

# SPIT AND POLISH

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

November 2022



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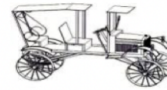
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## ON THE COVER:

1913 Vinot et Deguingand  
which was owned by Bill and Barbara McCarthy.  
Unknown location, however appears to be Rob  
McCarthy and Michael Bendeich deep in  
conversation at the rear.



# Club Information

## Club Management and Contact Details

### OFFICE BEARERS

<b>President</b>	Phil O'Loan	0439 223 031	president@vccansw.org
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	David McCredie	David Norton	
	Louise Yeomans		

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	Neil Martin	0417 236 495	
	Ian Streatfeild	0488 238 177	

### BRANCH CHAIRMEN & SECRETARIES

#### Newcastle Branch

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<b>Secretary</b>	Graeme Newman	0412 138 063	kazngrae@bigpond.com
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# Minutes

Minutes of Monthly Club Meeting held on 27 October 2022. Conducted at the hall and by Zoom.

## ATTENDANCE

Committee: 7            Members at the hall: 24            Members on Zoom: 6            Member's family: 7  
Total at hall 31 and on zoom: 8

## MEETING OPENED AT 8:05PM

**APOLOGIES:** Lynette Martin, Peter Martin, Henry Orton and Geoffrey Yeomans

## PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed members to the meeting. He has just arrived home from three weeks in Hong Kong where he visited his daughter and her family. Hong Kong was very peaceful with few tourists and the weather was fine and mild. George Gillott is seriously ill in Orange Base Hospital and on behalf of members, he wished George well.

## MINUTES PREVIOUS MEETING

Matters arising from minutes: The visit to Millthorpe Museum during the Premier Rally 2023 will not be on the Monday. The day for a visit is yet to be decided.

Proposer: Graham Weekes    Seconded: Euan Coutts

## INWARDS CORRESPONDENCE

### **Other clubs:**

CMC Preserve

Small Torque

Antique and Classic

### **Other:**

Paul Nelson, Paul Barglik and Tom Killingback – applications for membership

NSW Fair Trading – new regulation for incorporated associations

Agendas from Council of Heritage Motor vehicles

Tien Caroly – accountancy proposal

Max Vorimister - Northern Queensland Tour

Tania Canton – photo of daughter's wedding

Coffs Harbour Festival of Motor Sports

Bills Betts – calendar dates for 2023

Harriet Howell – advising of Her Excellency the Honourable Margaret Beazley AC KC Governor of NSW

Euan Coutts – membership queries

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Graham Weekes – application for dating

#### OUTWARDS CORRESPONDENCE

Henry Orton –membership

Paul Barglik, Tom Killingback, Paul Nelson – invitation to meeting Emails and letters – reminders about membership dues

Dorothy Shinfield – thank you

National Trust – notification of the cancellation of the Premier Rally 2022 Inez Mitchell – get well card

Euan Coutts – response to membership queries

Emails: FFAF

Moved: Lauren Newman      Seconded: Ian Shinfield

#### **TREASURER'S REPORT**

The Treasurer's report was tabled by the President. As of 27 October 2022, the balances are:

Moved: Will Garthon      Seconded: Neil Martin

#### **MAGAZINE**

Lauren thanked contributors and commented that the next issue will be full. She requested that members think about what they could contribute to the magazine over the Christmas break.

#### **EVENTS**

##### PAST EVENTS

23 September - MaSH Northern Run - no one had a report

25 Sep-1 Oct - National Model T Ford Rally - no one had a report

2 October - Northern Sydney Breakfast Run - disastrous for some Veterans. Tilly blew a tyre and the Wolseley clutch plate broke. Phil's Talbot ran well



8 October - Lunch with the Tigers - cancelled due to wet weather!

23-28 October - TAVCCA National Rally Busselton - going well with fine weather, flat roads. There are 50-60 veterans and 4 motor cycles.

### COMING EVENTS

28 October - Northern MaSH Coffee Run - contact Bill and Robyn Betts for details

11 November - Southern MaSH Coffee Run - contact Bill and Robyn Betts for details

20 November - Newcastle Inspection Day - Maxon Machinery, Boolaroo

24 November - Sydney Christmas Party and club meeting from 6:30pm. RSVP to Karyn Newman or Louise Yeomans

4 December - Newcastle Christmas Party

9 December - Southern MaSH Coffee Run - contact Bill and Robyn Betts for details

11 December - Sydney Inspection Day, Smiley Power Guildford

### **2023**

6-10 March - Premier Rally Orange.

The President urged members to attend as it will be a great club event. EOIs are needed to help with the organisation. Euan Coutts advised that the entry fee will be \$25 and the grant has been received from the Paul Butler Bequest through the National Trust.

### **PERMIT TO MOVE/REGISTRATION**

There were no renewals. Neil reminded members of the Sydney Inspection Day to be held at Smiley Power on 11 November from 8am to noon. Members need to bring a copy of the registration, white form and insurance. Neil and Lynne visited George Gillott on Sunday and he was very ill.

### **LIBRARY**

The team continued its work on sorting the contents of the filing cabinets in the hall. There is only one left and its contents will be transferred to the new cabinet at the next meeting. Thank you to Graeme who took the rubbish to his local tip. The information on specific vehicles is being sorted by John Grant. A catalogue on the cloud is being investigated by David Norton. Many of the pictures were rehung in the passageway, the committee room and library by David McCredie. More of the frames need to be painted black before the hall can have the photos and posters rehung. Thank you also to Peter Kable who restored a picture and Graham Weekes for collecting and delivering the picture to the club. Great teamwork!

In regard to the conservation of the three receipts 1905 Motor Trade documents a generous donation of \$50 has been received so the fund now has \$230. A picture will be raffled. Tickets are \$5 each or 3 for \$10 and will be drawn at the January meeting.

A market will be held at the January meeting where you can bring in items to sell or trade. Tables will be available to use. Check your garages and cupboards over Christmas as you might have something that will be a treasure for someone!

**DATING** No report was received.

**MEMBERSHIP** Three applications were voted on by members: Paul Barglik – 1911 Indian 7HP, Tom

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Killingback – associate membership (special award for his volunteer work with the club) and Paul Nelson – associate membership. All were elected unanimously and welcomed to the club with a round of applause. *Photo right: Dorothy Shinfield welcomes Ainsley, Sydney and Heath Barglik into the club.*



**CMC** Nothing to report

**HALL** Phil O'Loan will be organising a working bee to move the concrete at the side for the plumbers to lay new pipes.

**WEBSITE** Nothing to report

## **GENERAL BUSINESS**

### **1. Updating Club Rules - Andrea Holden**

Andrea gave a PowerPoint presentation. The hope is that by changing to the shared membership structure, the hobby that we all love, will be shared between partners and families, and attract more members to our club. Additionally, it is hoped that some of our existing members will feel more included and embraced in the club. Background on existing membership:

1 ordinary member -1 person (must own a veteran vehicle - car or motor cycle)

1 associate member -1 person (does not have to own a veteran vehicle)

1 junior member - 1 person under 18 years old

Recommended shared membership:

1 member -1 or 2 people that sign onto the membership Note: at least 1 of the 2 people must own a veteran vehicle - car or motor cycle

1 associate member - 1 or 2 people (does not have to own a veteran car)

1 junior member -1 person under 18 years old

. The shared membership will have one set of main contact details (name, address, phone number) which will be used for club communication and address for the Spit and Polish.

If the partnership dissolves and one person wishes to remain on the membership, this will default to the person who receives the Spit and Polish on behalf of the membership.

Only one person of the shared ordinary membership may serve on the committee. Each shared membership has only one vote. If there are two people on the shared membership, then the pair needs to decide how they would like to use the vote. Either person can vote on behalf of their membership.

An honorary member can be given to either person (or persons if the pair are both deemed to be honorary members) on the membership.

Questions were taken.

Euan Coutts sought clarification on the status of a member who sells his/her veteran vehicle. If the member has owned the vehicle for more than 5 years the member remains an ordinary member. This is in the present rules and unlikely to change. Euan asked about the membership fees. So far this has not been part of the discussion. With a likely collapse of numbers, the Rules Committee is keen for feedback as guidance.



Dorothy Shinfield asked about the status of membership of a life member and ordinary member. The couple could have a shared honorary membership or continue with the two existing memberships. As an honorary membership rewards the member, it can be a shared membership but has one vote. Mal Garthon asked how the shared membership would affect the club's income as less members means a loss of income. The President hopes to grow the club and hopes to encourage new members. Ian Shinfield commented that with a shared membership Spilt and Polish would be addressed to both parties of the shared membership so acknowledging the partner. Dorothy Shinfield praised Andrea on her presentation and the consultation process. Andrea concluded that the Rules Committee would be looking at the impact of costs and will make a more formalised proposal for members comments. She thanked members for their feedback.

**2. Christmas Party (BBQ) - 24 November**

The Christmas party will be held at the hall on 24 November from 6:30pm. Members are invited to bring their partners. A BBQ and drinks will be provided. Children are welcome. RSVP by 17 November to Karyn Newman or Louise Yeomans. Members are requested to wear something Christmassy.

**3. Peter Weir - Construction of 1908 Vauchall engine block**

This was recorded and will be made available on the club's website. It was a very informative and professional presentation. The President thanked Peter for impressive presentation.

**MEETING CLOSED AT 9:30PM.**

The raffle was drawn.

Phil O'Loan	Louise Yeomans
President	Secretary

*Photo right: Peter Weir prepares for his presentation with the patterns for the engine block on display.*



# President's Report

By Phil O'Loan

There is not a lot to report on, as I have just returned home from visiting the grandkids in Hong Kong. We had a wonderful time with the grandkids and were spoilt rotten. We explored many of the sites of Hong Kong, traditional and modern and particularly enjoyed the food.

Importantly, Andrea Holden presented at the last club meeting a proposal for changes to membership structure. If you haven't seen this proposal you will find it in October's Spit and Polish. Please review this proposal and if you have any questions or concerns please contact Andrea or any member of the committee. The feedback that we have had so far has been very positive and believe it to be a valuable change to our constitution.

As I said last month, there a number of club events on the calendar. If you haven't already, and are intending to go to one or more of the scheduled rallies, please register your interest with the rally organisers, (particularly for the 2023 Premier Rally in Orange) so that more accurate numbers can be identified to ensure a successful event.

On behalf of the committee, we wish you all a very Merry Christmas and a Happy New Year. I look forward to catching up with you at the next club event, until then stay safe and enjoy the Christmas break.

Happy Motoring.

# Editor's Report

By Lauren Newman

And just like that, another year is coming to an end! It has been a big one for many - for good and for not so good reasons. Hopefully 2023 has some more exciting things in store for everyone.

There have been a number of excellent events over the past 12 months that we have been able to participate in - the Singleton weekend being a particular highlight. The calender for 2023 is looking busy and there a lot of different options for people to use their vehicles, let's make the most of it!

Thank you to everyone who has contributed to the magazine this year. It really makes the editors job a lot easier when there is content to put in the magazine. I'm hopeful that next year we will have even



more contributors to the magazine, and particularly less hiccups with the printing of the magazine.

Wishing everyone a safe and happy holiday period. Looking forward to seeing everyone in their vehicles in 2023.

Stay safe and happy reading.

# My Veteran Affair

Stories from the shed. Part 3. By Peter Martin

## June 2022

June has really hit me for six, I work in a hospital and have survived the “pandemic” unscathed until this month, one of my staff members returned from an overseas holiday and infected me. I didn’t really take much notice of being crook as I was focused on getting the Crossley ready for the Singleton rally, I washed and polished it then began the minor service work that you do before use, grease the universals check oil, water, shackle and kingpin grease cups etc. then tried in vain to crank it. I cranked and cranked but just couldn’t turn it over fast enough, so I resorted to towing, it started within about 20 feet I then put it away and went down the back to chop and split some firewood. The following morning, I was feeling worse so went down to work and had a PCR which came back positive and as I work in a hospital the minimum isolation time is 10 days....so bye-bye Singleton rally.

At that point I was not feeling the best, so we cancelled but at least I’m doing my bit to encourage the younger generation because Harriette was more upset about not going than me, and I wasn’t happy.



## 1914 Martini

Not much has been done this month other than finally getting the engine, gearbox and steering out of the chassis. I have removed all of the engine trays and have started scraping the mud and dirt off the chassis rails in preparation for a sandblast. I just need to find a mobile blaster to come out and do it, it is too long and heavy to

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take it to be done.

The main reason for sandblasting the entire thing whilst it is still together is for ease of moving it around, once that is done I want to get the wheels off and away to be re-rubbered. To that end I have contacted a company in Melbourne to arrange them to be done, it's amazing that in the 21<sup>st</sup> century I can still have 800mm diameter solid rubber tyres replaced on a 108-year-old truck and they are almost the same price as a modern truck pneumatic tyre and definitely cheaper than the equivalent 880 x 120 pneumatic tyre.



### October / November 2022

Not much progress other than I found a pair of small acetylene headlights and a matching oil taillight in Belgium, both are made by Phares Besnard and are in reasonably good condition. I removed the reflector from the taillight and annealed the brass body to be able to push some of the dents out, I was given a tip once, about how to remove heavy tarnish from brass lights etc. and that was to use ferric chloride to immerse the item into....., an important tip here, if you are able to get it (it's very hard to obtain, and is a strong corrosive) don't leave the item in the liquid for more than a minute or so before checking it or you will come back to a light, horn etc that is little more than the wire it was hanging on.... Fortunately, I knew this and now have perfectly clean lights ready to repair and polish.



That's it for this month.



# Joan and Huppy

Recieved by email from Evan Quarmby. 15 October 2022

This is mum (Joan Quarmby) re-united with the 1912 Hupmobile that her and dad (Ken) restored in the 60's and did many miles in. The photo was taken today at the Bargo retirement village where mum lives, and you can see by the look on her face it was a million dollar moment to see her in the passenger set again.

Between them and I, we have chalked up around 100,000 kilometres since restoration with many happy memories along the way. 'Huppy' has resided with me for many years now, currently in Wollongong where we have settled. We still get much enjoyment from her and her incredible reliability.

At 87 years young, Mum is still very active (she just got back from Israel) and as sharp as a tack, particularly when it comes to veteran cars and the VCCA over the last 60 odd years.



# 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

- Sunday 20th **Newcastle Branch Inspection Day** - Maxon Machinery, Boolaroo. Starts at 8am.
- Thursday 24th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm  
Come at 6:30pm for a BBQ dinner and drinks to celebrate the festive season!  
Details on page 7.
- Friday 25th **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.

### DECEMBER

- Sunday 4th **Newcastle Branch Christmas Party** - date and details to be confirmed. Contact John Burke.
- Friday 9th **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 11th **Sydney Inspection Day** - Smiley Power Guildford. From 8am - bring your paperwork.

### JANUARY

- Friday 13th **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 17th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 26th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm
- Friday 27th **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.
- Saturday 28th **Working Bee** - to clean carpet and spruce up the building. Helpers required before 8:00am to help move furniture. Contact Robert Fordham.



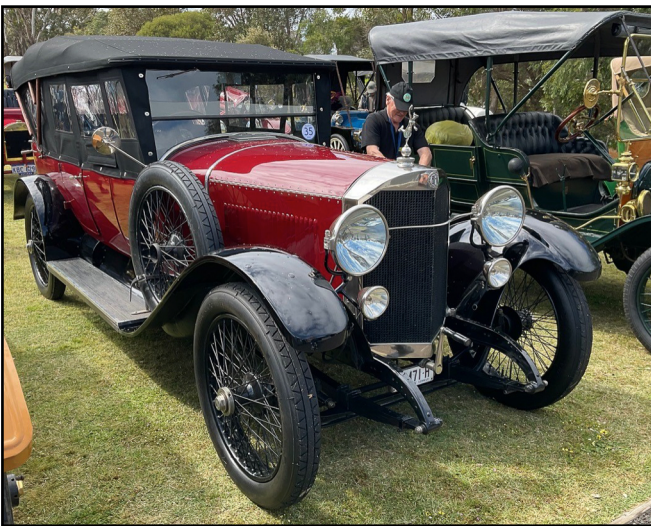
## Major Events

### **MARCH 2023**

Monday 6th-10th

**2023 Premier Event - Orange, NSW**

EOI in July Magazine. *Enquiries: Euan and Wilga Coutts*



The 3 NSW entrants at the 2022 TAVCCA National Rally in Bussleton

Left: Benz (Wards)

Bottom left: Maxwell (Brumby)

Bottom right: Buick (Burke)

Photos supplied by John Burke



# Brisbane to Broome

2022 Veteran Rally. By Malcolm Roy.

As with most forward planned events, the Brisbane to Broome Veteran vehicle run was postponed twelve months due to COVID and took place in 2022. 44 vehicles entered, including 20 motorcycles, for one of the longest runs one can undertake in this country. I still ponder the madness or stupidity of the adventure, but the old story of 'if you never go you never will' encouraged one to enter. Original plans were for four of us to participate - Julie and I and my cousin Steve, with his wife Letitia, from NZ. However the delayed twelve months saw other issues arrive with Letitia having health issues and Julie breaking a leg, leaving just Steve and I to participate.



*Flat earth society*

The planned vehicle to take was my 1913 Model 32 Hupmobile which was prepared for the trip - new brake drums manufactured and a new hood fitted. A UHF and Garmin navigator (for speed) was installed to help the driver in today's traffic.



*Part of QLD contingent at Mt Isa*

Most of the participants arrived at the Caboolture Historical Village, our starting base, on or before the 16th July. A happy hour at the village hall gave us all a chance to mingle with the other entrants and receive instructions for Sunday's run.

Sunday's run was to Beachmere to a boat ramp where the opportunity to dip the rear wheels in the Pacific Ocean was taken before returning to base and a social evening again at the village hall.

With everyone packed up and the Veteran vehicles assembled at the front of the village, an official welcome and the unveiling of a Blue Tree in the village precinct preceded the official start. We travelled through Caboolture, Kilcoy up the Black Butt Range to Yarraman for our first night. The Model 32 developed a leaking manifold gasket type noise and the transmission/gearbox was making a rattle when 45 kph was exceeded, but the decision was made to persevere and see what developed.





*Daly Waters Pub*

The second day's run was through Dalby to Miles, with no improvement or deterioration in the car's condition, doubts of it completing the task ahead were considered. With Narrabri only 450k away the decision was made to return and swap vehicles, arriving home at 1.30 pm the next day. The Model 32 was swapped for the Model 20 Hupmobile which was given a quick check of oil levels etc and loaded with extra tyres and Model 20 essentials. A load of washing, shower and a quick meal was all also completed before we were back on the road at 4.00 pm

with our evening destination at Nindigully. We met up with

the B2B crew the next day at Augathella. They had travelled from Miles to Mitchell for an overnight stay before travelling to Augathella. Plans to camp in the free camp area were aborted due to the very wet conditions, so most of the contingent was parked along the road verge, fortunately with no one getting bogged.

Fog had set overnight, but a start was made at 7.30am in what can only be described a miserable conditions, with the first stop two hours later in Tambo. A hot pie and coffee was had before we had a driver change arriving at Blackall around midday. With a quick look over the town we headed to the wool scour for a tour. This is the last remaining steam powered wool scour in Australia, with its water source from a hot artesian bore. The scour operated commercially from 1908 to 1978 and as a tourist attraction manned by volunteers was restored and opened in 2002, with steam being used on occasions over the winter months.



*1913 Chater Lea Motorcycle*

The next day was to Longreach stopping at Barcaldine where the Tree of Knowledge (foundation place of the Australian Labour Party) was observed. Alas no extra knowledge was gained. Ilfracombe with its machinery mile display was a worthy stopping point before Longreach, a camp for two nights as a rest day was scheduled.



*1917 American Le France (ex Reno Fire Dept) 14 Litre Engine*

The wheel bearings and oil levels were checked along with other maintenance on the Model 20 before we were joined at



*The Vehicles that made it to Broome*

camp with two local car club members from Narrabri, who were heading home from their northern travels. Little did they know of the future rescue mission.

The days following set into the routine of starting the days run in the Hupp just after day break, leaving the one behind to pack up camp and follow later. The Hupp would comfortably travel at 50 kph and with most days travel on average of just over 200 k, with a change of drivers made around the 100 k or two hour mark. When the day's destination was made, camp was set up and any necessary repair or maintenance was carried out before socialising among the group.

The traffic overall was respectful of our speed and the truckies could be heard on the UHF discussing and commenting favourably on the veteran vehicles. The road trains also did not cause concern just requiring one to hold onto your hat when one was met on the highway. Travelling at 50 kph was not that arduous with a temperature gauge and rear vision mirror to monitor, time past quickly and by watching the town destination kilometre makers you could time the appearance of the next one to twelve minutes. The mornings were cool, but as we got further north it was good to have the day's drive over before it got too hot.

From Longreach we travelled to Winton, home of the Matilda Centre and a good Truck Museum, then next day onto Julia Creek. The Hupp did not perform well on that leg so the experts went over the magneto and carburettor. The next day was to Mt Isa where we also had a lay day visiting some of the attractions and replenishing supplies. The Hupp refused to start for the next day's run to Camooweal, so to avoid further frustration it was loaded on the trailer for that day. With a roast of beef for dinner I was on cooking duty while Steve and John B again went over the magneto and carbie, happy that it would perform well the next day which it did. We reached Barkley Homestead with no further trouble.

The next day's run to Renner Springs was our longest day with 323k to complete, so two shifts of driving and a refreshment stop at Three Ways saw us reach our destination just after 2.00 pm. There is not much to Renner Springs; a roadhouse and basic camp ground which would become more of the norm for our overnight stays when not in a sizable town. Next day saw us at Daly Waters, home of the iconic pub and an interesting museum housing an eclectic collection of trucks cars and motorcycles along with other interesting artefacts, both worthy of a visit. The opportunity was also taken to change



a badly worn rear tyre where I was shown the method of changing a beaded edge tyre using large zippy ties and a rubber hammer a simpler and easier method.

From Daly Waters it was on to Katherine where another lay day was scheduled. The evening meal was at the local Car Club Rooms in the Museum precinct, supplied by the local car club members, but sponsored by Shannons Insurance whose NT representative joined us for the next few days assisting where required. We replenished supplies and had a swim in the hot springs while in Katherine. At the local bottle shop the Hupp was turned off while the trunk was stocked up. On starting by cranking, a not so youthful observer was heard to say "I've never seen that before." This made me ponder, how many motorists today in their climate and cruise controlled keyless starting vehicles, do not know the existence of and or use of a crank handle.

From Katherine it was onto Timber Creek, what I thought was the most picturesque part of the trip, following at times the Victoria River and escarpments the NT and WA are renowned for. The next day was onto Kununurra with the WA border to cross so all fresh veggies and fruit were cooked or consumed. The day started out as per usual, but the temp gauge on the motorhome was erratic showing hot and when I stopped for the driver change I checked the engine with a heat sensor which showed only 81C. I continued to Kununurra in the Hupp leaving Steve to follow, I stopped after about fifty minutes as the Hupp was not performing well and waited for Steve in the motorhome which did not arrive. When he tried to proceed the automatic gearbox would not engage gear.

The people who come to your aid when in that type of situation always amazes me and restores one's faith in humankind. The Hupp was put onto an empty trailer of another participant and taken to Kununurra. I was given a lift back to the motorhome by another participant where after trying everything and still not engaging gear left Steve with the motorhome and travelled back to Kununurra to organise a tilt tray. The tilt tray would not be able to pick up the motorhome till the next morning and would not be able to tow the trailer. I was loaned a ute, relieved of its caravan, to travel back the 80 k to the motorhome for the night with Steve and bring back the trailer. The time difference between NT and WA of ninety minutes worked in our favour and we were in Kununurra by 10.00 am the following morning, with the motorhome unloaded at a mechanics workshop. A car was hired and the ute returned to its generous owner.



*The Motorcycles that made it Broome*

November 2022

Days were spent trying to locate the lack of gear engaging problem, with it being connected to a computer and faults shown discussed with technicians in both Perth and the Gold Coast, all to no avail. The decision was made to truck the motorhome to the nearest dealer for analysis and repair which was Darwin. This left us stranded in Kununurra with a covered trailer and 1910 Hupmobile.

Friends from Narrabri picked up my ute and made a three day rescue trip to meet us in Kununurra where we along with trailer and Hupp all made the return trip to Narrabri in four days.

The mechanic who worked on our motorhome kindly loaned us a ute so that we could do some sightseeing in the meantime, so our days were filled. It was disappointing to have travelled so far and with the end in sight to be let down by the modern support vehicle. Other modern vehicles travelling as support vehicles also had mechanical issues one requiring a new clutch and another, a water pump, both of which were repaired allowing the participants to continue.

Repairs were made to the veterans along the way, but without today's modern technology and computers they were able to be kept mobile. The motorcycle group from Victoria came with a mobile workshop to be envied, which could just about cover any requirement. There was only one mishap when a rider fell which required the services of the RFDS, but he was later able to rejoin the group.

Another act of kindness encountered was when at Barkly Homestead I asked how a Victorian motorcyclist who we had previously camped beside was going and was told that his brother had passed away and he was heading to Darwin to fly back for the funeral and return to the group days later in Kununurra. I asked did he have anywhere to leave his car and caravan and offered a contact's address who we had met on the 2021 75th Anniversary of WW2 Convoy's Alice Springs to Darwin run. Phone calls made and the plan was set showing that the heritage vehicle friendship is not selective to Club, Vehicle Type or Make, but covers all, thanks Paul and Maja for your Darwin Hospitality.

Money raised from the B2B run was donated to both the Blue Tree Project and the Royal Flying Doctor Service. It was surprising how many people asked permission to take a photo of the vehicles which was always given, with the suggestion a donation be made to either charity, most often than not a donation was given straight away. Rides given in the cars also drew donations. Donations received during the trip made it possible for \$4560 to be donated to each, the Beyond Blue Project and the Royal Flying Doctor Service.

Would I do it or something like it again? Time, age and ability will tell.

# Carriages and Cars

By Jenny Fawbert

*The following is drawn from research I am engaged in on the responses of the horse drawn vehicle businesses and trades to the emergence of motor vehicles. I am also fortunate in having a "foot in both camps" as I've been involved in the restoration, maintenance, driving and judging of both historic motor vehicles and horse drawn vehicles for over 50 years. I thought it would be interesting, indeed perhaps useful, to those restoring, renovating or maintaining a veteran vehicle to highlight the hardware and the trades that both types of vehicle have in common.*

If you don't lose sight of the fact that the first horseless carriages were just that, self-propelled carriages based on the well-known road vehicles of the day - horse drawn carriages. The fittings required for harnessing a horse or horses to the vehicle, i.e. the shafts or pole and the swingle tree/s were removed, and rudimentary steering added. The first automobile brakes were the same as that on carriages - wooden blocks applied direct to the tyre by a handle or a foot pedal.



*Herbert Thomson's Steam car and an 1896 waggonette – more similar than different, except for the horsepower. (Photo credits: Thomson car – J. Fawbert; Horse drawn carriage at 'Verena House', Malvern - State Library of South Australia.)*

When people began collecting and restoring veteran vehicles the horse drawn vehicle and its construction was still fresh in the experiences and minds of most of those enthusiasts, indeed horse drawn wagons, jinkers, buggies and sulkies were still common enough in everyday life here up to and during WW2. Bakers and milkman's vans with their patient horses were not uncommon into the 1950s and 1960s, and running errands in an old sulky in some areas persisted into the 1970s.

But, as the years have increasingly separated generation after generation from familiarity with the world of horse drawn vehicles, the knowledge and appreciation of just how much horse drawn and horseless carriages have in common has diminished. Relatively few people now, except those in the hobby of carriage driving or engaged in carriage preservation, have an understanding of the components of a

horse drawn vehicle or how they are made and assembled to create the complete vehicle.

Of course, it must be acknowledged that commonality for some items lasted just a scant few years as motor vehicle demands and design very quickly moved on to new styles or made items redundant e.g., running boards replaced steps brackets and step plates, bulb horns replaced foot bells; windscreens and firewalls replaced leather covered or timber dashboards. But a lot of other parts were commonly available even when the horse drawn trade largely moved over to motor body building, the hardware was still relevant to both, e.g., hood fittings, fasteners, handles, brackets and hinges.

If we consider the trades involved in making a horse drawn vehicle it quickly becomes apparent that not only was there a lot of common ground with horseless vehicles but also that the traditional trades, for most part, found opportunities for their skills in the automotive world.

Depending on the scale of operations, a carriage builders in 1900 might employ a number of persons with highly specialized skills, experts in working wood and metal, painting and sewing. The trades in carriage building were:

- the smith created the ironmongery or hardware, from iron tyres, to hinges, latches and decorative handrails, how much they handmade related to how much the firm bought in ready-made fittings, but they could also turn out axles and springs;
- the carriage maker, these tradesmen built the undercarriage of vehicles. Their employment though was increasingly jeopardized by the influx of ready-made axles, springs and turntables.
- the wheelwright who made wooden, iron or rubber tyred, artillery wheels;
- the body maker, who from scratch, framed and paneled the body in wood;
- the painter, who might also be responsible for Japanning ironwork and leather tops, and for signwriting, scrolling, lining and pinstriping;
- the coach trimmer, who upholstered not only seats and tops, but also dashboards, boot covers and side curtains in leather, leatherette, rubberized duck and oil cloth.
- tinsmiths, silversmiths, goldsmiths and coppersmiths, who may also have been employed to make elaborate finishing touches to some customers orders.

Some large scale or high-end carriage works employed all the above trades, others, as the 19<sup>th</sup> century progressed, would buy in from specialised manufacturers, here and overseas, components such as complete undercarriages or parts of, lamps and brightwork, wheels and complete bodies – which in the “motor back” style became especially popular as outsourced components.

Many of the building and finishing skills transferred from carriages to cars, and for a few years in some establishments co-existed as horse drawn vehicles were completed beside motor vehicles. Blacksmiths and carriage makers were among the first displaced as all ironmongery became widely available from outside suppliers. Body makers, experts in wood crafting, lasted in the trade until steel and aluminium panels took over. Wheelwrights’ skills remained in demand for wheel repairs, both carriage and car, into the post-WW2 years. Painters, trimmers and smiths were required by the automotive industry and many made the transition into motor manufacturing and repair industries. All the trades largely adapted with the evolution of the motor vehicle.



Not to be forgotten either, in the cross-over world of carriages to cars, is the wealth of terminology that the automotive sector owes to the horse drawn vehicle world – Shooting Brake (or Break), Brougham, Cabriolet, Charabanc, Coach, Landau, Omnibus, Phaeton, Victoria, Vis-à-vis, Wagon, to name a few.

Listed below are items, etc., that are common to horse drawn vehicles and to some veteran cars, obviously the earlier the car the more likely it has more parts in common. Many of the fasteners used on horsed drawn vehicles and early cars are still available today. I've added the websites for places that I've been told supply these parts.

- Artillery (wooden) and light wire wheels <http://www.carriages.com.au/wheels.html>
- Springs <https://www.ivccarriage.com/collections/springs-and-spring-blocks>
- Axle clips <https://www.ivccarriage.com/collections/springs-and-spring-blocks>
- Brass hub caps <https://www.ivccarriage.com/collections/vehicle-parts>
- Motor or auto body seats
- Folding seat irons <https://www.ivccarriage.com/collections/vehicle-parts>
- Steps <http://www.carriages.com.au/accessories.html>
- Tread plates <http://www.carriages.com.au/shaft&polefittings.html>
- Footman loops / dees <https://www.cart-wheels.com.au/appointments--carriage-lamps.html>
- Mudguards - wooden or leather covered
- Dash or splashboards -- wooden or leather covered
- Hood fittings and trimmings <http://www.carriages.com.au/hoodfittings&trim.html>
- Hood sockets <http://www.buggy.com/parts5.html>
- Footrests <http://www.carriages.com.au/accessories.html>
- Door handles, old styles <https://www.cottagecraftworks.com/buggy-carriage-surrey-door-hardware>
- Lamp brackets <https://www.ponyandcarriage.co.uk/horse-carriage-coach-lamp-holders-brackets-candles-shop.htm>
- Sulky/buggy foot bells/Foot bell/carriage bell/"Bermuda bell" - these are very sought after rare period items. There was a very small number re-made in Australia in the 1970s but these too are rare. ACHS were getting some replica bells made in 2021, contact Judi at [achs@cart-wheels.com.au](mailto:achs@cart-wheels.com.au)
- Clothing - waterproof driving aprons <https://www.ponyandcarriage.co.uk/carriage-driving-clothes-apes-aprons-hats-number-holders-vests-shop.htm>. Waterproof driving capes <https://hartlandcarriages.co.uk/product/waterproof-cape-2/>

Horse drawn vehicle restoration, like historic cars, has its own group of skilful trades persons and expert DIYers who are invaluable sources for those reproduction parts, repairs, and restoration skills, including wheelwrights and carriage builders, whose work applies as well to horse drawn vehicles as it does to veteran cars. In addition, there are carriage driving clubs all round Australia, some of their members could be useful contacts for parts and services that might have that suit early veterans too, find your local group through the Australian Carriage Driving Society <https://www.australiancarriagedrivingsociety.org/>

# Brisbane to Broome in a 1911 Fabrique Nationale 1560

By Catherine Strutt. July 18–August 11 2022

The idea of driving a 111 year old vehicle over 4700kms across the top of Australia at 55kms per hour through the outback of Queensland, up to Katherine in the NT, across to Kununurra WA, down through Halls Creek, Fitzroy Crossing and finally to Broome, to most people outside of the veteran vehicle world might sound ridiculous and unachievable. Maybe even to some inside the veteran vehicle world it might seem unbelievable. And, until we actually found ourselves in Broome after twenty five long days of travelling, perhaps we also had doubts that we really could achieve this incredible feat. However, achieve it we did, and on the afternoon of August 11th, the stunning, brass laden FN, owned by our good friends, Stan and Maggie Bone, rolled into Broome with all the wear and tear of having completed every kilometre of the rally across the dusty outback of northern Australia.



The route

When Stan and Maggie asked us to join them on the long journey to co drive the FN, we thought it would be a great challenge in more ways than one but, “why not!”. With both Chris and Stan being the

capable and excellent mechanics that they are, we were already more equipped to attempt the epic drive across the outback than many other fellow rally entrants. We were all up for the adventure!



The rally of 43 veteran cars and motorbikes, was organized by The Veteran Car Club of Australia (Queensland) in partnership with The Heritage Motorcycle Club of WA. It departed Caboolture Historic Village (Qld) on Monday 18th July and ended in Broome on 11th August with a final dinner and celebratory drinks at Matso’s Brewery.

Our entry, the Bone’s apple green 1911 Fabrique Nationale (FN) 1560, affectionately known as The Apple and magnificently restored by Stan Bone over twenty years ago, was the only FN on the trip. It had never been on a long, continual drive before, unlike the long driving adventures Chris and I had



*Oops!*

achieved in our own FNs, but after two weeks of some mechanical adjustments, fine tuning and additions on the FN as well as preparing and tweaking the car trailer to make it a home for Maggie & Stan, we were on our way.

We left Caboolture on a fine, clear morning. The local Mayor waved the whole rally off and the day started extremely well and with an air of excitement to be finally on the road to Broome. Stan and I rode first in the FN with me navigating Stan out of the city. But we had only travelled about fifteen kilometres when the first

of our problems arrived. Misfiring and spluttering along the country roads, the FN decided she'd had enough already. Day one, 4685kms to go.

As we sat on the side of the road, Stan, and eventually Chris, a local bloke with a vintage Ford, a farmer and her dog and a bloke whose property we'd stopped outside of, all "helped" to diagnose the unhappiness, while the entire rally proceeded to pass us until the road beside us fell silent. We had started the day absolute first and were about to finish it absolute last.

Stan had swapped the magneto to the spare and when Chris arrived the carby jets were also cleaned. We were on our way again but after a short while the



FN coughed and spluttered and demanded we pull over again. Same book, chapter two, jets cleaned and again we were on our way eventually joining the rest of the rally at Yarraman Caravan Park where after quite an intense amount of discussion and mechanical work it was discovered that the points ramp in the spare magneto was loose. Swapping back to the original magneto solved the problems. Hooray!



*Crossing the Lake Eyre Basin near Tambo, QLD*

Day two, and the day started with a feeling of solid confidence that it was going to be a good day after yesterday's engine trouble holding up proceedings. Chris was driving while Stan was in the passenger's seat. Travelling behind the FN in the Bone's Nissan and trailer, I was observing the FN driving along when suddenly the front driver's side tyre peeled off the rim and the car fell to the road. Chris steered it to the side of the road and we all pulled up again. The poor old girl was not enjoying this



epic rallying thing. Yet.

Hoping this wasn't a taste of things to come for the rest of the trip, we once again pulled out the tools and Chris and Stan and two helpful motorbike riders, fixed the punctured tube before replacing the wheel and getting back on the road.

After a rough start to the trip, it seemed our car troubles were thankfully, thinning out and we motored on through the next days trouble free. We encountered our first day of only two wet cold weather days from Mitchell to Augathella to Blackall as we travelled along the Landsborough Highway through a landscape of Wilga trees, Sandlewood, mulga and gidgee scrub. Nearing Blackall the clouds broke apart and the sun warmed us all up as we rolled down into the flat long road across the Lake Eyre Basin. The FN was chugging along confidently. Occasionally another rally entrant passed us, waving as they cruised past us, but otherwise it was a different feeling rally whereby we were driving along the route a lot of the day alone, only seeing other vehicles at morning tea and lunch stops.



*Stan & Maggie in front of The Tree of Knowledge, Barcaldine QLD*

The tour continued on through the Queensland outback towards Longreach. We were sharing the road with an endless stream of grey nomads pulling huge caravan rigs and three and four trailer long road trains. As we neared the historic town of Barcaldine, the landscape changed again and beautiful white barked Ghost Gums and Bimble Box trees shuffled for space on the red ironstone ground. The arid desert landscape was rugged and photogenic and somehow the Apple green FN blended in perfectly with the outback colours. We had lunch at busy Barcaldine and chatted to locals and tourists fascinated by the scene of so many antique cars in town. We snapped some photos of the FN with the heritage listed Tree of Knowledge (the birth site of the Australian Labour Party in 1892) before changing drivers and passengers and getting back on the road.



*Our camp at Longreach*

Our next stop on the itinerary was Longreach where we would have a rest day. We arrived at the Longreach Caravan park and couldn't believe our eyes. The size of the place was jaw dropping. It felt like we were entering Mexico City as we rolled slowly around the "park" looking for our site. Hot, no sign of green vegetation anywhere, and street after street of caravans crammed in tight side by side. We eventually found our tiny site and just like a Tetris puzzle, fitted the FN, the Nissan, car trailer

and our small tent on the large gravel covered ground. It was very barren but it turned out to be an enjoyable stop for a day.

*To be continued...*

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Graeme Newman

Ph: 0412 138 063

E: kazngra@bigpond.com



**WANTED:**

*"Anything and everything for a 1909 Renault"*

Have recently acquired parts for a 1909 Renault however upon purchase, seem to have parts for more than one Veteran. Any restoration pictures that could help identify parts would be greatly appreciated.

Col Klein (member of DDVVMC. Enquiry made through VCCA (NSW) Website.)

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kleincattle17@gmail.com

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