

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

November 2021



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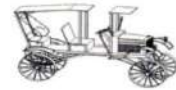
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ON THE COVER:
Bruce Kinnear's 1912 Austin
at the 2017 Picton Rally

Club Information

Club Management and Contact Details

OFFICE BEARERS

President	Phil O'Loan	0439 223 031	president@vccansw.org
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Macarthur and Southern Highlands Branch

Chairman	VACANT		
Secretary	Kevin Boardman	02 4654 5499	kboardman13@bigpond.com

Legal Advisor	Andrew Aitken	02 8987 0000	
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SPIT & POLISH the journal of the Veteran Car Club of Australia (NSW) Inc.

Other Veteran Clubs have permission to copy.

Articles and letters appearing in Spit & Polish reflect the opinion of the Author. They are not necessarily the opinion of the editor or the committee nor are they any indication of club policy.

Minutes

Minutes of Monthly Club Meeting held on 28 October 2021. Conducted on Zoom and at the club rooms.

ATTENDANCE Committee: 7 Members: 31 Member's family: Karyn Newman, Tom Killingback
Visitor: Ursula Carporali at the club rooms.

APOLOGIES: Steve Fleming, Ron Hattersley, Melinda Kovacs, Lynette Martin, Peter Martin

MEETING OPENED AT 8:05 PM

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed all members to the meeting. This was the first face-to-face meeting in 5 months. It was great to have members in the hall and he indicated that COVID safe procedures were in place.

MINUTES PREVIOUS MEETING

Matters arising from minutes:

a. Defibrillator - under investigation

Corrections to the minutes: Nil

Moved: Ian Shinfield Seconded: Ron Cox

INWARDS CORRESPONDENCE

Invitations

Orange District Antique Motor Club Autumn Tour Pre 1931 Rally 28 April -1 May 2022 CHMC Annual Rally 1-4 April 2022

TVCCA Busselton 23-28 October 2022

Other clubs:

Brass Notes

Other publications are distributed in Friday's Fact and Fiction

Other:

George Gillott – re defibrillator

Hobson family – thank you

Paolo Piccione - membership application

Bob Petersen – resignation

Doug Fulford – life membership – to be discussed at November Committee meeting

Bill Betts - life membership – to be discussed at November Committee meeting

Bill Betts - query about notice of MaSH events

Alan Earl - confirming membership of CHMC

Marilyn Trethowan - thank you

Irene Donges – request for information about the library

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Committee of Social Issues Review of heritage Act 1977 – report on website

Alan Miller – cancellation of Brush Rally

Les Watton – invitation to ACCC to Northern Sydney Breakfast Run

OUTWARDS CORRESPONDENCE

Peter Weir - thank you for presentation

Paolo Piccione – pre-membership letter

Geoff Simmons – get well card

Bob Petersen – acknowledgement of resignation

Doug Fulford and Bill Betts – acknowledging email about life membership

Bill Betts – response about publicising MaSH events

Alan Earl – application to CHMC

Irene Donges – request for information about the library

Fees reminders

Proposer: Graham Weekes Seconded: Dorothy Shinfield

TREASURER'S REPORT

The Treasurer's report was tabled.

MAGAZINE The Editor apologised for the lateness of Spit and Polish being posted despite the printer receiving the copy on time. It was posted yesterday and is available online. She requested articles from members as many will be taking out their veterans for the first time in about 6 months!

EVENTS

- 5 November - MASH Group: contact Bill Betts. Other dates will be published in Spit and Polish. Regular MASH runs will resume on the second and fourth Friday's of the month.

- 7 November - Northern Sydney Breakfast Run. Brooklyn Park. Contact Louise Yeomans.

- 12 November - Southern Highlands Coffee Run.

- 25 November - Sydney Meeting and Christmas Party. RSVP to Louise Yeomans for numbers are

limited. Partners are welcome and drinks will be provided.

- 27 November - Newcastle combined Rego and Christmas Party at Mulbring Park. Contact Graeme Newman for details.
- 26-29 November - The HCCA Mudgee Misfits Tour High Wheelers and 1&2 Cylinder Tour. Contact Russell Holden for more information.
- 12 December - Sydney Rego Day. 8am-12noon at Smiley Power Guildford. Bring your registration and insurance papers. Contact Neil Martin.
- 5 February - Sydney North Breakfast Run - venue to be decided. Discussion was held about the possible venue. No one was interested in visiting Saddles at \$50 a head for breakfast.
- 11-13 March 2022 - Premier Rally Blackheath: contact Mal Garthon. An EOI is in Spit and Polish. Mal requested that members when completing an EOI to indicate if they are available on 4-6 March and 11-13 March. The date will depend on when venues will be available. Mal would like to include a gymkhana.
- 1-4 April - CHMC Annual Rally Singleton. Entry forms and accommodation details on the website. Be quick to book your accommodation.
- 11 April - Sydney Royal Easter Show display. Space is reserved for 30 vehicles and more entrants are needed to make a great display so book your spot with Graeme Newman.
- 20-23 April - Brush Rally has been postponed. Contact Alan Miller.
- 28 April-1 May - Orange District Antique Motor Club Autumn Tour Pre 1931 Rally. Entry forms and details on the website. Also be quick to book your accommodation. It was suggested that a group from the North and one from Sydney could drive together to the rally. Members endorsed the rally.
- 8-14 May - National 1&2 Cylinder Rally: Narrandera. Contact Robert Fordham.
- 23-28 October - TVCCA National Rally Busselton. For more information see the WA Club's website. <https://veterancarclubofwesternaustralia.wildapricot.org/2021-National-Veteran-Rally>

PERMIT TO MOVE/REGISTRATION No movements or renewal permits issued. Registration Day is to be held on 12 December at Smiley Power in Guildford from 8am to 12 noon. Members are requested to bring their registration papers and a copy of their insurance.

LIBRARY Don Liddle has kindly donated some books and Geoff Yeomans donated his copy of a publication from VCCA(Vic). With COVID restrictions eased the Library Committee can start work in the library again.

DATING Nothing to report

MEMBERSHIP Paolo Piccione was elected unanimously as a member. He was congratulated with a round of applause.

CMC At the moment there is no delegate and a volunteer is sought. See the President if you are willing to take on this role.

HALL Clubs are returning to use the hall. Signs have been placed in the bathrooms to remind users to

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held on 22 January 2022 to clean the hall and grounds. Volunteers are needed by 8 am to move the chairs out so the carpet can be cleaned. Morning tea will be provided.

WEBSITE In her absence, Abbey Newman was presented with a copy of the certificate from the National Trust recognising her work with the website. A copy was also given to the President.

GENERAL BUSINESS

1. 1&2 Cylinder National Rally 2021 and 2022 - Robert Fordham

The 1 & 2-cylinder rally dates were coordinated with the Pre 1931 Rally. Entry forms should be available early next year.

2. FIVA Survey results – Jenny Fawbert

Jenny presented a summary of the collated FIVA survey and compared the findings from Australia to the world's results. A summary will be published in Spit and Polish.

3. Other general business

a. Barry Shinfield has his clutch back and its on the car. The fly wheel has got heavier since the last time it was taken off. Barry is looking forward to testing the car on the road.

b. Greg Roberts would like to organise a memorial rally for Bob Hobson. The family are agreeable. The rally would be late August to early September and probably based around Cowra and Young. The President gave his approval. Greg would like to invite members of the Model T Club as Bob was a life member. Greg inquired about the proforma and guidelines for rallies. The President replied this was a work in progress and he would forward Greg what the club has. The timing for producing the club's guidelines was unknown and he would like to form a sub-committee to work on the guidelines. Greg would like to request funds for rally. The MASH group response is due on 5 November and due to COVID it has been difficult to meet so an extension for responses was sought. Submissions will be due on 1 February 2022. The President assured the meeting that there was nothing sinister in the committee's request as several views had been expressed about the future of the MaSH group. Greg commented that communication was crucial and this was not the way to operate. A discussion will be held once submissions have been received.

c. John Wards requested a correction to the minutes of the August minutes. He would like to see national rallies named after the state organising the rally rather than being named a TVCCA event.

d. Mal Garthon asked if the club had evidence of its insurance. The Treasurer replied that a certificate of currency from the club's insurer was available.

e. Robyn Betts was requested by the President to keep any discussion about branches positive.

4. Guest speaker Richard Lane - The restoration of 1906 Talbot

Richard presented a PowerPoint describing how he used the number on the car to discover his Talbot is built from several different models. Its 4-speed gear box is unusual in 2-cylinder car. Richard requested any information on the history of the car before 1985. It was registered in 1971.

The President thanked Richard and the members showed their appreciation with a round of applause. The President announced that the next meeting will be held on 25 November. Bring your partner and a plate of festive food. Drinks will be provided. The Christmas Party begins at 7pm.

MEETING CLOSED AT 9:25PM.

Phil O'Loan Louise Yeomans
President Secretary

President's Report

By Phil O'Loan

Covid lockdown restrictions have made it almost impossible to enjoy our cars over the past few months, however with the huge leap in vaccinations recently there seems to be a light at the end of the tunnel. Decision makers are indicating that many movement and assembly restrictions may be lifted in October. Hopefully this will mean returning to some level of normal and allowing us to interact with fellow club members on future events.

On a personal note, with overseas travel restrictions potentially easing, my wife Terri and I hopefully will be visiting our daughter Ashley and our three grandchildren in Singapore. It will be almost two years since we have seen them other than over a computer screen. All I can say is if possible get vaccinated so the country can open up again.

As you are aware the Clubs premises have been off limits to our regular tenants over the past few months, as a result the clubs income has suffered. It is very fortunate that the clubs financial reserves has cushioned this impact and we remain in a very strong financial position. In the future it will be interesting to see if all the tenants once restrictions ease, will return to face to face club meetings or continue on their now established Zoom meetings. All I can say is there is nothing like catching up with fellow members face to face and I hope that the other car club tenants feel the same way.

I look forward to catching up with you personally in the near future.

Editor's Report

By Lauren Newman

Thank you to the members who have contributed to the magazine this month. Remember if there is something that you want to see in the magazine, write about it and send it to me! You might inspire another member to write about a similar topic.

As the last magazine for the year, I wish everyone a safe and Merry Christmas with their loved ones after what has been a difficult year. Hopefully next year we will be able to get some more members contributing to the magazine. There is lots scheduled on the calender for next year and with any luck we won't have as many cancelled events!

Stay safe and happy reading.

Sidelights (Part 2)

By Jenny Fawbert

TASMANIA'S FIRST OMNIBUS

This is the 1903 De Dion engined bus designed and built by Humble & Sons, Vulcan Foundry, Geelong. Called "Pioneer", its companion vehicle was called "Progress".

In 1903 Wm. Humble and Ernest Schulz built from scratch a single cylinder car at Humble's substantial engineering works, the Vulcan Foundry, they designed it from photos and details in issues of "Scientific American". A rear entrance tonneau, the car carried 4, was used by the Humble family and also hired out for 6 months to a grazier, Phillip Russell of "Barunah Plains". This car was eventually dismantled.



Early Pioneer Bus. Image held by State Library of Victoria
<http://handle.slv.vic.gov.au/10381/24325>

The motor omnibuses "Pioneer" and "Progress" were ordered late in 1903 by the Albion-Magnet Motor & Cycle Company, for Tasmanian businessman Thomas Wiseman. Albion-Magnet was no doubt one and the same as Albion Cycle Works, bicycle manufacturers, a firm operated by early motor cyclist W F Moloney in Melbourne. Moloney negotiated the building of the 2 vehicles with Humble and was with "Pioneer" on its drive from Geelong to Melbourne, and then in Tasmania. On its trial run around Geelong "Pioneer" travelled at 14 mph powered by its reported 14hp De Dion engine (Moloney later said it was only 12hp).

"Pioneer" left Humble's Vulcan foundry in December 1903, according to the Geelong Advertiser, and was driven to Melbourne then shipped to its new owner in Burnie. "Progress" was well under construction at Humble's works at this stage.



Bus made by Humble and Sons, Geelong. Image held by State Library of Victoria
<http://handle.slv.vic.gov.au/10381/42879>

"Pioneer" reportedly cost £850 and was described as having a well made body of seasoned timber, with open sides and roll up rain proof curtains, the interior was comfortably upholstered and carpeted, the slightly arched roof was railed and designed to carry up to 1/2 ton of luggage, accessed by a skeleton ladder. The petrol tank was above the driver's head. The engine

was a 2 cylinder De Dion, but all other components, including the chassis, were manufactured at Humble's Vulcan Foundry, machine-cut steel gearing was used throughout. The wheels were heavy artillery pattern English Oak with channel steel rims and 3in. solid tyres supplied by Kelly-Dunlop. It had 3 forward gears for 2, 8 and 14 mph and a reverse gear, heavy duty chains drove the rear wheels. The bus was tastefully painted, lined and varnished by Mr Bennett. "Pioneer" measured 18ft. in length, 9ft. 6in. height, and was 7ft. width.

Thomas Wiseman (1847-1941) was a prosperous hotelier and storekeeper who also owned a livery stables and was a licensed coach operator. Wiseman intended "Pioneer" for use on his Burnie to Stanley coach run and "Progress" for the Wynyard to Burnie route.

"Pioneer" was not only the first motor omnibus built in Victoria but the first motor bus in Tasmania, being unloaded in Burnie on Dec 25 1903, its arrival was greeted with much excitement and expectation about the advantages of motorised transport. Things did not go well from the outset however. On a driver training run on Boxing Day the bus was parked to the side of the roadway to allow a frightened horse to pass, unfortunately the embankment gave way and the bus slipped in to its side. Moloney said it was little damage, easily righted and continued on its way. However, on its other trial journeys in early January there were various mechanical problems, one resulting in the bus being towed into Ulverstone by a horse team. The engine was proving, as local opinion had suggested, to be overtaxed by a full load of 16 passengers on the steep roads and sharp curves in the area. Moloney suggested that a bolt had loosened when the vehicle had tipped over, causing its problems, but within the fortnight, Tasmanian newspaper reports indicated that the engine had been sent back to Melbourne for attention, while the bus sat at Ulverstone.

Moloney also explained that some problems were because "the conveyance was very hurriedly built. It was delivered in 11 weeks from the date of the order, and the builders had no time in which to give it a thorough testing". He then indicated that perhaps the engine capacity might need to be increased for the terrain in the North West coast, Moloney told the press that when the bus was ordered he'd been advised the hills were not steep.



*Vulcan Foundry draftsman Ted Howells (later Cpt. E J Howells) at the wheel of Progress
1st Motor Car built in Geelong, Vic., by Humble & Nicholson. Image held by State Library of Victoria
<http://www.slv.vic.gov.au/pictoria/grid/slv-pic-aab711221>*

Various repairs were performed and the bus made a few short runs around Burnie. By January 22 Moloney was stating that a 20hp engine had been ordered. No substantial journeys however were recorded and Wiseman must have had enough, as by March 1904 "Pioneer" was shipped back to Melbourne, returned as underpowered and unreliable. Not surprisingly, by May-June 1904 the Albion-Magnet Company was being sold up.

"Progress" was completed in early February 1904 and was trialed around Geelong, ostensibly before it

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was to be shipped to Tasmania. It was briefly inspected by the Railway Commissioner's Chief mechanical engineer at this time but nothing eventuated. A bus similar to "Pioneer" was said, in a local's memoirs, to have briefly and unsuccessfully run between Waratah, Rouses Camp and Whytes River. Could this have been "Progress"? Whatever unit it was, the bus at Waratah too, despite having reportedly good engine, proved unsuitable.

Certainly, one of the two buses was at Humble's in early March as it was trialed by Councilors from Kew and favourably reported on... "well fitted up and easy to ride in. The cost of car carrying 13 persons and a driver with 12 horse power petrol engine at the rate of 12 miles an hour would be £700, whilst a car with a speed of 14 miles per hour and 20 h p engine would cost £900". Though there does not appear to be any further negotiations.

By May 1904 "Pioneer" was certainly back in Geelong and referred to as "Humble & Sons Pioneer motor bus" when giving rides around the Botanical Gardens for a Sunday School picnic. In November Humble agreed to run his motor bus to the Grammar School sports carnival, charging 1/- for the ride, the proceeds going to Protestant Orphanage. That seems to be the last report of "Pioneer".

Did "pioneer" and "Progress" meet the same fate as Humble's first foray in automobiles, and eventually were dismantled?

[This early "Pioneer" omnibus should not be confused with the vehicles of Pioneer Motor Company est. 1919 and Pioneer Tourist Coaches est. 1923 (later Ansett Pioneer), the coach company originally founded by AA Withers in Melbourne. And as you can now tell after reading the above some of the cataloguing data from the State Library with the Humble bus photos is a tad incorrect!]

A WELL TRAVELLED HUPMOBILE at the opening of the Sydney Harbour Bridge

March 19th 1932, a special cavalcade of transport paraded across the Sydney Harbour Bridge as part of the Opening celebrations. Among the cars was a Tarrant followed by a veteran Hupmobile owned and driven by Lisle Francis Eckford of Glenroy and Murrumbidgee Stations, Millie, NSW.

Lisle Eckford (1879-1952) came from a well-known north west NSW grazing family, and at one time he owned the Gurley Hotel, Gurley. Eckford was also involved in community and Shire affairs in the Moree district, before partly retiring to Sydney. Among his business interests was a directorship of the North-Western Motor Co-op at Narrabri, which opened its garage in 1916.



Veteran and vintage car, Sydney Harbour Bridge Celebrations, 1932. Image held by the State Library of NSW. <https://search.sl.nsw.gov.au/permalink/f/1cvjue2/ADLIB110039571>

Just when he acquired the Hupmobile I've not been able to ascertain, but he joined the Automobile Club in November 1914, and the 20 hp Hup appears under the Eckford name in Holderness' list of 1915 NSW vehicle registrations as number 2946. It must be noted that Eckford consistently listed the runabout as a 1908 Hupmobile, but it was likely a 1910 Hupmobile or later, as production only began in



Veteran and vintage car, Sydney Harbour Bridge Celebrations, 1932. Image held by the State Library of NSW. <https://search.slnsw.gov.au/permalink/f/1cvjue2/ADLIB110039571>

1909 and the first Hupmobiles in Sydney were delivered in 1910 when Phizackerly's took on the agency.

For the Harbour Bridge opening Mr Eckford drove the car from Moree, and though a bit dilapidated the car gave Eckford and passenger Foster no problems, and notably its registration number was then 8888. The entire trip covered 544 miles, from Narrabri, via Bellata and Millie to Moree, Warialda, Tamworth, Newcastle, Peat's Ferry, Parramatta and G.P.O. Sydney. It took 24 hours 8 minutes, averaging 22.66 miles an hour. 17 gallons of benzine were used, averaging 32 miles to the gallon, 10 quarts of oil, an average of 217.0 miles to the gallon. The precision about the time it took related to a bet Eckford said he had taken to be in Sydney in under 24 hours. He told the press that on arrival at Parramatta and

Sydney his car had been mobbed by curious locals.

Eckford still owned the Hup in 1933 when at a Gala Day at the Sydney Showgrounds, it was along with the 1902 Cadillac displayed by John McGrath Ltd., awarded prizes for historical interest. And in 1934 The Sun carried a photo of Eckford and the Hup at the NRMA Concours d' Elegance at Bondi Beach.

In May 1934 the Hupmobile was among a group of veteran cars gathered for the "old crocks" event run by the NSW Light Car Club. Entries were J McGrath & Co. 1902 Cadillac; O. J. Partridge, 1914 Studebaker; C. Weatherill, 1912 Benz; R. Weatherill, 1908 S.M. (sic) : A. P. Norrils, 1908 G.W.K.; B. F. Cummins. 1904 Argyle; N. Hardy, 1904 F.N.; J. J. Healy, 1912 Buick; L. F. Eckford, 1908 Hupmobile; A. Allen, 1912 Hillman; J. A. McLeod, 1910 Daracq; Larke Hoskins 1910 Austin; E White 1912 Delaunay Belleville; F Muller 1911 Benz.; R C Thomas 1913 Hillman. 12 cars undertook the run from the City to Bondi.

By this time Eckford claimed the car had covered over 260,000 miles on its odometer, but as it had done thousands of miles already before the instrument was fitted, its mileage was closer to 300,000. Eckford did not "baby" the vehicle, carrying loads of coking coal on it and at one time, when the roads were flooded he removed the tyres and drove the Hup on the railway tracks. In 1934 the car was largely original, but the carburetor and distributor had been replaced.



This is Mr. L. F. Eckford, of Moree, in his 1908 Hupmobile. The car is still in daily use, and was driven from Moree to Sydney in 24 hours.

What then became of Eckford's Hupmobile? Anyone know, if you do please reply to the Editor, Spit & Polish, so we all will know.

Events Calendar

Club Events

All listed events are scheduled pending potential COVID restrictions that may be in place at the time. Please contact the organiser of the event if in doubt of the event occurring.

NOVEMBER

- Thursday 25th **Monthly Club Meeting and Christmas Party**- 134 Queens Road, Canada Bay. 7:00pm
- Friday 26th **Northern MASH Coffee Run** - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*
- Friday 26th-29th **Invitation Event: HCCA High Wheeler and 1&2 Cylinder Rally, Mudgee NSW** *Contact Russell Holden for further information.*
- Saturday 27th **Newcastle combined Rego Day and Christmas Party.** Mulbring Park. *Contact Graeme Newman for details.*

DECEMBER

- Friday 10th **Southern MASH Coffee Run** - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*
- Sunday 12th **Sydney Registration Day** - Smily Power, Guildford. 8am-12noon. Bring your registration and insurance papers. *Contact Neil Martin.*

JANUARY

- Friday 14th **Southern MASH Coffee Run** - Meet at 10:30am Winifred West Park (Railway Station end) for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*
- Tuesday 18th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Saturday 22nd **Working Bee** - 134 Queens Road, Canada Bay. 8:00am
- Thursday 27th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 28th **Northern MASH Coffee Run** - Meet at 10:30am Curry Reserve Elderslie for morning tea and start of run. *Contact Bill (0429 333 769) or Robyn (0439 714 431) Betts for details.*

WELCOME TO OUR NEW MEMBER

Voting for the membership of Paolo Piccione took place at the October meeting and we welcome Paolo into the club!

Major Events

MARCH 2022

Friday 11th-13th

2022 Premier Event - Blackheath, NSW

See October S&P for details. *Enquiries: Mal Garthon*

APRIL 2022

Friday 1st - 4th

Invitation event: CHMC Annual Singleton Rally - Singleton, NSW

Entry forms and accomodation details on website.

Monday 11th

Sydney Royal Easter Show Display - Sydney, NSW.

Entry Required. See October S&P for details. *Enquiries: Graeme Newman*

28th April - 1 May

Invitation Event: Orange District Antique Motor Club Autumn Tour Pre 1931 - Orange, NSW. Entry forms and details on the website.

MAY 2022

Sunday 8th - 14th

National 1 & 2 Cylinder Rally - Narrandera NSW

Event information available on the VCCA NSW website including EOI form.

Enquiries: Robert Fordham

SEPTEMBER 2022

25th Sept -1st Oct

National Model T Ford Rally 20T2 Dubbo

www.modeltfordclubnsw.org.au

OCTOBER 2022

Sunday 23rd - 28th

National Veteran Vehicle Rally - Busselton W.A

Enquiries: Peter and Pauline Hume

Have you ever wondered what those photo's are like that people take when passing your Veteran? I had these sent to me after the Sydney North Breakfast Outing.



Sydney North Breakfast Run

Sunday 7th November. Brooklyn, NSW. By Graeme Newman

We had a good attendance for our first Sydney North Breakfast Run, post COVID. We even had three veterans, which considering the weather forecast was quite surprising. Given the weather we left the Talbots at homes and as we travelled down the M1 it began to drizzle rain, which vindicated our decision.

When we arrived the Presidential Talbot, and the Wolseley Roadster were parked on the roadside, adjacent to Brooklyn Oval. We could see our group were gathered around the shelter shed to the eastern end of the oval, rather than the area we used when we visited back in April. Not long after we parked the Shinfield Talbot arrived, also with the hood up, having encountered some rain along the way.

It soon became apparent that even as we sheltered from a few showers, everyone was very happy just to be out and about, with or without their veterans. It was great to catch up with a few people that haven't been involved with the Zoom meetings, and we look forward to the first Sydney North Breakfast Run in 2022, to be held in early February – venue yet to be confirmed.

Those attending:

Phil O'Loan 1910 Talbot
Richard and Angus Yeomans 1913 Wolseley
Barry and Dorothy Shinfield 1911 Talbot

Modern:

Neil & Lyn Martin John Hewitt Les Watton
Ian, Janina, Max & Jackson Shinfield
Ian, Jenny, Tim, Emma, Aurora & Phoebe Streatfeild
Dianne Gotley & Brett Corrigan
Geoff & Louise Yeomans
Graeme & Karyn Newman
Gary & Judith Boyce (A.C.M.C)



1913 Wolseley



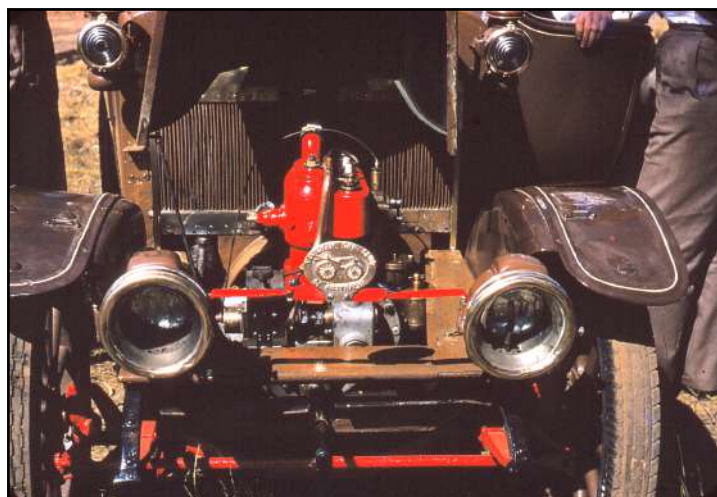
1910 Talbot



1911 Talbot

More Mystery Movie Photos

By Graeme Newman



Renault previously owned by Jack Garwood



The First Interstate Car Trip in Australia

Part 1. Provided by David McCredie.

Very few cars were built in Australia prior to 1900 and most were "one-off's" and not very successful. Two however are prominent in the earliest history of Australian motoring.

The first, a large steam carriage, was built by David and John Shearer over a ten-year period and first driven in 1896. It was used by the Shearer family for one or two years and was probably Australia's first drivable vehicle. Only one was built and it has been restored and is on display in the National Motor Museum in Birdwood, South Australia.

The second and more successful was the Thomson steam car built in Armadale Victoria by Herbert Thomson and his cousin Edward Holmes. This car was on the road in 1898 and was driven around the streets of Melbourne for some months before being shipped to Sydney for display at the Royal Agricultural Show. It was then driven from Sydney to Bathurst for another display.

It was after the display in Bathurst that Herbert Thomson and Edward Holmes undertook the first ever interstate road trip by a car, driving from Bathurst to Melbourne. They completed the trip in 10 days without, as the owners put it, the assistance of "hay motors", under conditions not imaginable today. The owners had grand plans to put the car into production, so the trip was made for testing and publicity. Commercial production of the car was not as successful as hoped however twelve cars built and sold over the period from 1901 to about 1907.

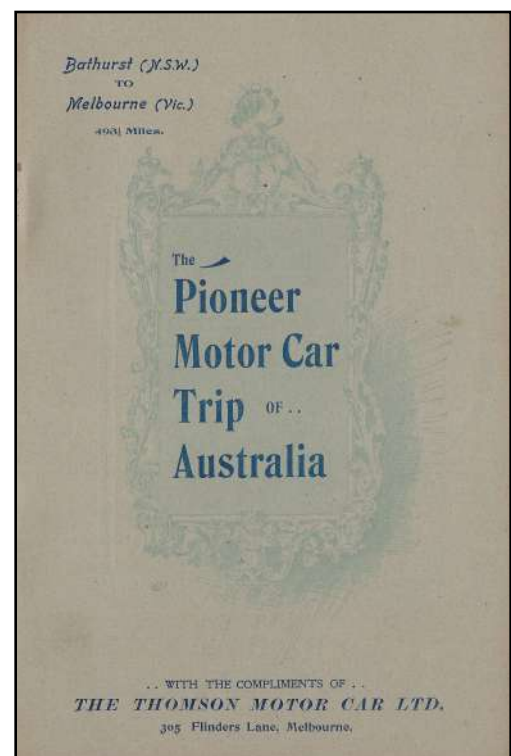
A record of this first interstate trip, from notes taken by Edward Holmes, was documented at the time by The Thomson Motor Car Ltd in a small booklet printed in June 1900. An original copy of this document recently came to light entitled "The Pioneer Motor Car Trip of Australia". It is a day by day account of the 10 day journey covering 493 miles in 56 hours 36 minutes at an average speed of 8.72 mph. It is reprinted herein.

Further details and technical specifications of the Thomson car and its engine can be found at the following sites:

<https://collections.museumsvictoria.com.au/items/404812>

http://www.virtualsteamcarmuseum.org/makers/thomson_herbert_australia_1898.html

<https://collection.maas.museum/object/214763>



A Record OF



THE PIONEER TRIP

OF THE .

Driven by H. THOMSON (the
Inventor), accompanied by
E. L. HOLMES.



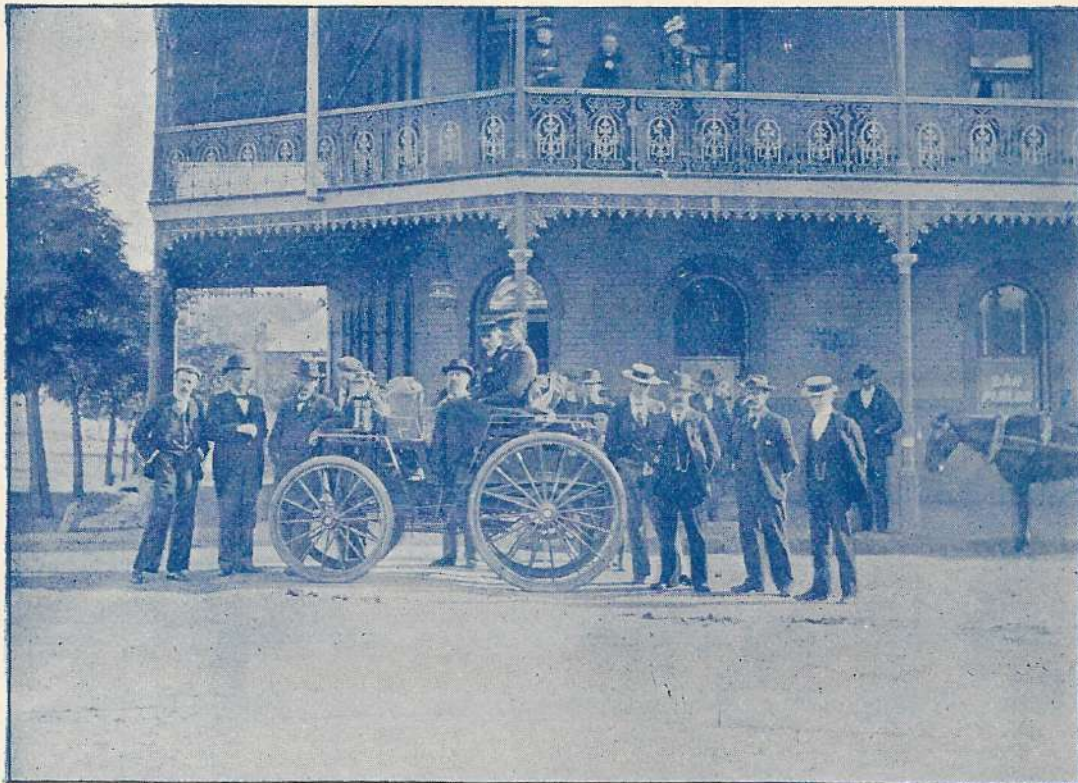
Thomson



Motor . .



Car. . . .



START FROM BATHURST.

"The Thomson motor car, which was awarded first prize at the Sydney Agricultural Show held during the Easter holidays, is to be put to a crucial test by the intention of the patentee to drive it overland from the northern capital. The road, which is not by any means a good one, is bound to bring out any weak points (if there are any), and should it come through the ordeal in a satisfactory manner, a prosperous future can safely be predicted for it."—*"Melbourne Press."*

Introduction.

IN issuing this account of the first Australian motor car long distance journey, a brief history of the motor phaeton and the events leading up to such a severe journey being undertaken by it, would be interesting.

In 1896, Mr. Herbert Thomson, a clever young engineer at Armadale, Victoria, was fully convinced that motor cars would become the vehicles of the future, and in order to give the matter thorough investigation, resolved to build a car in his spare time. Having no recognised data to work upon, progress was slow, each part having to be well studied. However, the vehicle grew apace, and in 1898 the first trial run was made successfully. Naturally, in such a new invention, there was always room for improvement, and by this time, having a practical, as well as a theoretical experience to work upon, the car quickly became an "article of commerce." Early in 1900 a strong syndicate company was formed to procure patents throughout the world, and introduce the car generally, with a view of establishing large manufacturing companies throughout Australasia.

Although the car had been exhibited at the Melbourne, Bendigo, and Maryborough Agricultural Shows, and had run upwards of 2000 miles on its experimental trials, no authentic record existed of its adaptability to the Australian colonies, and its enduring powers. It was with the object of proving these to the public that the Thomson Motor Car Syndicate despatched Messrs. H. Thomson and E. L. Holmes to Sydney to exhibit the car at the Easter Agricultural Show, and **return to Melbourne by road.** However, so attractive was the car in Sydney, that the arrangements for return direct were amended by an invitation to visit the Bathurst Agricultural Show. This invitation was accepted, and it was then decided to return overland from **Bathurst to Melbourne**, the distance being only a few miles shorter than from Sydney to Melbourne.


To attempt a "record" with such an experimental car, over roads quite unknown to the drivers, was out of the question, and the objects aimed at were to give publicity to the car, and return safely. The pace therefore was moderate throughout, but for purposes of reference, and general interest, Mr. E. L. Holmes kept a close record of times of running, stoppages, mileages, &c., and the fact that in no case were "hay motors" brought into use, proves beyond doubt the entire suitability of the car for long distances, rough roads, and Australia.

It is true that the car was assisted by the personal exertions of the drivers at times, but for no other reason than to prevent overstraining the belts and chains—obviously good reason too when it is considered that **16 cwt.**, including car, luggage, tools, drivers, &c., had to be transported **500 miles**, and that an experimental vehicle was being used for the purpose—the car "risked all to gain all," and a break-down would have meant failure. The whole thing now lies in degree of strength, the main principles being proved beyond doubt, for fuel—kerosene and water—were obtainable throughout the whole journey.

The Thomson Motor Car Limited.

Melbourne, June 14th, 1900.




 UR trip to Sydney, the awfully rough time on the "Allinga," and our arrival at midnight at the Pyrmont Wharf, interests nobody but Mr. Thomson and myself. The 10 days' exhibition at the Royal Agricultural Show, finishing up with a day's outing on the car through the busy Sydney thoroughfares, and our subsequent visit to Bathurst may be interesting to many, but being compelled to keep within reasonable bounds, I must confine myself to a record of our overland trip.

Bathurst.

The Bathurst Show finishing up on Friday, enabled us to make all preparations for starting on our trip on Saturday, but the rain came on in torrents, forcing us to postpone our departure till Monday, April 30th, 1900, at 10 a.m., when, notwithstanding the biting coldness of the south wind that was blowing, Thomson and I bade farewell to the mayor (R. M. Gilmour, Esq.), Messrs. W. G. Thompson, A. Rigby, and a host of well-known residents, and commenced our long and eventful journey, leaving Hall's Park Hotel, where we had been staying, at 10 a.m. sharp.

Effects of 2 inches of Rain.

We found on leaving the town that considerable havoc had been wrought by the heavy downpour (which registered 2 in. in 15 hours), all the blinding being washed out of the road, leaving rough metal, and as we began to ascend the mountains that surround

Bathurst, we made very slow time. Twelve miles out two creeks, without bridges, had to be negotiated, and the heavy sand banked up by the recent rains, made them exceedingly dangerous and difficult to cross, more especially as the beds of both were covered with large stones. After serious consideration, we gently lowered the car into the first creek, then with a mighty shove, and with the motor almost tearing itself out of its bearings, we climbed the short sharp rise. The next, however, was even more difficult to cross, but an extra application of manual strength successfully overcame it. By this time it was 1 o'clock, and not anticipating such a delay we brought no eatables, so felt awfully hungry and exhausted. Bathampton station was, however, close at hand, so Thomson and I went to the homestead, where Mr. Gilmour (the proprietor) treated us splendidly, so well in fact that it was 3 o'clock before we continued our journey. On starting we were faced by a curly hill, about 150 yards long, with a gradient of quite 1 in 6, and water-worn ruts running in all directions. Notwithstanding the beautiful manner in which the motor had hitherto been climbing, this hill, with its awfully rough surface, pulled the car up several times.

Fitzgerald's Mount.

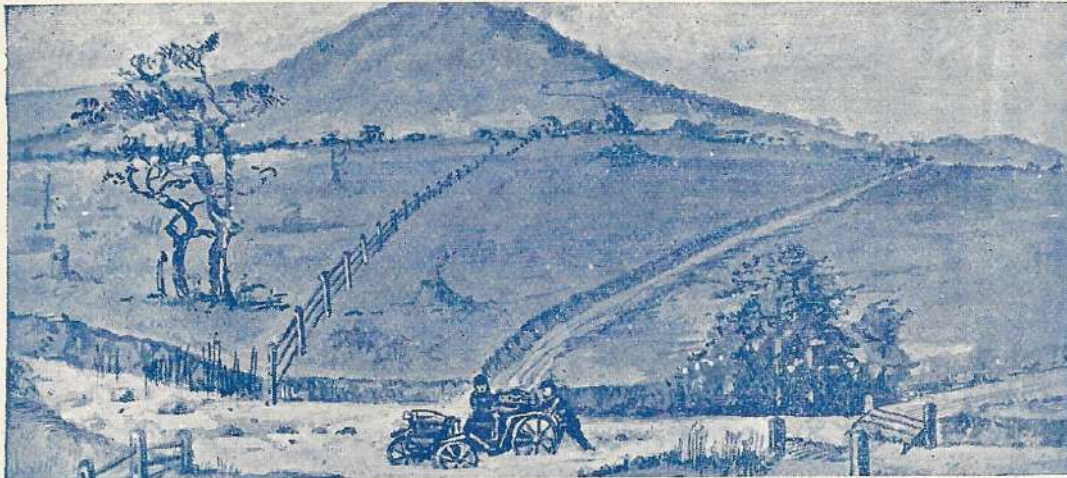
We eventually surmounted it, and after a few miles of downs, reached the foot of "Fitzgerald's Mount," "two miles long and too steep to ride down," so said the "Cyclist Guide Book"; but we quickly changed the sprockets, reducing the gear about one-fifth, and climbed it splendidly, notwithstanding the rough metal road. At last reaching the top, we almost immediately entered upon one of the famous New South Wales red clay patches. The tyres began to increase in size with every revolution, slowing the car down a little, but even the worst of roads have an ending, and right glad were we when we commenced a steady descent into Blayney, which we reached at 6.15 p.m., down-hearted with the extraordinary rough surface of the road. Only 24 miles were covered during 4 hours 25 minutes actual running, and had we not received favourable reports of our future road it is more than likely that the trip would have been abandoned, but a good tea and comfortable bed made us eager for more.

Blayney.

The sight that greeted our eyes when we awoke was both pleasant and otherwise, everything being white with frost, even the car in places. Leaving Blayney at 9.30 a.m., freezing cold, we proceeded to climb about $1\frac{1}{2}$ miles on good quartz road. Progress was slow and steady, the demand on the generator being very heavy indeed. Once this rise was over we entered upon good undulating country till on the outskirts of Carcoar, when the road began dipping to about 1 in 10. Not only was the grade so steep, but we had to negotiate three right angles, which the car did successfully. Like many country townships, Carcoar is built in a hollow, and a very steep hill had to be ascended out of it; so, having said "Good day" at 11 a.m., we continued our journey. We were soon in good undulating country—firm gravel roads—and good time was made till we reached Mandurama at 11.35. Usual sleepy country township (no one to be seen till we pulled up), with hotel, blacksmith and store, so having replenished our water tanks, we left at 11.45 a.m.

Fording Limestone Creek.

After an early lunch at Lyndhurst (as the next stopping place was too far), the roads seemed better than on our first day's ride, yet they were heavy for about six miles, when we



met with the first serious obstacle on our journey, viz., "Limestone Creek," the bridge having been washed away by the flood water. About one chain from the broken bridge was an old ford and so after lengthy examination and consultation, we

decided to cross it. Being too dangerous to take at any speed, and with the assistance of two road repairers, who arrived during our examination, we lowered the car gently down some 1 in 1 grade into the creek, which the car, with a short, sharp spurt, cleared, sticking firmly in the banked up sand and clay on the opposite bank, from which, after a good deal of trouble, we finally extricated it.

Stuck in a Red Clay Bog.

We then entered upon some rough up-hill country for about two miles, when we came upon another New South Wales red clay bog. We tried it quietly, but stuck firm half-way up to our axles, so tucking up our pants and getting on a billet of wood, we assisted in the reverse of the motor, and backed on to dry ground. Seeing that the only way to negotiate the obstacle was by speed, we got well back and set the motor racing. I kept up a running shove up to the edge of the mud, and with the momentum of an express engine the motor tore through in great style, splashing everything on board. I now found myself stranded, the road being quite impassable anywhere, but the fence was "high and dry," so I made a bridge of it.

Cowra.

We now had a good run on un-made road for a few miles, clearing three red mud patches in great style. The road then began to improve for four or five miles, and we made good time, reaching Cowra at 5.10 p.m., having journeyed the last 25½ miles in two hours fifty minutes, including the obstacles referred to. We decided to rest here for the night, after a very enjoyable day's ride, notwithstanding a head wind, "Limestone Creek" and the red mud bogs.

Roads that were not Roads.

We left Cowra at 9.26 a.m. with the thermometer near freezing, but the sun soon made the day the loveliest we had so far experienced. Over the Lachlan Bridge out of Cowra we proceeded on roads not laid down in the Guide Book, which was hardly to be wondered at after all, as a considerable portion went through private property, causing us to go through several

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(c. 1908/1910 perhaps)

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FOR SALE: 1908 FIAT 12-14HP Tipo 1

This car is one of over 1600 made by FIAT between 1908 and 1910. Many saw service in Paris and London as taxis. They were the first FIATs to employ monobloc engine construction.

Originally restored in the 1970s by Ben Bronk who, at the time, had a small museum at Watson's Bay. The car carries a brass plaque on the firewall "VCCA Veteran of the Year 1975/76". The history prior to Ben's ownership is unknown.

The car was purchased, from Ben, by VCCA member, Jim Eisenhower in 1976 and I purchased the FIAT in 2008 from Jim. At that time, it had not been on the road for 20 years.

Since purchase, the FIAT has undergone a comprehensive list of re-restoration activities, including an engine rebuild by Dave Moor in 2010. The leather upholstery is assumed to have been completed at the time of original restoration and is excellent. A new canvas hood has been fitted with a removeable canvas tonneau fitted to the rear body well.

The car has been repainted and finished with pinstriping. The FIAT runs 810x90 Rudge Whitworth powder-coated wire wheels. Also included are 2 spare powder-coated wheels. Of the 6 wheels, 4 are fitted with new tyres.

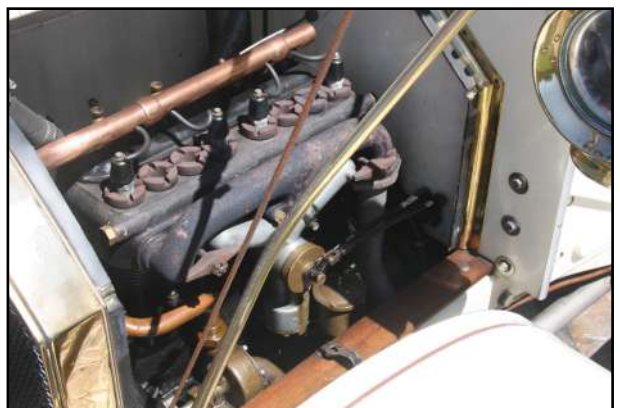
The FIAT has proven reliable and, in recent years, has been a participant in National Veteran Rallies at Shepparton, Ulverstone and Forbes.

Price \$62,000

Jeff Palmer

Newcastle NSW 0427965934

jasper.1912@bigpond.com



FOR SALE: 1913 16/20 HP Wolseley

Anybody looking for a future project?

Unfinished restoration. This car has been under restoration for over 35 years.

Would love to see project finished.

If you are interested in taking this project on, please contact Ian Streatfeild on 0488 248 177



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