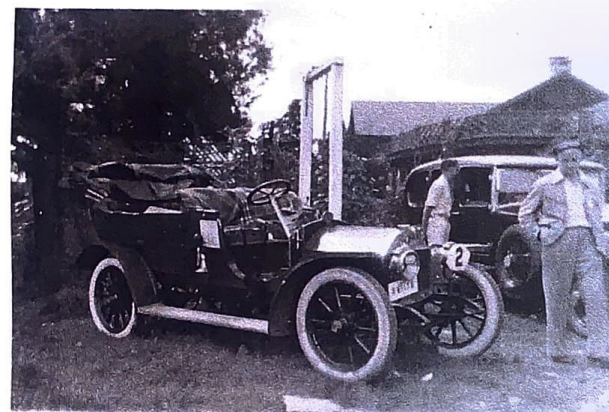
Golden Fleece Whiteway Service Station
Parramatta Road, Lidcombe

No.	Name	Car	Year Model
1.	K. BOLGER	Brenabor	1911
2.	W. DALY	F/L	1908
3.	F. J. KLEIN	Stower	1910
4.	J. McLEAN	Vulcan	1908
5.	J. GARWOOD	Renault	1912
6.	K. HOLMES	Albion	1908
7.	S. HOLMES	Vauxhall	1912
8.	B. MARSLAND	Napier	1910
9.	G. BALL	Ford	1912
10.	D. NEY	Renault	1910
11.	J. SIMPSON	B.S.A. NON STARTER	1910
12.	L. MASSER	De Dion	1904
13.	K. MOSS	Panhard Levassor	1908
14.	G. SIM	Renault	1914
15.	R. TURNER	Oldsmobile	1901
16.	N. CROWFOOT	Buick NON STARTER	1916
17.	J. TURNER	Berliet	1908
18.	R. BABB	Sunbeam NON STARTER	1914
19.	D. HOPE	Talbot	1904
20.	B. FORD	Hupmobile NON STARTER	1909
21.	E. B. PERDRIAU	Le Zebre	1908
22.	K. H. PERDRIAU	Benz	1914
23.	F. KENNEDY	Daimler	1908
24.	B. FITZSIMONS	Sunbeam	1913
25.	R. GREGORY	Overland	1906
26.	R. DEAHM	Austin	1910
27.	J. MYERS	Argyle	1910
28.	LARKE HOSKINS	Austin NON STARTER	1910



Off to a good start. It was a bit of a squash with hefty mate Bruce Faux as passenger but he was always good company. Lots of traffic along Parramatta Road and then onto the Great Western Road through the growing western suburbs and on to Penrith. Drivers and passengers of passing cars all waved. However I had always to be alert for overtaking cars that braked suddenly in front of me to get a closer look. Just as well I had quick reflexes and the Albion's brakes were good (fairly).





Lunch stop at Log Cabin

Top L – Albion steaming.
Passenger Ian Holmes

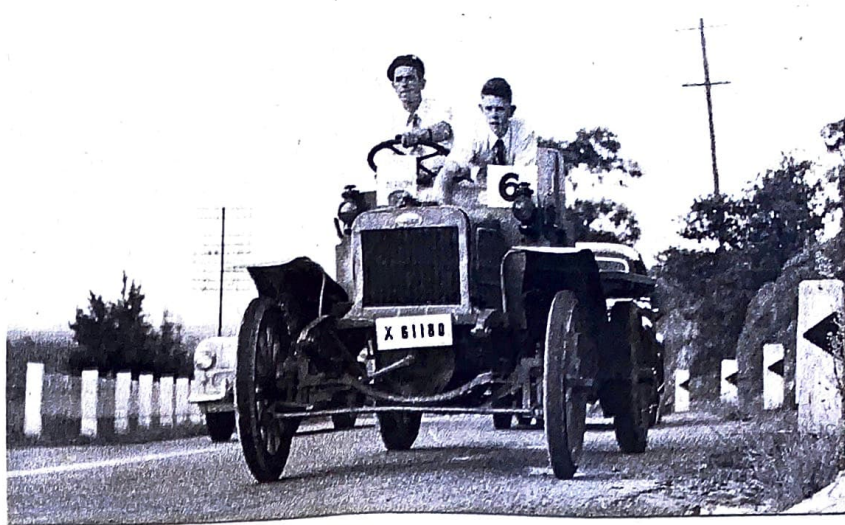
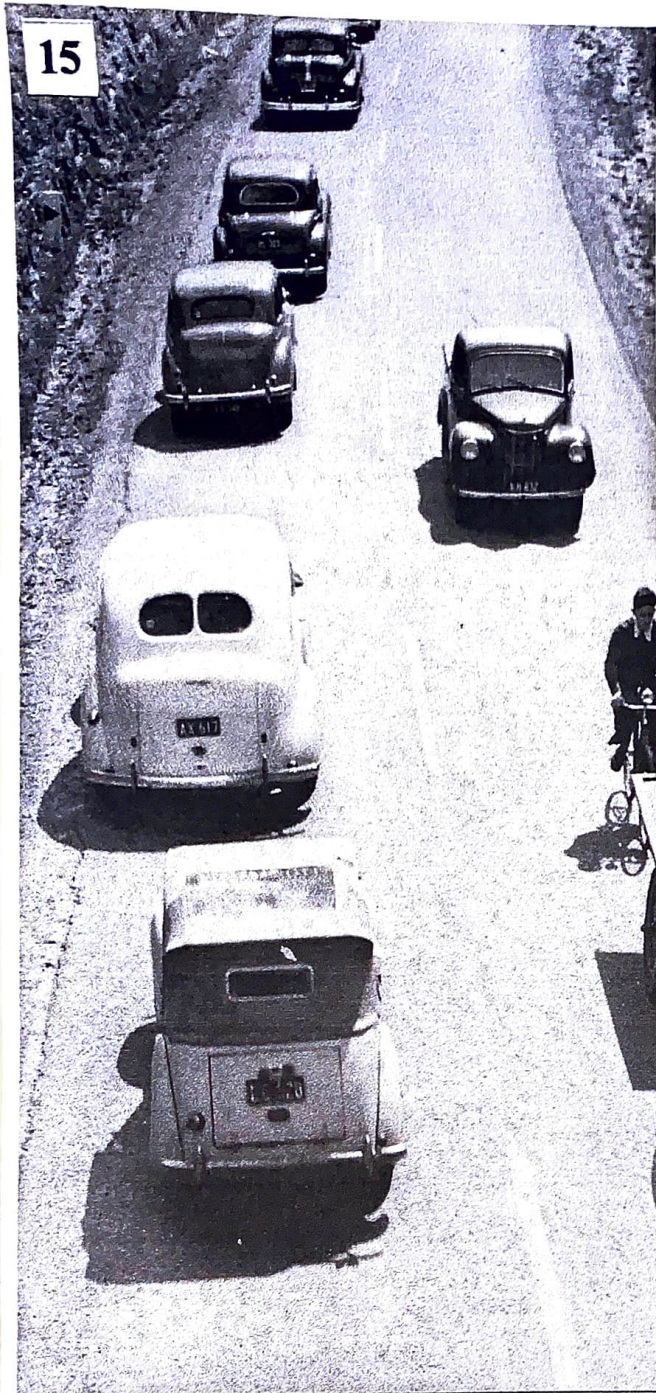
Top – Ken Bolger's
1911 Brenabor

Left – Bill Daley's
1908 F/L

Bottom – Sandy and
Peggy in Fifty - Bob.

Right – talking to Frank
Klein through a cloud
of steam.





Up and down the Mountains

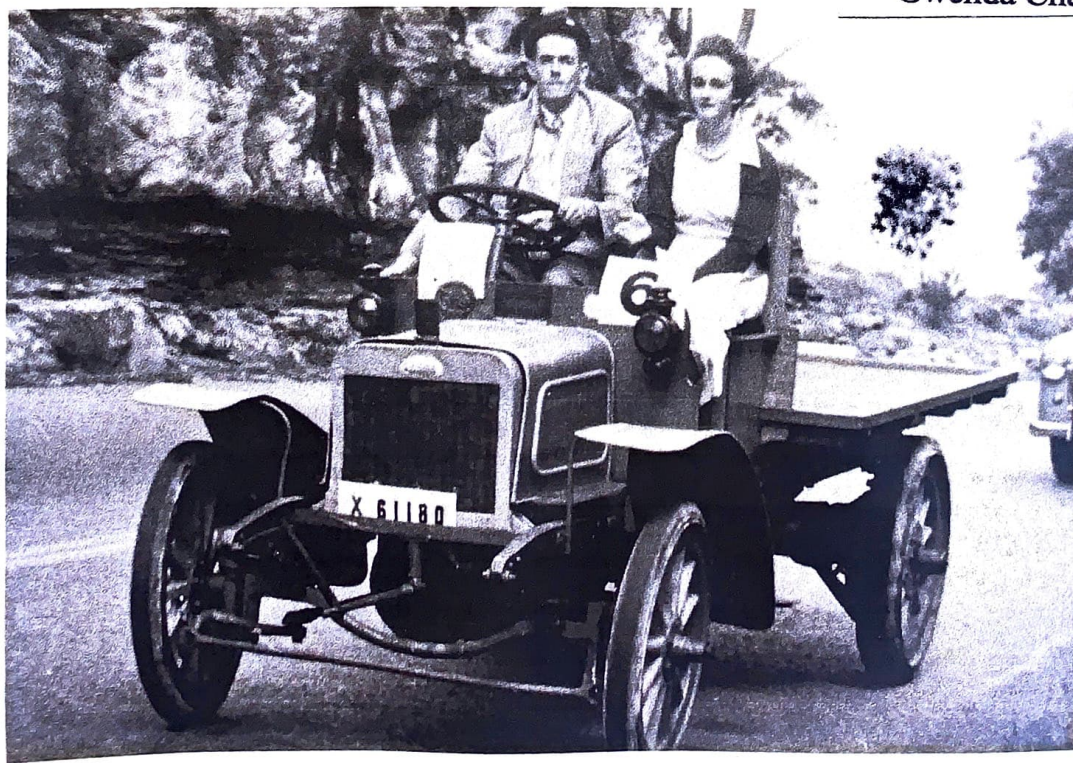
Lapstone Hill, Boddington Hill and many others had the Albion chuffing up in low gear. At the top of one of those hills the radiator was boiling so much that a bystander asked if this was a Stanley Steamer!

But coming down was another matter – 30mph in neutral!

Top – Rod holding radiator cap on Boddington Hill.

Left – Downhill at speed.

Below – With passenger Gwenda Chadwick



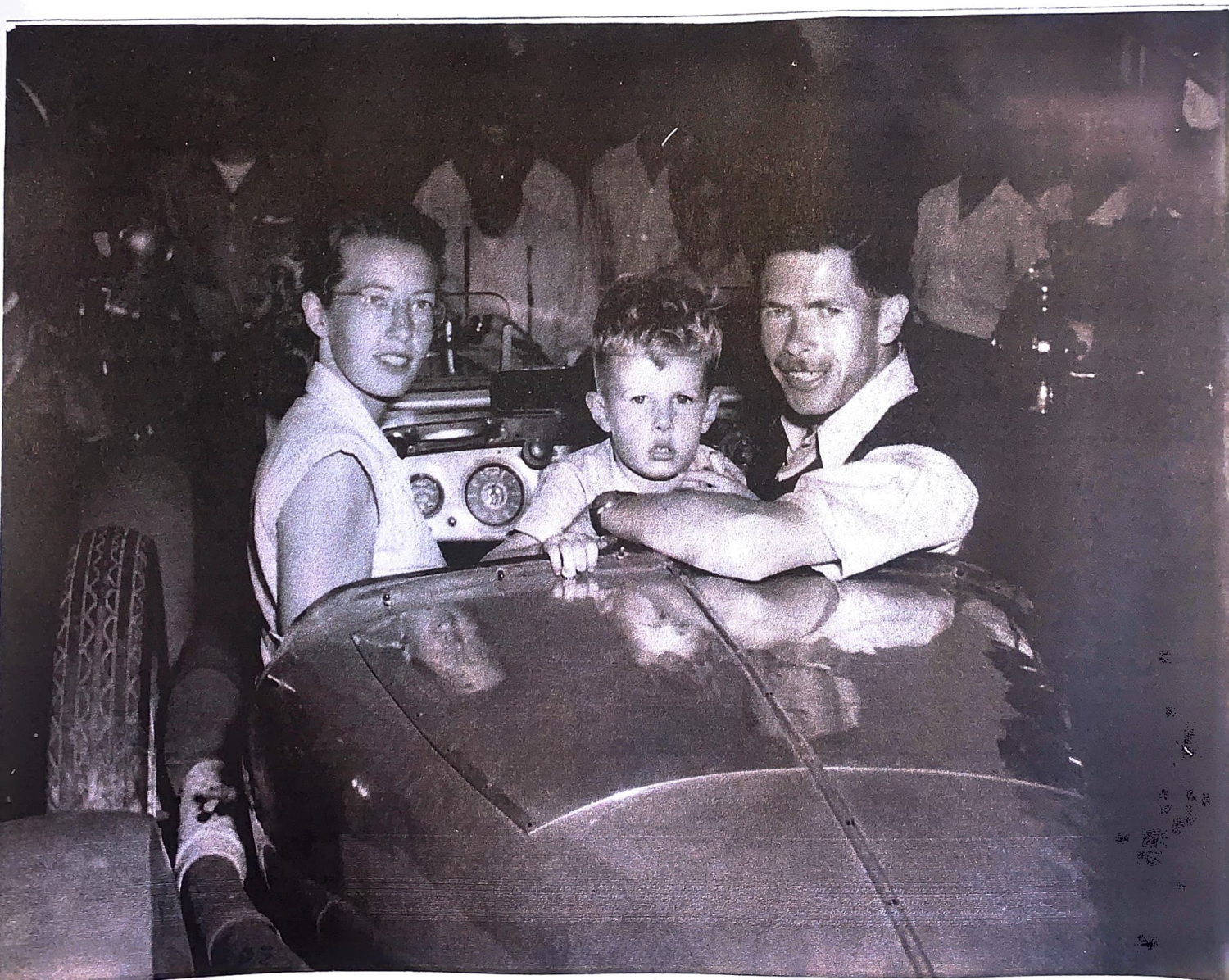


After the fast trip down the mountains from Katoomba to Emu Plains, I decided not to stop for lunch. At my top speed of 18 mph it took me twice as long to get anywhere as it did most of the other veterans. As I got closer and closer to Lidcombe more and more of my competitors overtook me, waving back as they disappeared ahead. But, HOORAY I was not quite the last one home.



The Prize-giving Ceremony

And the winner is Mr Sandy Holmes in Fifty-Bob.



The Second Blue Mountains Rally 1957

The Albion was looking its best. It had new (old) brass carbide headlamps – the radiator hoses had been replaced and this stopped the boiling – but the radiator still leaked. There were no problems with the new driving chains. We were off to Katoomba!!!

Everything went well until reaching Emu Plains at the foot of the mountains for lunch. Alas, the rebuilt front wheel showed signs of the iron rim becoming loose on the fellys. We retired from the rally and as my Grandmother and my sister lived in nearby Penrith they were given the job of hosing the wheel with water all night in the hope that it would swell enough to become roadworthy by next day. Meanwhile I obtained a lift to Katoomba to take part in the evening's festivities. Next day I retrieved the Albion and joined the other contestants at their lunch stop at Emu Plains. But even after that short drive I could see the soaking had not done a satisfactory job with the front wheel. Being a farm-bred lad I knew most things could be repaired with fencing wire. So the bottom wire from the fence around the park was removed, cut into short lengths and twitched around the solid tyre, rim and felly to hold everything together. And we made it back to the finishing line even though there were a number of stops to retie the wire that wore out from constant scrubbing on the road surface. The Albion was going to be left for a period at the Old Car Museum at Mosman. We drove from Lidcome along Parramatta Road, through the quiet Sunday afternoon city streets, over the Harbour Bridge to North Sydney. The Pacific Highway was becoming busier with people returning from their Sunday afternoon drive. With my outstretched arm signalling my intention to turn right into Mosman Road, I moved to the centre of the road across the double tramlines and **DISASTER**, my patched up wheel caught in a tramline and the rim suddenly tore off at right angles to the rest of the wheel. This was right outside the North Sydney Police Station. A policeman looked out the door, then another and they both headed back inside and locked the door! I was left to jack up the wheel, hammer the rim back in place and retie the rapidly deteriorating wire twitches while watching the thickening traffic and hoping a tram would not come along.



I made it to the Museum before dark – but something had to be done to make that front wheel safe. No wheelwright could be found and even so there was no one in Australia at that time who could replace a solid tyre on a new steel rim.

We had now moved from Berowra to Raleigh on the North Coast. The Albion stayed at Grandma's place at Penrith. It was only on rare trips to Sydney that I was able to work on the old lorry.

With much heartburning I replaced both front wheels with brand new wooden wheels made originally for a 1926 Chevrolet that were still hanging on the wall of a Chev spare parts dealer on Parramatta Road. They were fitted to the old Albion plain-bearing hubs. The tyres were 4.5 X 21 inch pneumatics that seemed always to need be pumped-up.. Afterwards the Albion did not steer as well, but it no longer had problems crossing tramlines!



The Albion outside Grandma's house at 71 Castlereagh St. Penrith still awaiting repairs to its wired-up wheel.



1959
Sydney - Karroo 309

Don't miss these VETERAN CARS and Veteran Motor Cycles!

No.	Name	Make of Car	No.	Name	Make of Car
1	Rose Bray, A.	1908 1-Cyl. Brush	35	Williams, G.	1912 4-Cyl. Siddeley Deasy
2	Masser, L.	1903 1-Cyl. De Dion Bouton	36	McGowen, F.	1910 4-Cyl. Armstrong Whit.
3	Longhurst, A.	1905 1-Cyl. Swift	37	Gregory, R.	1914 4-Cyl. Overland
4	Turner, A.	1903 1-Cyl. Oldsmobile	38	Leresche, L.	1914 4-Cyl. Hupmobile
5	Green, G.	1910 1-Cyl. Brush	39	Burton, G.	1914 4-Cyl. Napier
6	Lober, K.	1901 1-Cyl. Oldsmobile	40	Barker, R. W.	1912 4-Cyl. Metz
7	Perdriau, E.	1904 1-Cyl. Le Zebre	41	Masser, Mrs J.	1911 4-Cyl. Hupmobile
8	Garwood, S. J.	1912 2-Cyl. Renault	42	Newman, R.	1914 4-Cyl. Talbot
9	Hope, D. L.	1904 2-Cyl. Clement Talbot	43	Campbell, G.	1908 4-Cyl. Argyll
10	Holmes, K.	1908 2-Cyl. Alston	44	Daly, K. A.	1908 4-Cyl. F.L.
11	Williams, R.	1906 2-Cyl. A. J. & Onions	45	Yabsley, E.	1910 4-Cyl. Clement Talbot
12	Williams, G.	1909 2-Cyl. Renault	46	Simpson, J.	1914 4-Cyl. B.S.A.
13	Turner, J.	1912 2-Cyl. Bedelia	47	Parker, C.	1914 4-Cyl. Martini
14	O'Meagher, L. C.	1912 2-Cyl. Renault	48	Frost, A.	1914 4-Cyl. Ford
15	Green, G. W.	1910 2-Cyl. Clement Bayard	49	East, W.	1915 6-Cyl. Studebaker
16	Green, G. W.	1904 2-Cyl. Reo	50	Bryson, C.	1911 4-Cyl. Empire Eagle
17	Deahm, R.	1908 4-Cyl. Austin	51	Green, G. W.	1913 4-Cyl. Vaux. Pr. Henry
18	Green, G. W.	1905 4-Cyl. De Dion Bouton	52	Holmes, W.	1912 4-Cyl. Vauxhall
19	Vanstone, J.	1908 4-Cyl. Metallurgique	53	Ball, T.	1909 4-Cyl. Ford
20	Dance, J.	1908 4-Cyl. Talbot	54	Andrew, J.	1912 4-Cyl. Crossley
21	Butcher, J.	1912 4-Cyl. R.C.H.	55	Sim, G.	1914 4-Cyl. Renault
22	Erratt, L.	1904 4-Cyl. Spyker	56	Garrett, A.	1907 6-Cyl. Rolls-Royce
23	Green, G. W.	1908 4-Cyl. F.N.	57	Casky, J.	1911 4-Cyl. Berliet
24	Garrett, Mrs S.	1910 4-Cyl. Austin	58	Pye, W.	1912 6-Cyl. Rolls-Royce
25	Williams, G.	1912 4-Cyl. Hupmobile	59	Ryan, K.	1909 4-Cyl. Ford
26	Hall, E. L. S.	1913 4-Cyl. Minerva	60	Marsland, B.	1910 4-Cyl. Napier
27	Jaquet, C. B.	1913 4-Cyl. Overland	61	Farrel, R.	1913 4-Cyl. Fiat
28	Thomas, P. J.	1913 4-Cyl. Fiat	62	Green, G.	1912 6-Cyl. Franklin
29	Moss, K.	1908 4-Cyl. Panhard Levassor	63	Green, G.	1910 6-Cyl. Rolls Royce
30	Osborne, T.	1908 4-Cyl. Waverley	64	Klein, F.	1912 4-Cyl. Austro Daimler
31	Sheen, L.	1912 4-Cyl. Humber	65	Nicholson, W.	1914 4-Cyl. Ford
32	Hale, A.	1910 4-Cyl. F.N.	66	Green, G.	1914 4-Cyl. Hispano Suiza
33	Roberts, G.	1912 4-Cyl. Calthorpe	67	Myers, J.	1911 4-Cyl. Argyll
34	Hill, R.	1911 4-Cyl. Hupmobile	68	Green, G.	1912 6-Cyl. Rolls-Royce
			69	Larkin, D.	1914 4-Cyl. Ford

AND 15 VETERAN MOTOR CYCLES



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