

# SPIT AND POLISH

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

October 2023



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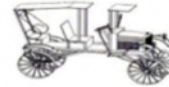
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## ON THE COVER:

Andrew Winter and Alison King in their 1911 Model 20 Hupmobile at the 2023 National Rally in Griffith



# Club Information

## Club Management and Contact Details

### OFFICE BEARERS

|                       |                |              |                            |
|-----------------------|----------------|--------------|----------------------------|
| <b>President</b>      | Phil O'Loan    | 0439 223 031 | president@vccansw.org      |
| <b>Vice President</b> | Graeme Newman  | 0412 138 063 | vicepresident@vccansw.org  |
|                       | Peter Martin   | 02 4657 2994 | vicepresident2@vccansw.org |
| <b>Secretary</b>      | Louise Yeomans | 0488 082 611 | secretary@vccansw.org      |
| <b>Treasurer</b>      | Geoff Yeomans  | 02 9884 9314 | treasurer@vccansw.org      |

### COMMITTEE MEMBERS

|                              |                |              |                             |
|------------------------------|----------------|--------------|-----------------------------|
| <b>Hall Lettings</b>         | Robert Fordham | 02 9899 4395 | hall@vccansw.org            |
| <b>Registrations Officer</b> | Neil Martin    | 0417 236 495 | registrations@vccansw.org   |
| <b>Editor</b>                | Lauren Newman  |              | editor@vccansw.org          |
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| <b>Committee Member</b>      | Andrea Holden  | 0434 680 777 | hall.av@vccansw.org         |

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|                                    |                       |              |                           |
|------------------------------------|-----------------------|--------------|---------------------------|
| <b>Events Co-Ordinator</b>         | Graeme Newman         | 0412 138 063 | events@vccansw.org        |
| <b>Web Co-Ordinator</b>            | Abbey Newman          | 02 4392 1035 | web@vccansw.org           |
| <b>Library Committee</b>           | Jenny Fawbert         | John Grant   |                           |
|                                    | David McCredie        | David Norton |                           |
|                                    | Louise Yeomans        |              |                           |
| <b>CMC Delegate</b>                | VACANT                |              |                           |
| <b>Investigation &amp; Dating:</b> | John Burke (Chairman) | 0412 821 945 | investigation@vccansw.org |
|                                    | John Brumby           | 0414 844 254 |                           |
|                                    | Neil Martin           | 0417 236 495 |                           |
|                                    | Ian Streatfeild       | 0488 238 177 |                           |

### NEWCASTLE BRANCH

|                      |               |              |                       |
|----------------------|---------------|--------------|-----------------------|
| <b>Chairman</b>      | John Burke    | 0412 821 945 | hupmobile@bigpond.com |
| <b>Secretary</b>     | Graeme Newman | 0412 138 063 | kazngrae@bigpond.com  |
| <b>Legal Advisor</b> | Andrew Aitken | 02 8987 0000 |                       |

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# Minutes

Minutes of Monthly Club Meeting held on 28 September 2023. Conducted at the hall and by Zoom.

## ATTENDANCE

Committee: 7            Members: 20            Member's family: 2

Total at hall (15) and total on zoom (12): 27

## MEETING OPENED AT 8:12PM

**APOLOGIES:** John Grant, Dianne Gotley, Ron Hattersley, Andrea Holden, Melinda Kovacs, Phil O'Loan, Harriette Martin, Lynette Martin, Peter Martin, Sue Martin, Alexander Yeomans

## PRESIDENT'S OPENING REMARKS

The vice president, Graeme Newman, welcomed members to the meeting. He apologised for the late start. Phil has sent his apologies as he is unwell.

One minute's silence was held by members to remember Keith Carden who died last month.

Keith had been a club member for 60 years. He was loved and admired by many, and remembered as a kind gentle man who achieved much despite having had polio as a child. Ten club members were at Keith's funeral.

## MINUTES PREVIOUS MEETING

Minutes arising from the minutes: Nil

Proposer: Garry Canton            Seconder: Ron Cox

## INWARDS CORRESPONDENCE

Department of Fair Trading – ratification of new constitution

CHMC - notice of AGM 28 October at Armidale

CMC - invitation to the luncheon to celebrate 25th anniversary of BMC-Leyland and late Roger Allan Foy OAM – 12 November at Wentworthville Leagues Club. Cost- \$40 a head for 2 course lunch and display of British cars.

State Library of NSW – interested in past copies of Spit and Polish

Governor of NSW – unable to come to Christmas Party and to open the library as touring NSW – wished the club well.

## OUTWARDS CORRESPONDENCE

National Trust for Paul Butler Bequest – Premier Rally 2024 (\$5000), Singleton Rally 2024 (\$1000) and restoration of motor trade documents (\$3,302).

Invitation to the Governor to open the library

Thank you for library donations

October 2023

Leah Foy – thank you for library donation  
Peter McGrath – about Jack Jeffrey trophies  
State Library of NSW – missing Spit and Polish  
Flowers to Carden family  
Fees reminders  
Newsletter and meal form for 16th High Wheelers Rally  
Proposer: Robert Fordham   Seconded: Ian Shinfield

### **TREASURER'S REPORT**

The Treasurer's report was tabled. Balances are:

Moved: Barry Shinfield                      Seconded: Will Garthon

### **MAGAZINE**

The editor requested more articles and reports!

### **EVENTS**

#### PAST EVENTS

25 August - MaSH Coffee Run - see report by Lynette Martin in *Spit and Polish*  
8-10 September - 5th Annual Pre'05 Pioneers Run - no report has been received

#### COMING EVENTS

18 September - Southern MaSH Coffee Run - contact Bill Betts for details  
29 September - Northern MaSH Coffee Run  
2-8 October - National Rally Griffith  
13 October - Southern MaSH Coffee Run  
15 October - Sydney Tramway Museum Display  
22-28 October – Highwheeler Rally – Gunnedah  
25 November - Sydney Christmas Party

The Newcastle event to Stockton has been postponed.

Graeme is waiting a report of the All-Veteran Motorcycles Rally in Queensland which had a number of NSW participants.

Volunteers for the tramway Museum Display include the Newmans, Shinfield and Ron Cox. It would be appreciated if other club members could support this event.

Chris Duncan and Catherine Strutt are already on their way to Griffith.

Mal Garthon offered to co-ordinate the BMC - Leyland and Allan Foy luncheon. See Mal for details.

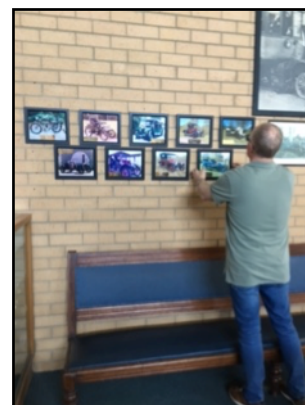
Contact Mal before 30 October if you are interested in going.

Jeremy Morris, the president of VSCCA, has contacted Graeme about some joint events. These are:

- A gymkhana will be held on 27 April with VSCCA and VCCA
- A swap meet for Pre'31 bits and pieces will be held at the hall on 27 July
- A combined Edwardian and light touring car rally has been suggested. A light touring car has a vague definition. According to one British site: *If you own one, you know!* Mal Garthon gave more details as a car subject to the bore tax and 2 brakes.

Rod Holmes advised that there are 45 EOIs for the Premier Rally and more entries from NSW are needed as the Queensland entries outnumber all others!

**LIBRARY** The library team met last week. David Norton trained David McCredie and John Grant on using the spreadsheet. From the filing cabinet, they catalogued Regal and Rover and are up to Rambler. Jenny Fawbert sorted the donation from Leah Foy and found some treasures to add to the collection. Karyn and Graeme Newman reframed the Veteran of the Year photographs and will gradually add photos from the previous years. Louise sorted through Spit and Polish and found that the holdings are missing for 1961 February to June (Volume 3). Following up with the State Library of NSW it advised it does not hold any copies of Spit and Polish before 1994 and the club has offered these to the State Library. The task of adding the location of items to the catalogue has begun.



**DATING** Nothing to report

**PERMIT TO MOVE/REGISTRATION** One permit has been issued to Bob Bennett for 1905 De Dion. Next month the Hobson's Fords will be issued with permits. Sydney Rego Day will tentatively be held on Sunday 10 December out the front of Smiley Power.



**MEMBERSHIP** No applications have been received but an enquiry has come through the website from Keith Ross of Gunnedah who is restoring a Hupmobile.

**HALL** Robert Fordham was pleased to report that the work on the locks is now complete and the club has been reinspected for a safety report. The rent notices for the last quarter are being processed. Two



October 2023

people has enquired about the use of the hall. The hall was unavailable on the date wanted and the other person was not contacted Robert again after he advised on the price.

**CHMC** Jenny Fawbert advertised some events: National CHMC Rally at Parkes over Easter and Pre-31 Rally at Orange. Details are published on the CHMC website in Events.

A registration workshop will be held at Dubbo and is open to all clubs. Details on CHMC website. There is more compliance to HVS from NSW Police checking whether vehicles are eligible and following up on clubs to explain doubtful HVS registrations.

**CMC** No report was lodged

**WEBSITE** An enquiry has been received from Jimmy Simpson's grandson about which oil to use for Jimmy's Beezer.

### **GENERAL BUSINESS**

1. Jenny Fawbert commented on the value of cooperation between heritage transport sectors with the visit to the Tramway Museum.

2. Barry Shinfield demonstrated the benefits for installing a sacrificial anode into the engine block.

The top cylinder of the Talbot is cast iron and it has brass outlets. The block has been eaten away by electrolysis. At various times he has tried welding the block, replacing the studs on the water outlet but the corrosion continues. Barry made a magnesium anode from a water heater anode to use as a sacrificial anode. As can be seen in the photo the sacrificial anodes have been corroded badly. He now replaces the sacrificial anodes every two years. He asked do others have the same problem?



The Vice President thanked members for attending.

### **MEETING CLOSED AT 8:53pm**

Graeme Newman  
Vice- President

Louise Yeomans  
Secretary

# President's Report

By Phil O'Loan

My apologies for not being present at last months General Meeting . Terri and I caught a severe virus when babysitting the grand kids. It affected me so badly I was confined to bed for five days and all that time, water was basically the only thing I could consume. Thanks again Graeme for stepping in for me and chairing the meeting.

I hope those who attended the National Veteran Car Rally in Griffith had a wonderful experience. I'm currently in my Ute (I trailered the Talbot) writing this message on day one of the Rally. This is the only chance I have to prepare this message before the printer deadline. The quality and the quantity of cars is very impressive and from our experience on day one, the organisation has been excellent and look forward to a week of enjoyable Veteran rallying.

As I have reported earlier, once Terri and I return from Griffith we fly off to Italy and will be away for five weeks. Thus I will not be able to attend the October meeting, however I will be back for November's meeting and very importantly the Christmas party. Those wishing to attend the party, please contact Louise to help confirm numbers.

Happy Motoring,  
Phil

# Editor's Report

By Lauren Newman

Thank you to the members who have contributed to the magazine this month. Included is an event report from Lyn Martin on the MaSH Coffee Run, an interesting read from Andrew Benoit about James Blair and a book review from David McCredie on a book that is available in our Club library. There are also a couple of new advertisements in the classifieds section so be sure to have a look.

Hopefully next month I will be able to include an article from one of the entrants of the National Rally in Griffith - if you attended this event, please consider writing an article or even sending me a few photos to include.

There is only one magazine left for the year. Have a think and see if you can come up with something to include in the last magazine for 2023! It would be greatly appreciated!

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# Remembering Stan Goodman

13th March 1922–30th August 2023. By Graham Weekes

I first met Stan in 1964 when starting work for an industrial refrigeration company.

He is a very capable and talented engineer, one highlight was him building a steel boat about 22ft long powered by a jet.

In many ways he had a very sad life loosing his wife very early. They had two children his daughter's husband died in a farming accident, then she passed away. His married son also passed away leaving Stan with six grandchildren to look after plus three great grandchildren.

He joined the VCCA on 25th March 1971 member No 536. There is no record of his resignation. Stan was a volunteer with the VCCA in the construction of the existing club rooms.

Through his career he owned a Singer two door convertible maybe 30 ish, a 1928 Nash which he drove home, and a 1913 Hupp which he fully restored.

Stan you will be sadly missed by all.





# MaSH Coffee Run

22nd September 2023. By Lynette Martin

Friday I woke to another lovely day after a very cold night. Arrived at Currie Park 10.30 am, which was looking rather lovely. The council over the past couple of years have done a lot of work. They have made a wading pool with a fountain for the children.

Once again Robyn was up again early so we had scones with jam and cream and Jan Grant brought her lovely cupcakes. We are truly spoilt.

After that was eaten and much confabulation, it was off to Picton for lunch. We decided to go via Razor Back Mountain which was once again open after a rock slide. It's a great run for veteran cars or maybe be included in a veteran car run in the future.

All in all another great run in the Macarthur district.

See you all on the next run.

## In attendance

Robyn and Bill Betts

Jan and John Grant

John Fryer

Max and Di Vormister

Doug and Vivien Fulford

Graham Weekes

Lyn, Neil and Ruby Martin



# Events Calendar

## Club Events

### OCTOBER

- 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.
- Tuesday 17th **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
- Sunday 22nd-28th **16th Highwheeler Rally** - Gunnedah, NSW. First Newsletter circulated in Friday Fact and Fiction. *Contact: Rob Duffy*
- Thursday 26th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 27th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie. *Contact Bill or Robyn Betts for details.*

### NOVEMBER

- Friday 10th **Southern MaSH Coffee Run** - Meet at 10:30am at Winifred West Park. *Contact Bill or Robyn Betts for details.*
- Tuesday 21st **Newcastle Branch Meeting** - 78 Main Road, Boolaroo. 7:30pm
- Thursday 23rd **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 24th **Northern MASH Coffee Run** - Meet at 10:30am at Curry Reserve Elderslie. *Contact Bill or Robyn Betts for details.*
- Saturday 25th **Christmas Party** - see details below



## Major Events

### **APRIL 2024**

Wednesday 10-14th **Premier Event** - Inverell, NSW

### **MAY 2024**

Thursday 2-5th **Pre 1931 Autumn Tour** - Orange, NSW. Entry form on page 19.  
See details below:

Our members are looking forward to welcoming all attendees to the 15th Pre 1931 Autumn Tour, in Orange, part of the Central West of NSW. Here is some information about the weekend's activities.

Thursday 2nd May - Registration and a cuppa from 1pm at our club rooms at Old Harness track, Perc Griffith Way, Orange. At around 2.30pm leave for a choice of two short runs around Orange. One to the Wentworth Mine at Lucknow or a drive to Lake Canobolas and the mountain. FREE NIGHT

Friday 3rd May - meeting at club rooms for morning tea then a run to Abercrombie House. A leisurely drive through very scenic countryside

With lunch at the house and a tour through the magnificent house and gardens.  
Dinner that night will be a BBQ at the pavilion at the show ground.

Saturday 4th May - meet at the Orange Railway Station to board the steam train for a short ride to Blayney for morning tea at the historic railway station and back. On return a run through our beautiful countryside to The Orange Field Day site for lunch and some fun activities. Evening meal at the Ex-Services Club.

Sunday 5th May - from 8am to 9.30am Farewell breakfast at the club rooms.

Entry forms are also available from the Council of Heritage Motor clubs. Web site ( CHMC )  
[www.heritagemotoringcouncil.org.au](http://www.heritagemotoringcouncil.org.au)

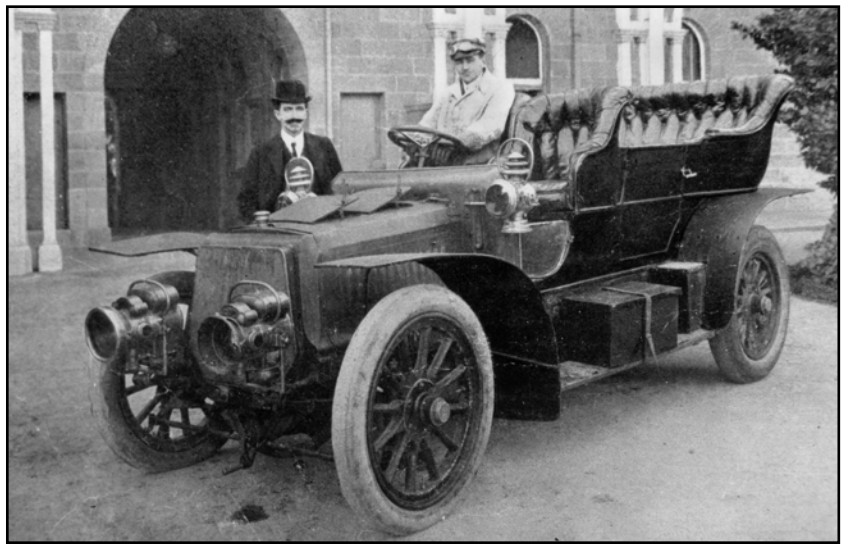


# James Blair & the Gulflander

## RM14

By Andrew Benoit

In 1908 James Blair, Attorney General and Secretary for the Mines for the State of Queensland, embarked on a tour of the mining & farming districts of north-western Queensland. A 75,000 square kilometre triangle formed by the towns of Cloncurry, Blackall and Hughenden gave a rough outline of the area to be visited. The region had become a significant part of the Queensland economy and a visit to hear the needs and requirements of the local population was long overdue.



*The Overlander - The Panhard car fitted with Continental Tyres in which Hon. J.W. Blair made his record motor trip of 3000 miles across Queensland. Two of the tyres shown in the picture have travelled 8000 miles. The portraits are Mr Hall (Mr. Blair's chauffeur) seated in car, and Mr. E.W. Clisby, Queensland representative for Continental Motor Tyres.*

At that time, the logistics of making such a trip wasn't a simple matter.

Although there was a railway station at Cloncurry and a newly opened railway station at Blackall, there



*Normanton Locomotive Depot RM 14 Panhard Trailer P6 and RM 60*

was no direct rail line connecting the two towns. As a result, to travel from Blackall to Cloncurry by rail one would have to travel 600km east to Rockhampton, then 700km north to Townsville and then 800km west to Cloncurry, for a total of 2100kms. The more direct route by road was approximately 700km. Blair made the decision to travel by car, still a very new form of transportation in outback Queensland.

Blair's car was a 1905 25/30HP Panhard



*Normanton Locomotive Depot RM 14 Panhard*

touring car, purchased second hand some time earlier in Sydney. His plan was to travel by rail to Blackall, with the Panhard loaded onto a flatcar. The car would then be unloaded, and Blair and his party would make their way northwest towards Cloncurry. An adequate supply of fuel would be transported by bullock dray to various locations along the way to allow refuelling.

The Panhard was considered a sensible choice of vehicle due to its powerful motor, robust frame and large wheels. Several years earlier, Sydney retail magnate Mark Foy had proven the marque's ability in the harsh Australian conditions, undertaking several trips of over 900km in his 10HP two cylinder Panhard, the Flying Fox. The only major issue Foy had encountered in his travels was an overenthusiastic blacksmith in Cooma who had half dismantled the car before realising he had no idea how to put it back into running order. Around the same time, while working as a mining engineer, future US President Herbert Hoover was exploring the West Australian goldfields in his 1902 Panhard.

Accompanying Blair on the trip were A.D. Murphy, (owner of the pastoral property Northampton Downs, 19,700 hectares in area), J.D. O'Hagan (Blair's personal secretary), C.E. Hall (Blair's Canadian born chauffeur/mechanic) and H.N. Leach (a journalist with the Courier newspaper).

Prior to setting out, Blair had decided to complete the journey unassisted, i.e. to not rely on horse or bullock for extraction. Not far out of Blackall, Blair's party encountered a 9 kilometre stretch of sticky black soil that the car sank into. It was the first of many instances where the passengers would get out and push the car. Crossing dry creek beds proved to be another challenge, with the Panhard losing traction and sinking into the soft loose sand. In these cases the party used shovels to dig the car out and then laid a path of tree branches on the sand for the car to drive across.



*Normanton Locomotive Depot RM 14 Panhard*

Overall the Panhard exceeded expectations and Blair decided to drive the car all the way back to



Brisbane rather than return by rail. In total, the car covered more than 4,500 kilometres in a little over a fortnight's actual travelling. Remarkably, the journey had been completed on a single set of Continental tyres, a fact which featured prominently in the local Continental tyre dealer's advertising of that year. The following year a detailed account of the trip was published in the English journal *Travel & Exploration*.

By 1918, the Panhard was no longer considered up to date and Blair donated the car to the government for conversion to a railcar. The Railway Workshops at Ipswich had previously converted two large Napier cars for service on branch lines and the Panhard looked like it would be well suited to this new duty.

The conversion process was extensive and included removing the steering wheel and steering box, replacing the front axle with a twin axle bogie and replacing the rear axle shaft with a solid shaft of the correct length to match the railway track width. The engine and gearbox were retained in



*Viscount Chelmsford joins the Automobile Club's day out in the Hon. J. W. Blair's car, 9 May 1908.*

their original configuration except for a change to a 13 tooth sprocket on the gearbox output (presumably to improve the gradeability of what would be a much heavier vehicle). Interestingly, the wheel hubs, bearings, spokes and felloes of the original rear wheels were retained, the only modification being that the outer rim and pneumatic tyre were replaced by steel bogie tyres off a D16 Steam Locomotive (740mm in diameter and 25mm thick). Finally, a new body was constructed with three rows of bench seats.

The completed railcar was sent off to the Gulf Country where it replaced a steam train on the 152km Normanton-Croydon rail line. The railcar conversion was very successful and apart from swapping out the radiator with one from a Napier the Panhard ran without issue until 1929, when a more powerful and modern AEC Railmotor was introduced to the line. The Panhard was given an overhaul in 1932 and put back to work on the Normanton-Croydon line, where it continued operating until it was retired in 1938. For the next 30 years or so the Panhard was stored in a shed at the Normanton railway workshop.



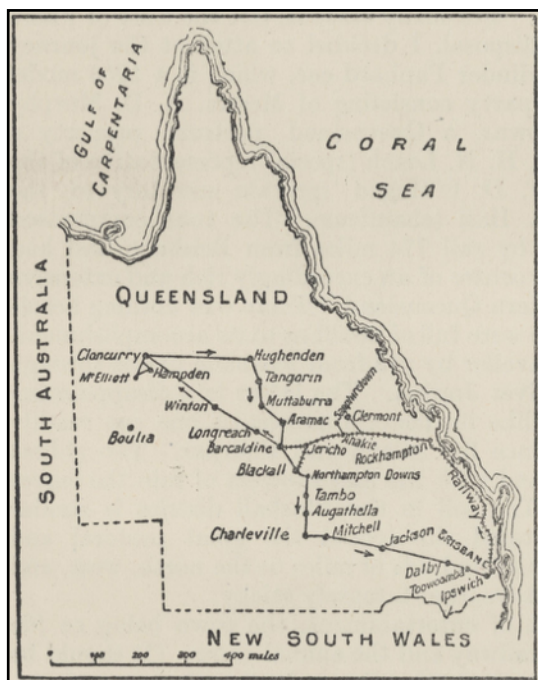
*A bore in Northampton Downs.  
This bore has a daily flow of 100,000 gallons*

The engine and gearbox were retained in their original configuration except for a change to a 13 tooth sprocket on the gearbox output (presumably to improve the gradeability of what would be a much heavier vehicle). Interestingly, the wheel hubs, bearings, spokes and felloes of the original rear wheels were retained, the only modification being that the outer rim and pneumatic tyre were replaced by steel bogie tyres off a D16 Steam Locomotive (740mm in diameter and 25mm thick). Finally, a new body was constructed with three rows of bench seats.



In the mid-1960s a visit to Normanton by a group of rail enthusiasts prompted the return of the Panhard to Ipswich for restoration. It was then put on display at the open-air Railway Museum in the Brisbane suburb of Redmond, where it stayed (open to the elements) until the museum closed in 1992. The next 10 years were spent in storage before another, more extensive restoration in 2002 at the Ipswich Railway Workshops. The Panhard was then put on display as a feature exhibit at the adjacent

Workshops Rail Museum. Sadly, the Panhard has recently been put back into storage.



*The route take by Blair in 1908*

The original owner of the car has been something of a mystery amongst the Australian veteran car community. A review of factory records reveals 1,262 cars were produced by Panhard in 1905, 246 of which were the 5.3L 24HP model. Although no cars were recorded as having been sold directly to Australia in 1905 there were 351 cars exported to Great Britain. At the time Harvey du Cros in London was the sole Panhard agent for the Commonwealth.

A Sydney Morning Herald article published on the 13th of June 1906 describes the arrival of a 24-30HP four cylinder Panhard car with canopy top for W.H. Kelly, a politician and prominent motoring enthusiast of the day. Interestingly a glass plate photograph of Blair's car taken on the 28th of April 1908, at an Automobile Club of Queensland picnic shows brackets for mounting vertical posts on the front and rear seatbacks; i.e. the hardware for a canopy top.

Although there's nothing definitive to say Blair bought his Panhard off Kelly, it seems reasonably likely, given that they were both politicians and would have moved in the same circles.

As a footnote to the story, the parts that were removed during the conversion to railmotor (Grouvelle Arquembourg "cloisonne" type radiator, front axle, steering box etc) weren't discarded and over the years passed through the hands of several veteran car enthusiasts. Currently they are in the possession of a long-time car restorer in Sydney.



*Crossing the sandy bed of the Fullerton River*

Who knows, perhaps one day they will be reunited with the car and the car bought back to its original glory.





*Descending the boulder strewn Angellala Range*



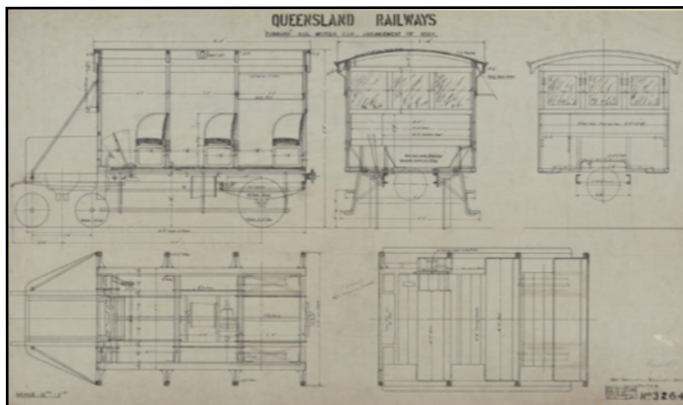
*The Panhard engine in its current form, fitted with a Schebler carburettor*



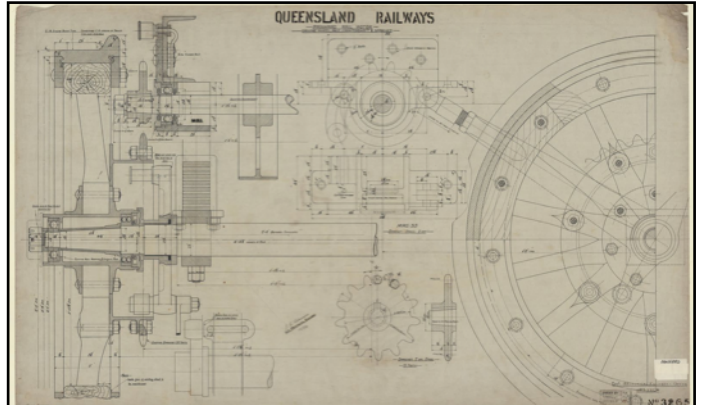
*In the sandy bed of Bull creek. Where the car had to be dug out and forced over inch by inch*



*Mark Foy's Panhard et Levassor "Flying Fox" in Ryall's Blacksmith Shop, Cooma*



*Plan of the cabin of the Panhard railmotor*



*Drive arrangement of the Panhard railmotor*



*On 19 August 1964 the Officer-in-Charge of the Normanton-Croydon railway (Queensland) poses in front of RM14, a railcar that had been converted from a Panhard-Levassor car in 1918. It had just been rolled out of a shed where it had rested since its last ran in 1938. The occasion was a visit by a party of 20 from the Australian Railway Historical Society, Victorian Division*





### A QUEENSLAND MINISTERIAL TRIP IN THE FAR NORTH.

Photograph taken at Dalby (Queensland) of the 30-h.p. Panhard motor-car of Mr. J. W. Blair, Q. Attorney-General and Secretary for Mines. In four weeks Mr. Blair travelled in this car 3000 miles in Central, Northern and Western Queensland, much of the country having never before been traversed by motor. The car was railed to Blackall; starting from there Mr. Blair passed through Barcaldine, Longreach, Winton, Kynuna, Mackinlay, Cloncurry, Mount Elliott and Mount Hampden. He travelled from Cloncurry to Richmond (230 miles) on the newly constructed line, motoring thence via Hughenden, Tangorin, Muttaburra, and Aramac to Blackall. From Blackall he proceeded with his motor via Charleville, Mitchell, Roma, Dalby, Toowoomba, and Ipswich to Brisbane. The occupants of the car are Messrs. Blair, Murphy (Northampton Downs), O'Hagan (Private Secretary), Leach (COURIER and QUEENSLANDER), and C. E. Hall.

the "Upper" House. The crowd has now three men in to be Ministers and sit in the Dick, and Barnabas O'Conor

Re the legal opinion for tram employees paid good money and which set forth that the service have no right to law, it is worthy of remembering Civil Service Bill, when it was passed, contained a clause giving of legal appeal. The measure was passed with that clause still fixed its old and rheumy eye it went out. The ancients were throwing things out. Even the hardest totter or see recover moment when there is some

Harwood, of the Victoria is a very mild person, but when holding Stakes in the Court can be bitter indeed. When necessary

The Queensland general public were able to follow Blair's travels with regular newspaper articles covering all the major stops on the trip



October 2023

# Book Review

By David McCredie

## SF Edge Maker of Motoring History

by Simon Baker (published 2022)

This biography uncovers the life of an extraordinary man. Born in Sydney, he lived from an early age in UK.

He was deeply involved in the birth of Brooklands, setting a 24-hour solo driving record there when the circuit opened in 1907. As a towering industry figure most closely associated with Napier and AC Cars, he played an important role in the growth of car manufacture in Britain. Selwyn Francis Edge, invariably known simply as 'SF', was a highly significant pioneer of motoring in Britain. When, in 1902, he drove a Napier to victory in the Gordon Bennett Cup, a mighty event on public roads between Paris in France and Innsbruck in Austria, he initiated serious British endeavour in motor racing.

Although his name is inextricably linked to early motoring and Napier cars, there was a lot more to his life, his competitive nature led him to success in business, champion cycling, motor yacht racing and in later life as gentleman farmer.

This book is a very detailed history of the man, his times and all of his many exploits .

A copy, signed by the author now resides in our library donated by Bill Bishop.



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# Pre '31 Autumn Tour Entry

Orange, NSW. 2nd to 5th May 2024.

HOSTED BY THE MEMBERS OF CENTRAL TABLELANDS HISTORIC CAR CLUB.

## ENTRY FORM

ENTRANT/DRIVER.....

PASSENGERS NAMES

1..... 2.....

3..... 4.....

EMAIL.....

POSTAL ADDRESS.....

POSTCODE.....STATE..... MOBILE No.....

Pre 1931 Eligible Vehicle

MAKE..... MODEL.....YEAR.....

CLUB..... REGO.....

Insurer & Policy No.....

ENREY FEE PER VEHICLE \$60 ..... =TOTAL. \$.....

Completed ENTRY FORM and CHEQUE to be made payable to CENTRAL TABLELANDS HISTORIC CAR CLUB Inc. by mail to CTHCC PRE 1931 AUTUMS TOUR c/- 231 PACKHAM DRIVE MOLONG NSW 2866 (receipt will be issued at tour check-in) OR if a receipt is required a self-addressed stamped envelope should be sent with entry form.

DIRECT DEPOSIT TO CENTRAL TABLELAND HISTORIC CAR CLUB **BSB 062-587 ACC. 1068 3238** (INCLUDE ENTRANTS SURNAME) Please email completed ENTRY FORM and confirmation of payment to [centraltablelandshcc@gmail.com](mailto:centraltablelandshcc@gmail.com).

MEALS BOOKING FORMS WILL BE SENT OUT LATE FEBRUARY / MARCH 2024

**ENTRIES CLOSE 18<sup>TH</sup> MARCH 2024**

In consideration of the acceptance of this entry I do hereby, for myself, my executors and administrators release and forever discharge the organisation and their respective officers, agents, representatives, and/or assignees and supporters and sponsors all claims of damages, demands and actions whatsoever (in particular but without limitation for body injury or loss or damage to vehicle or property) in any manner arising or growing out of my participation in this event. I attest and verify that I have full knowledge of the risks involving in participating and that I have no physical or mental condition which has the potential to put myself or any other person at risk and that the vehicle that I have entered in this event is sufficiently prepared and mechanically equipped to participate in this event. I acknowledge that it is my responsibility to abide by all road rules and to drive with safety having regard to traffic and conditions and that subject to those obligations I agree to abide by the direction of the organisers. Our Tour will be COVID safe, and all government rules will be taken into consideration at all events held by Central Tableland Historic Car Club.

SIGNATURE..... DATE .... /...../20....



# Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise. If selling a vehicle or engine, please include all known numbers and details. All states please copy.

FOR SALE: 1914 Grant Model M Roadster

\$18,000 ONO

Regretful sale due to lack of space for other cars.

This rare four cylinder car is one of only three in Australia and roughly 15 in the world, produced in Ohio, USA.

An older restoration but has had a lot of repairs carried out while in our possession including engine work, fuel tank repairs, magneto recondition, diff repair, electric lights rewired, a genuine oil box fitted, new hood fingers, hood and bag.

Also included is a complete spare engine and other small parts.

Please contact:

Catherine Strutt - 0411442197 or [c.strutt@bigpond.com](mailto:c.strutt@bigpond.com)

Chris Duncan - 0400571781 or [chrisduncan2400@gmail.com](mailto:chrisduncan2400@gmail.com)

for more info.



FOR SALE: Unrestored 1918 T Ford (see right)

Unrestored 1918 Australian bodied, T Ford tourer. Complete mechanically, engine turns. Demountable wheels and rims. Some restoration parts included. Call to discuss price.

Contact: Bob Petersen - 0427 447 015  
[janandbobb@gmail.com](mailto:janandbobb@gmail.com)



FOR SALE: Ladies Dress

Fits size 12/14. Dress has a jacket. Worn a few times to rallies.  
Comes with hat and bag. Beautiful dress - buyer would be pleased.  
No rips, tears or stains. Comes from a smoke free home.  
Pick up Dharruk. Only selling as we sold our T Model.  
Would like \$100

Contact: Lesley or Michael North  
0400 597 222



FOR SALE: Lucas Lamps

Lucas "King of the Road" kerosene 636 tail-lamp which appears to be complete and in very good condition. Good lenses and burner.  
Some small dents only. Price \$299



Lucas "King of the Road" LHS kerosene 726 side-lamp which appears to be complete and in very good condition. Nickel plated over brass. Good lens and burner. Some small dents only.  
Price \$350

Lucas "King of the Road" RHS kerosene 724 side-lamp which appears to be complete and in very good condition. Nickel plated over brass. Good lens and burner. Some small dents only.  
Price \$350

Please note that the two side-lamps are really a matching pair.

Jeff Palmer (Newcastle NSW)  
0427965934                      jasper.1912@bigpond.com







**1918 CADILLAC.** Large 314 cubic inch V8, seven passenger touring car, great body, in need of restoration. #7431 **\$23,000**

# THE VETERAN



# Garage

EST 99

## 0422 219 911



**1948 CADILLAC FASTBACK COUPE.** Running driving car that was road registered in the USA, rare manual transmission, LHD, needs paint. #7339 **\$49,000**

### ALSO AVAILABLE

**SOLD** 1907 Kihlinger - ~~Older restoration~~

1916 Cadillac Touring - Needs restoration

1912 Cadillac - Mostly restored

**SOLD** 1903 Orient - Restored

1905 Cadillac - Restoration project

### COMING SOON

1908 Cadillac - Restoration project

1913 Oakland - 40hp original unrestored

**SOLD** 1901 Crestmobile - Restored

1903 Stanley - Restored

1913 Crane Simplex - Original unrestored POA

*Reconstructing Australian motoring history - one car at a time*

**WE'LL BUY YOUR VETERAN PROJECT - CALL RUSSELL TODAY!!**

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