

SPIT AND POLISH

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

June 2023



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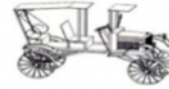
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ON THE COVER:
Three of the Burke vehicles:
Buick and two Hupmobiles on National
Motoring Heritage Day



Club Information

Club Management and Contact Details

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Articles and letters appearing in Spit & Polish reflect the opinion of the Author, which must be listed when submitting to the Editor otherwise it will not be included. 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 25 May 2023. Conducted at the hall and by Zoom.

ATTENDANCE

Committee: 8 Members 20 Member's family: 3
Total at hall (16) and total on zoom (11): 27

MEETING OPENED AT 8:00PM

APOLOGIES: Tom Killingback, Peter Martin, Phil O'Loan and Graham Weekes.

PRESIDENT'S OPENING REMARKS

The vice-president, Graeme Newman, welcomed members and guests. He explained that the President Phil O'Loan was in Hong Kong looking after grandchildren. The vice-president especially welcomed Philip Hobson and Tyler Hobson on zoom in Sweden. Sadly, he informed members that Anne Baxter had died. Anne was the wife of former life member, Bob Baxter, and she was very supportive of Bob and the club. The club has expressed our condolences to Anne's family. Neville Preston has moved to a nursing home and had a serious fall breaking his humerus badly. Neville continues to be philosophical about life. Barry Shinfield thought he had been outlawed from the club as his photo on the wall had disappeared. It had slipped behind the trophy cabinet but Barry related that he fell off his bike and skinned his arm!

MINUTES PREVIOUS MEETING

Minutes arising from the minutes: In the Events Report, the driver of the AX Renault has requested that *very fast* be deleted.

Proposer: Robert Fordham Seconder: Ian Shinfield

INWARDS CORRESPONDENCE

Email from Euan Coutts re expenses at Premier Rally

Rod Holmes and Laurie McGrath – outline of rally at Inverell

CMC Finance

CHMC - AGM to be held at Wagga Wagga on 9 June

ATO – notice of PAYG

Rob McCarthy – article on Martini – forward to Lauren

Rob de Souza-Daw – request to identify vehicle – forward to Lauren

Ron Hattersley – map of Pemberton Mangrove Creek and directions

Small Torque

Newcastle Branch minutes

Gordon Dewey – feedback on draft constitution

June 2023

OUTWARDS CORRESPONDENCE

Membership to Ian Brenner

14 members – copies of draft rules

Proposer: Barry Shinfield Seconder: Lauren Newman

TREASURER'S REPORT

The Treasurer's report was tabled. Balances are:

Moved: Wendy Rose

Seconded: David McCredie

MAGAZINE

The Editor, Lauren Newman, apologised for the back-to-front binding of this month's Spit and Polish. The printer has apologised and offered to reprint the magazine but this would incur additional postage costs to the club.

EVENTS

PAST EVENTS

28 April - MaSH Coffee Run: no report

4-7 May - Pre '31 Event in Cowra: Euan and Wilga Coutts very much enjoyed the event. There were 130 cars including 8 veterans, and 460 people. A highlight for Jenny Fawbert was the opportunity to drive along the causeway of Wyangla Dam. The Coutts won the Shannons Prize and People's Choice with 1910 Scat.

21 May - National Heritage Motoring Day: Newcastle Branch toured the vineyards in the Hunter Valley ending up at Bellbird for lunch. Fourteen people with 6 veterans enjoyed the outing. Rod Holmes took the Albion to his local lookout joining about 100 motorbikes. He will send a photo for Spit and Polish.

COMING EVENTS

26 May – Northern MaSH Coffee Run – unsure if this event will happen as the Betts are in Queensland.

4 June – Northern Sydney Breakfast Run – Mangrove Mountain. Maps are available. Ron outlined how to get there and what to bring. Details will be in FFAF.

16-18 June Newcastle Branch Singleton Rally See website and S&P for entry form.

15 July – Christmas in July luncheon at the hall. Costs \$30 per person. Two course lunch of hot roast and salads but BYOG. Its during the day to encourage members who don't feel comfortable driving at night. We need at least 45 people so please come! Details in May S&P.

20 August – Shannons Sydney Classic at Eastern Creek – see Graeme is following up. Ron Cox indicated that he would like to go too

15 October – Visit to Tramway Museum.

2024 Premier Event

Dates confirmed as 10-14 April 2024. Planning is well underway. Rod Holmes, Laurie McGrath, Malcom Roy and Graeme will meet at the Singleton Rally to do more planning.

Gymkhana Day – The Vintage Motor Club are interested in joining us for such as event and will work with Mal Garthon on possible dates.

LIBRARY The library team continued to sort through documents stored in the loft, to index the contents of the compactus and to sort the contents of the Dating Committee filing cabinet. The next meeting will be in June. Graeme and Karyn are trying to match the frames used for the life members and the Veteran of the Year to update the photographs. Barry Shinfield hasn't been expelled from the club and his photo has been found. Will Garthon later retrieved the photo from behind the trophy cabinet. *Photo right: Our hero - Will rescued Barry's photo!*



DATING No report has been received for this month. However, John Burke has now officially retired so it is a good time to request a dating certificate!

PERMIT TO MOVE/REGISTRATION

There have been one registration Andrew Bishop's 1910 Hertu. The Registrar thanked Robert McCarthy for doing the inspection.

MEMBERSHIP No applications have been recieved.

HALL Robert Fordham outlined the implications of the last fire safety report. Despite the hall being opened in 1988 this is the first time we have been notified of any defects. Most of the defects relate to the door locks. The snibs need to be changed to levers. The double entry doors should apparently open out. Robert will follow up with the author of the report. He is slowly correcting the defects.

CHMC Jenny Fawbert reported that Dinkum Oil will have a calculator for CO2 emissions from our old cars from Operating Heritage.

CMC No report was lodged

WEBSITE Abbey has been busy adding more galleries, uploading older issues of Spit and Polish. She was delighted to receive a Vehicle Profile from Rob Duffy and requests more please! The plan has been updated to give additional features including a better way of managing event dates. Let Abbey and Graeme know if you would like anything added to the website.

GENERAL BUSINESS

1. Update on Club Rules (Andrea Holden)

Andrea outlined progress over the month in updating the constitution. As the club will not be seeking legal advice, the constitution will model the one issued by Fair Trading as closely as possible. The language is slightly changed, more straight forward. The changes are more cosmetic. Gordon Dewey gave some constructive feedback. The constitution will not refer specifically to Spit and Polish but use the term journal instead. He also pointed out the inconsistency in the terminology around meeting types which the committee will follow up.

John Wards queried Composition of the Committee. In the draft it reads a s the total number of committee members is to be at least 7 but not more than 10. It outlines 5 office-bearers (president, 2 vice-presidents, treasurer and secretary) and 5 other committee members. He suggested that the total number of committee members *including the office bearers* is to be at least 7 but not more than 10.

The vice-president thanked John and Gordon for the feedback, and Andrea for her work.

The draft will go back to the committee to consider the changes then a final draft will be circulated before members vote on the new constitution at the AGM.

2. Visit to Western Sydney Airport

Robert Fordham will organise a visit for the club. There is an education room and staff will deliver a lecture if requested. The centre is open everyday except for Thursday and Friday and public holidays. Its free. He will advertise the event in S&P.

3. Taking out the Benz

The All-German Day in Newcastle was cancelled so instead John Wards drove the Benz to Spiers Point Park where 30-40 cars from different clubs were displayed. As the only veteran car, the Benz created a lot of interest and it was good publicity for the club. He took the Benz to Mansfield, Victoria for the Victorian 4 or more rally. The country was looking beautiful, lovely drive and well organised rally.

MEETING CLOSED AT 8:50pm A video taken and compiled by Lauren Newman of the Premier Rally 2023 was shown. The raffle was drawn.

Graeme Newman Louise Yeomans
Vice President Secretary



Coronation Supper -
decorations by Karyn
Newman

President's Report

By Phil O'Loan

Firstly, thank you Graeme for chairing last months meeting, as previously mentioned I am in Hong Kong with my wife Terri, on grandparents duty. We are having a fantastic time catching up with the grandkids while their parents had to return to Australia.

In fact, due to to printing lead times, I'm writing this message from Hong Kong on Terri's iPad and I trust Lauren will receive this message in time for printing in June's Spit and Polish. Unfortunately, technology let me down and I couldn't join last months monthly meeting by Zoom, but I understand that it was a very successful meeting and Graeme did a wonderful job sitting in for me - thanks again Graeme.

Thank you to those members who gave constructive feedback on updating the Constitution. As Andrea has advised, this feedback has been seriously considered and a draft of the changes will be presented to the committee for review before the final draft is circulated to members prior to voting at the AGM.

The Club has a number of events coming up in the near future. As always, I encourage you to participate in as many events as possible. The planning for the 2024 Premier Rally in April next year is well underway and is attracting a lot of interest and it would be well worth your consideration to support this Premier event.

Happy Motoring

Editor's Report

By Lauren Newman

Whilst it was nice to open the May magazine and Harriette's beautiful face be the first thing I saw, that wasn't really part of the plan so I do apologise for the printing error last month. The printer has accepted full responsibility and apologised. If you have trouble reading in reverse like I do, the copy on the website is in the correct order.

Thank you to the members who have contributed articles this month - there is a number of event reports which is good to see! We are only a couple of weeks away from heading to Singleton for the weekend which I'm sure will be a great few days of Veteran motoring. Hopefully we'll all be reading about it in the next magazine. Happy reading!



THE DINKUM OIL # 23

A drop from the Council of Heritage Motor Clubs to keep you going

Operating Heritage Australia How much carbon does your historic vehicle emit?

On the table find where your vehicle's km/year intersects with its fuel consumption to find CO₂ emitted in kg.

e.g. Based on the latest FIVA survey, **Australian historic cars travel, on average, around 1200 km/yr** and, if we **assume a 14L/100km (20mpg) fuel consumption**, then **the amount of carbon dioxide produced is 504kg for the year.**

		Road Motor Vehicles						
		kg CO ₂ Produced per Year						
Average fuel consumption L/100km		km driven per year						
		500	1000	1200	1500	2000	2500	3000
3		45	90	108	135	180	225	270
4		60	120	144	180	240	300	360
5		75	150	180	225	300	375	450
6		90	180	216	270	360	450	540
7		105	210	252	315	420	525	630
8		120	240	288	360	480	600	720
9		135	270	324	405	540	675	810
10		150	300	360	450	600	750	900
11		165	330	396	495	660	825	990
12		180	360	432	540	720	900	1080
13		195	390	468	585	780	975	1170
14		210	420	504	630	840	1050	1260
15		225	450	540	675	900	1125	1350
16		240	480	576	720	960	1200	1440
17		255	510	612	765	1020	1275	1530
18		270	540	648	810	1080	1350	1620
19		285	570	684	855	1140	1425	1710
20		300	600	720	900	1200	1500	1800

As a comparison:

- **A human breathes out around 240kg CO₂ per year.**
- **A medium-sized dog produces (breathing and food) 700-800kg CO₂ per year.**
- **A typical electric car driving 10,000 km per year and charged from the grid produces around 1150kg per year.**

Politicians decision-makers, and the general public need to know that the contribution of historic vehicles to carbon emissions is tiny, and that we are working to eliminate, through wise use, and renewable fuels or offsets, even that small amount.


What can you do?

- Know how much carbon dioxide your historic vehicle actually emits each year
- Let your family, friends and colleagues know how little CO₂ your historic vehicle emits
- Support your peak bodies' efforts to inform regulators that historic vehicles are not the problem
- Ensure your club and other historic motoring events you attend adopt environmentally appropriate procedures
- Be aware of, and ready to use, suitable e-fuels
- Consider carbon offsetting for your vehicle/s – In 2023 the average historic motor vehicle can offset its total carbon emissions through ethical means for under \$20 per year.

Operating Heritage Australia supports a three-step approach to minimising carbon emissions from historic vehicles and machinery:

1. minimise use of fossil fuels
2. use renewable fuels where appropriate.
3. where no alternative is available, offset emissions by supporting projects that consume more carbon dioxide than we produce.

Prepared and shared by OPERATING HERITAGE AUSTRALIA for the use of historic vehicle peak bodies, clubs and their members. When copying, publishing, or presenting this information acknowledge Operating Heritage Australia as the source

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More information, and other items of interest, can be found on Council's website:

www.heritagemotoringcouncil.org.au

and Facebook page www.facebook.com/CHMCNSW



Can you identify this car?

Photo provided by Ian Shinfield



If you have any information about the vehicle, please contact the editor or secretary.

A morning with 63 Austin Healeys

Wednesday 3rd May 2023. By Chris Duncan. Photos by Catherine Strutt

The day dawns on a fine mid week day and the crisp autumn morning air reminds us that it's the best time of year for hoodless motoring.

Catherine and I hop in the FN 2400 and motor up to the Hunter Valley Gardens. We enter the sprawling property and around to the rear carpark to behold 63 Austin Healeys on a show and shine display. We were visiting the Healeys on their 49th National Rally and showing my ignorance of Austin Healeys, there was not a "bug eyed" Sprite in sight! Luckily, John Burke's friend, Ross, gave me an interesting and detailed description of the Healey history. So many variations; some immaculate cars, some driver cars, some modified cars and one Sebring replica race car. The eye watering price tags on these little cars made our hobby seem like child's play.



The Healey drivers were a very friendly bunch and our small group of veterans had a constant crowd of fellow enthusiasts interested in learning about veteran cars and what all the various bits and pieces did.

By lunch time the cars had all moved on, and so did our five veterans.



We drove a short hop around to the Burke ranch where lunch was kindly provided. John had made a batch of very tasty sausages and in true Burke tradition, you weren't allowed to leave the table until food was running out of your ears! Then we enjoyed a shed tour with Max and John, showing a passion bordering on obsession, with lots of restoration work in progress and plenty more to do yet. John and Catherine had a look at John's old



push bike, with a bit of pointing at the bike's parts and talking tactics.

Our trip home proved to be FN reliable with the only entertainment coming from a car with kids, who had stopped beside us at traffic lights, explaining that they had seen us travelling on the way out that morning. Plenty of smiles and a couple of horn tests to make them smile a bit longer before we were home.

Attending:

Chris Duncan and Catherine Strutt - FN

John and Kelly Burke - Hupmobile

Max and Joan Burke - Hupmobile

John Brumby - Maxwell

Allan Dunlop and Barbara - Essex



Events Calendar

Club Events

JUNE

- Tuesday 13th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Friday 16th-18th **Newcastle Branch Singleton Rally.** Entry form in March Spit and Polish.
Contact: John Burke
- Thursday 22nd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 23rd **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

JULY

- Friday 14th **Southern MaSH Coffee Run** - Meet at 10:30am at Winifred West Park.
Contact Bill or Robyn Betts for details.
- Saturday 15th **Christmas in July** - see page 13 of May magazine for details or contact Louise Yeomans.
- Tuesday 18th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Thursday 27th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 28th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

AUGUST

- Friday 11th **Southern MaSH Coffee Run** - Meet at 10:30am at Winifred West Park.
Contact Bill or Robyn Betts for details.
- Tuesday 15th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
Sunday 20th **Shannons Sydney Classic** hosted by the CMC at Sydney Motorsport Park from 8:30am to 3pm - a ticket will be required. Further details to follow
- Thursday 24th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
Friday 25th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie.
Contact Bill or Robyn Betts for details.

Veteran Car Club of Australia (NSW) Inc.

Current Prices:

Dating Certificate	\$ 15.00
100 Year Badges	\$ 30.00
Brass Dating Plaques	\$ 80.00
Lapel Badges	\$ 8.00
Cloth Badges	\$ 5.00

All plus Postage and Packing if required

Major Events

SEPTEMBER

Friday 8th-10th

5th Annual Pre '05 Pioneers Run - Forbes, NSW. First Newsletter on page 24. *Contact: John Fryirs or Russell Holden*

OCTOBER

Monday 2nd-8th

National Rally - Griffith, NSW. Details are both on our website and the Veteran and Vintage Car Club of Australia - A.C.T website.

Sunday 15th

Sydney Tramway Museum Display - We have been invited to an event at the Sydney Tramway Museum, at Loftus on to display our cars. More information to come.

Sunday 22nd-28th

16th Highwheeler Rally - Gunnedah, NSW. First Newsletter circulated in Friday Fact and Fiction. *Contact: Rob Duffy*

Proposed Outing: Western Sydney International Experience Centre

A community engagement and education hub designed to showcase the exciting developments and endless possibilities of Western Sydney International Airport located at Luddenham.

I propose to visit the centre on a Sunday late in July. Entry is free but for groups we need to book our visit. We will receive a short talk about the airport and all the new electronic systems that will make the airport run and then you are free to use the interactive displays. The centre is open from 10 am to 4 pm.

If you would like to attend could you let me know by email preferred so I can send maps to you or phone early so I can book a time with the centre?

Robert Fordham

Email: rfo292535@bigpond.com

Phone: 9899 4395

National Motoring Heritage Day

Sunday 21st May 2023. By Graeme Newman

Sunday the 21st of May was, according to various sources on the good old internet, the 17th National Motoring Heritage Day, a day on which the owners of 'heritage' vehicles are encouraged to get their vehicle out to participate in an arranged event, a static display or to just go for a drive.

The Newcastle Branch organised an outing comprised of a leisurely drive during the morning, followed by lunch together at the Bellbird Workers Club.



Karyn, Lauren & I met up with Dianne and Brett at Charmhaven to begin our journey to the meeting point at the Burke's residence. We travelled via Wyee to Morisset where we decided to join the M1 for about 12km's to the Cessnock exit at Freemans Waterhole. The motorway was surprisingly quite free of traffic for that short distance, making it a bit more pleasant. It was quite a lovely morning travelling in the Talbot, with just bit of a breeze to remind us we were approaching winter.

Upon arriving at the Burkes, we started the day with morning tea, enjoying some very tasty treats Kelly had been busy making. After the usual chatter, John Burke provided us with some route instructions and gave us a bit of a talk about their twin cylinder Buick that was having its first outing with the group, although they had used it for a few days on the National Rally in Western Australia in 2022.

We had six veterans take part in the days run, made up of two Hupmobiles, two Talbots, one Buick and one Maxwell. The run was not real long but was on some generally quiet and very scenic roads featuring some of the areas well known vineyards and restaurants. Lauren was driving at this stage, allowing me to spend a bit more time enjoying the passing views.

We then re-grouped at the Workers Club where we had a nice lunch together. We headed off by 1.30pm, hoping to avoid





some of the Sunday afternoon traffic heading back to Sydney from the vineyards, meaning we avoided the Motorway, instead travelling through Cooranbong.

Whilst we had a very pleasant day, we were quite surprised that we didn't really see any other groups of historic vehicles on the road. Perhaps the other car clubs in the area had decided to spend their day closer to Lake Macquarie or the Newcastle area.

Thanks once again to the Burke's for hosting us for morning tea and organising the run. Those attending:

- Max & Joan Burke – Hupmobile
- Matt Burke – Hupmobile
- Dianne Gotley & Brett Corrigan – Talbot
- John & Kelly Burke – Buick
- John Brumby – Maxwell
- Graeme, Karyn & Lauren Newman - Talbot
- Peter Cockbain & Kay Good - Modern



And if you live in the right place, National Motoring Heritage Day comes to your door! Rod and Ruth were met by 90 motorcyclists touring to Dorrigo, organised by the Coffs Harbour Motor Cycle Club.

Below and right: Rod Holmes' Albion at his front gate



Florence Thomson Tour

28th to 30th April 2023. By Catherine Strutt.

After last year's very enjoyable weekend on the Victorian held, Florence Thomson Tour, I, along with my fellow passengers Chris Duncan and Stan and Maggie Bone, marked the date in our diaries for when we could do it all again in 2023. Once again, the Bones generously offered me their stunning 1911 FN to drive on the tour. Stan and Maggie were already in Mansfield after the Four and More Rally and so after finishing the rally, they loaded up the FN and towed it an hour or so up the road to Wangaratta where Chris and I met them for the Florence Thomson Tour.

The Florence Thomson Tour is a rally specifically for lady drivers and their vehicles, which must be over thirty years old, in celebration of the pioneering spirit and contribution of women to Australian motoring. Florence Thomson was the sole female entrant in the Dunlop reliability Motor contest from Sydney to Melbourne in 1905. She was one of the 16 entrants who successfully completed the five-day trial, driving a six horsepower Wolseley.



Our weekend started with registration and a welcome dinner on the Friday night at the Wangaratta Turf Club. Upon arrival we were warmly greeted by the FT committee who knew us now from last year because of the FN. The tour attracts dozens of interesting and rare cars from the 20's to the 90's but veteran cars on the tour are very few. Hopefully this will change in the future! For this years' tour we represented the veteran era with just one other car, Lis Donald in her 1910 Renault AX.

We soon discovered that this years' tour had almost doubled in numbers with over eighty vehicles and a waiting list. We made new friends and caught up with friends that we had made on the previous tour, our first FTT. At dinner, our

new friends around the table who had cars from the 50's and 60's were endlessly entertained by the marquee name of our car, giggling and smirking at every mention of FN. They enthusiastically used "FN"

wherever and whenever they could. It was a new novelty for them but an oldie for all of us. Everyone was incredibly friendly and inclusive and the jokes and laughs made for a fun night.



Saturday morning started early. The morning was overcast and cold but the rain held off. We dressed in our Edwardian clothes, climbed into the FN and drove back through town to the turf club for breakfast and the start. The Florence Thomson Tour is almost as much about the fashions of the era of the

car being driven as the cars themselves. Driver and passenger/s dress in their glad rags, the gentlemen too, and a wonderful fun vibe flavours the whole tour as a hundred years of fashion is mixed together to enjoy the company of like minded friends.

Due to our slower vehicle, we chose to do the "short tour" which took us out of Wangaratta along some very easy quiet roads to Rutherglen where we enjoyed an exceptionally delicious morning tea at a local church hall. The weather was dry but extremely cold, especially for Chris and Stan being buffeted by a strong side wind in the back of the car, and we welcomed the nice hot cuppa and homemade sausage rolls on offer in the church hall. After a chat with new friends from the 1930's, we gathered up our 1911 long skirts, tails and bowler hats and the four of us left Rutherglen for the small town of Corowa.



Driving into town, the first marked stop on the tour was the Corowa Federation Museum. We found it very easily but drove around the streets looking at the town before I pulled the FN up beside the historic red brick building of the museum. Like bees being smoked from their hive, the curious human contents streamed out of the imposing front door of the museum at the agricultural sound humming outside their door. Mouths agape and eyes wide at the sight of the beautiful machine, the elderly volunteer guides of the museum jostled to steal some photos on their phones before we alighted from the car and entered the museum

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to explore the fascinating exhibits of early country life and machines. Afterwards we thawed out in the warm sun in a nearby park as we ate our pre boxed lunches of sandwiches, fruit and pastries.

With the afternoon sun getting low in the sky, I cranked over the FN and we climbed in and motored back to our caravan park base in Wangaratta. I had recently purchased a 1910 chainless FN bicycle from Belgium and we had planned to take some snaps whilst still in our Edwardian clothes of the two FNs together. We made it back in time and the dappled autumn sun amongst the turning leaves of the surrounding trees made for some successful pics.



After a warm cuppa and a glass of red, we headed back down to the turf club in the Bone's Nissan for the evening gala dinner. It was freezing outside but the room was warm and buzzing with excited fellow tour entrants. A photographer was snapping professional photos of the drivers and passengers who were lined

up in a long line stretching down one side of the large room. We were late to arrive but managed to find the last four seats together at a table. We enjoyed a tasty meal and entertaining banter with our table of friends as awards for best dressed of the era, encouragement and spirit of the tour were presented to lucky ladies.

The next morning we arose to a sunny but cold day. The FTT came to a close with a "show and shine" at a large park that was right beside our caravan park. So five minutes after getting in the FN to drive to the park, we were out again and lining up for our egg and bacon burger breakfast, which was being cooked up by the local Scout group. Waiting and chatting in line, we heard a member of the public just

behind us, start to roast the FN which was nearby us and in his line of sight. "I don't have any interest at all in these old clunkers" he spat to an assembled group, waving his arm dismissively towards the FN, "five mile up the road they're on the side of the road with their bonnet up, broken down". He went on, his face screwed with disregard and disrespect like he'd tasted something revolting. Unable to take the slurring any longer, Stan roared to life "You've GOT to be bloody joking mate!" He exploded, "we drove that car from Brisbane all the way to Broome last year!!" And after a very firm and informative lecture was delivered by Stan about the actual



reliability of veteran cars and the origin and history of his FN, the bloke apologised and said nothing further.

"Hmphh...I put him back in his box!" grinned Stan, and we rejoined the breakfast queue. We spent the morning chatting with interested Wangaratta locals, fellow tour entrants and old friends and walked around looking at the display of cars. "Daisy", a buttercup yellow 1927 Chevrolet was once in the television programme "The Sullivans" while a rare Australian made 1970 Bolwell Nagari held the crowd's interest with its sleek low sitting body, it had rocketed past the FN going out to Rutherglen the day before.

Even though cars outside the veteran era don't particularly hold a strong interest for us, the Florence Thomson Tour is more than that. It's a supportive network of fellow female drivers who just love driving their old cars. It's worth the long drive down to Victoria from Newcastle to attend this event and to mix with such an openly friendly, inclusive and interesting crowd of like minded "petrol headed" ladies and their supportive partners and friends. It's an excellently organised and presented tour and it's no surprise there's a waiting list.

If you're a lady who loves driving your old car, do yourself a favour and join the lineup for next year's Florence Thomson Tour!

Sidelights #5

The Motoring Macphersons. By Jenny Fawbert

Our first motoring Macpherson is **William Joseph Macpherson** (1866-1923), a Sydney solicitor, and keen amateur photographer. Among the Macpherson family photos held the Mitchell Library, State Library of NSW, are 4 excellent images of a 1900 Clement-Panhard Type VCP Legere dog cart. It was those images that started my research into the various motoring Macphersons.

Photo right: W J Macpherson, his wife, Gertrude, and probably their daughter Catherine, possibly photographed by his brother. Edward Hume Macpherson, an extremely talented amateur photographer. Image held by State Library of NSW. Online at <https://collection.sl.nsw.gov.au/record/1Jkm58xY/L8Evo6qoELVLb#viewer> [BTW. The clarity of the Macpherson photos, taken from glass negatives, make them invaluable for veteran car enthusiasts and historians. Even online you can pick out small details on the vehicle.]



I was unable to find further information about Macpherson's Clement Panhard. Unusually for the period there is no mention of his car in the newspapers, but there has to be a good story associated with this vehicle since it would appear to be one of Sydney's earliest cars and a fairly rare vehicle, even then, as

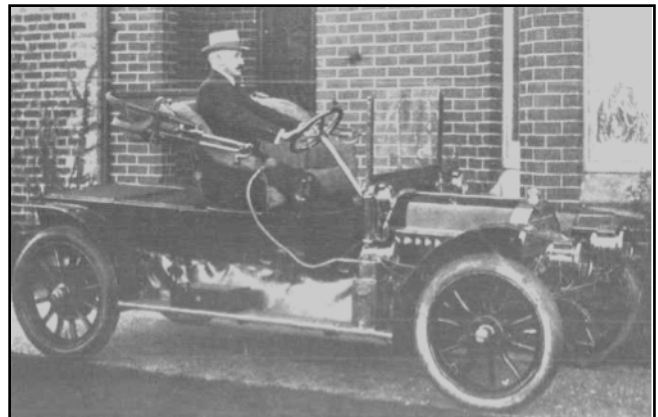


Robertson in his Olds. *Yesterday and Today* (1925, May 2). *The Mail (Adelaide)*, p. 26.
Online at <http://nla.gov.au/nla.news-article58200502>

only a few hundred Voiture Clement Panhard (VCP) vehicles were produced 1899- 1902. Designed by Arthur Krebs, engineer and manager at Panhard & Levassor, the cars were built at the factory of Adolphe Clément, Chairman of Panhard-Levassor. Voiture Clement Panhard's had center-pivot steering, a totally exposed gear transmission and a rear-mounted, not-quite-vertical, single-cylinder engine. VCP's were reported to be economical, relatively cheap and reliable. In 1901 Stirling Motor Carriage Co. were granted the UK agency and right to rebrand the cars under the Stirling name. Just 14 VCP's are thought to survive around the world, one is a London to Brighton veteran.

Sir Macpherson Robertson (1859-1945) is our second early motorist, confectionary manufacturer (remember MacRobertson's Cherry Ripe) and wealthy philanthropist, Macpherson was a family name from his paternal grandmother. Macpherson Robertson went from being ardent bicyclist, as many of the time did, to enthusiastically embracing motor cars.

In 1902 he drove 5 hp Rochet and then moved on to a tiller steer 1904 5 hp Oldsmobile and at the end of 1904 a 7 hp Olds. Unfortunately, he was involved in a fatal accident with an intoxicated pedestrian in 1905, but cleared of all blame. By 1907 his garage held four cars. It seems he held onto his vehicles as he had one of his tiller steer Olds in 1925, as shown in the photo. In 1936 he drove his curved dash Olds at the Melbourne Motor Show.



F.N., Mr Macpherson Robertson. (1910, June 16). *Punch* (Melbourne), p. 16. Online at <http://nla.gov.au/nla.news-page20534297>

Macpherson Robertson purchased a racy 14-18 hp FN roadster in 1910, and put in several thousand miles of motoring with it. In 1911 he ordered a new FN 16-20 model.

A very competent motorist, Robertson not only drove extensively, but was very proud that he cleaned and maintained his cars, at home and when touring.

Macpherson Robertson's confectionary company, though renowned for their showy teams of grey draught horses and beautifully turned-out wagons, was also an early adopter of motor lorries. In 1908 MacRobertson's acquired a 30cwt truck Albion, and added 2 two-ton Thornycroft lorries for their metropolitan deliveries in June 1909. Robertson then purchased Ford vans from Tarrant's, his first Model T delivery van being exhibited by Tarrant's at the 1912 Melbourne Motor Show.

He added a FIAT Limousine with enclosed front seats, to his fleet in 1912, purchased from Tarrant's,

and also exhibited at the 1912 Show.

Robertson became a devotee of Packard cars, in 1920 he enjoyed driving a Twin Six 12-cylinder Packard. By 1924 he owned a fleet of 8 Packards, having purchased 5 Packards, of various body styles, at the 1922 Melbourne Royal Show. By 1930 he had owned over 30 cars, and continued his support for Packard.



One of MacRobertson's Ford T delivery vans outside the confectionery factory. Image held by State Library of Victoria <http://handle.slv.vic.gov.au/10381/417813>

We have a third Macpherson (also spelt as McPherson in some archives) to consider, **Walter Alexander Macpherson** (1864-1926), a pastoralist of Paika Station, near Balranald, and his rather special car.

In February 1905 Mr and Mrs Macpxherson, accompanied by Captain Harley Tarrant of the Tarrant Motor Co., motored from Melbourne to Balranald in their 10-12 Argyll. This was a fairly demanding drive of any car at the time, so the journey was a newsworthy event and the papers claimed it a reliability record, as the Argyll had covered 310 miles of rough roads in 23-1/2 hours. But it was Macpherson's 1904 car that was the really special vehicle.

Go back 12 months, and in February 1904 Tarrant's were constructing a vehicle to Macpherson's order. Designed by Harley Tarrant for use in rough country, it had a ground clearance of more than 15 inches at its lowest part to enable it to pass over stumps, etc. The car had Tarrant's own twin cylinder 12 hp engine, three forward and 1 reverse gear, a "live" axle and a Cardan drive shaft, it was estimated it would achieve 28 mph. The chassis was of heavy-duty channel steel, all brackets and fittings were solid steel. The wheels were with 36-inch artillery wheels with solid rubber tyres, but the car was well sprung for a good ride. It had a rear entrance tonneau body, seating 6.

By May 1904 a Melbourne paper reported "The Tarrant Company have been testing a 12 h.p., also a 6 h.p. chassis last week.....two unique cars to be finished in a fortnight's time". The newspapers shortly after indicated that Macpherson took delivery of his Tarrant, driving it to Paika Station on May 23rd, making it the first car driven through Swan Hill and Balranald.

At the Melbourne Royal Show in September 1904 Tarrant Motor Company displayed two of their own make of vehicle, one had been specially constructed for rough country travelling in New South Wales, with solid tyres and high clearance, and, according to the papers, it had performed to its owners satisfaction. This sounds like Macpherson's Tarrant.

But Macpherson had a shiny new Argyll early in 1905, so what became of his 12 hp Tarrant? It apparently was traded back to Tarrant's, hence it's appearance at the Royal Show. It was said in 1907 article that the Tarrant had trouble in the sandy soils of Paika Station with its narrow solid tyres, and it

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generally only managed around 14 mph. It was exchanged for a twin-cylinder Argyll, a car with large-diameter and relatively wide pneumatic tyres. The Argyll was a great success, coping well with the sandy tracks and averaging a speed of 20 mph.

The story of Macpherson's Tarrant doesn't quite end there as it was turned into a delivery van, to Harley Tarrant's design and built by Messrs. Burton and Knox, coach builders, of Melbourne, for pharmaceutical company Felton, Grimwade and Co. The van was fully enclosed and set up to carry 15 cwt. though trialed satisfactorily with a 23cwt. load, its forward speeds were 4,10 and 16 miles per hour, and it retained its solid tyres on the front wheels. Details about the van give a little more insight into Tarrant's efforts at producing Australian-made vehicles - the engine, clutch, and other parts were made by Tarrant's, the casting parts made by Payne and Sons, Melbourne, who employed a man specially to do the Tarrant Company's work, and they used special metal and sand in their foundry for Tarrant's parts. Everything for the vehicle, except for the castings, tyres and its van body, had been made by the Tarrant Motor Company. In 1907 the 12 hp Tarrant was noted as doing good service for Felton & Grimwade.

Though these three Macphersons shared a name and an interest in motoring, they were not related.

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The Story of Bertha Benz

By Abbey Newman

Bertha Benz, wife of Carl Benz, was a pioneer of the automotive industry in her own right. Carl Benz famously filed the very first patent for the automobile, the Benz Patent Motor Car in 1886. At the time however, the practicality of such an automobile was not evident. Furthermore, there was a ban on the use of automobiles on public roads, and the Vatican had declared that automobiles were the "witch's carriage". The motor car needed some good PR – which is where Bertha took it upon herself to show the world the potential of the automobile.

On August 5th 1888 Bertha set off from Weinheim with her two teenage sons before dawn, leaving a note on the kitchen bench for Carl that they were off to see Bertha's mother in Pforzheim. When Carl woke up and read the note, he assumed they would travel by train, only realising upon arriving at his factory that his automobile was missing.



Their journey, unfortunately, did not go smoothly. The first challenge was finding Pforzheim – Bertha

didn't know how to get there, so she set off in the direction of the next familiar town with the intention of getting directions along the way. The car was not fitted with a fuel tank, meaning that the 4.5L



carburettor needed to be refilled regularly. As the petrol station was not yet invented, Bertha used ligroin purchased from the local pharmacy as an alternative. Along their journey they stopped at four different towns to purchase enough ligroin to make it to Pforzheim. When the fuel line clogged, Bertha used her hat pin to clear the blocked line. In addition to the regular refuelling stops, the trio frequently needed to stop to cool the engine, using water from streams and puddles to refill the very inadequate evaporative cooling system.

The 2.5hp one cylinder engine could not handle the uphill stretches, so Bertha and the boys had to get out and push. On the downhill stretches, the handbrake needed to be fully engaged to stop the car hurtling out of control, rapidly wearing out the brake shoes. Bertha then had the smart idea to stop at a cobbler and had the brake shoes covered in leather, thus inventing the brake lining. Thankfully, they didn't have to worry about changing the tyres, which were made from solid rubber. Along the way, Bertha sent telegrams back to Carl to keep him up to date of their progress. In the late afternoon, the trio had run out of energy and enlisted two farm hands to aid them in the final leg of their journey.



12 hours later, they finally arrived in Pforzheim. In that time, they had travelled a total of 108km. In those 12 hours Bertha had invented the brake lining, set a world record as the first person to use an internal-combustion automobile for long-distance travel, and performed one of the most ambitious marketing stunts of the time.

Reports from friends of the Benz's said that Bertha knew the workings of the cars and engines just about as well as Carl did, despite her lack of formal education. Bertha had used her dowry and inheritance to help bail Carl out from his financial troubles on more than one occasion. After Bertha's great journey, the Benz family were known to take their latest cars out for Sunday excursions, with their daughters often behind the wheel.



Bertha passed away in 1944, two days after her 95th birthday. In 2016, Bertha was finally added to the Automotive Hall of Fame. Carl Benz wrote of Bertha in his memoirs,

"Only one person remained with me in the small ship of life when it seemed destined to sink. That was my wife. Bravely and resolutely she set the new sails of hope"

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Information Enquiry

From Rob de Souza-Daw (Victoria). Enquiry received by the secretary.



John Barton Hoyle (1860-1921) driving the car and his brother Thomas William Rudon Hoyle (1858-1924) standing on the footpath

Postcard 19/4/1907, Dulwich Hill, Sydney NSW

If you have any information about the vehicle, please contact the editor or secretary.

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