



The  
EDWARDIAN  
June 2019



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### MEETINGS HELD EVERY 3<sup>rd</sup> WEDNESDAY OF THE MONTH AT 7.30PM.

The Club meets in the meeting room of Shannons Insurance at Unit 20/2 Yallourn St, Fyshwick. The building can be accessed from either Yallourn St, or the Canberra Ave Service Rd. (access between Bristol Paints and Classic car Wash – next to United Petrol) Meetings are usually followed by a talk on some interesting theme, a film or other entertainment and then by supper. Visitors are always welcome at our meetings. Membership fees are \$50 per year.

**Front Cover Design - The radiator badges and scripts shown have been specifically chosen as each depicts a marque of which a veteran and/or vintage example has been represented in our Club over the years. At last count there were 116.**

The Veteran and Vintage Car Club of Australia ACT (Inc) was formed in 1963. Its Objectives are;-

- ❖ To sponsor and encourage the preservation, restoration and use of Veteran and Vintage vehicles
- ❖ To engage in rallies, exhibitions and other events suitable for Veteran and Vintage vehicles
- ❖ To encourage the retention of Veteran and Vintage vehicles in Australia
- ❖ To collect and disseminate technical and historical information as shall be of interest to the members
- ❖ To offer the services of the Club, its members and vehicles to such charitable organisations as may be decided upon from time to time
- ❖ To engage in such other activities associated or allied with all or any of these Objectives which are intended to promote a better and wider knowledge and understanding of Veteran and Vintage vehicles among club members and the public generally

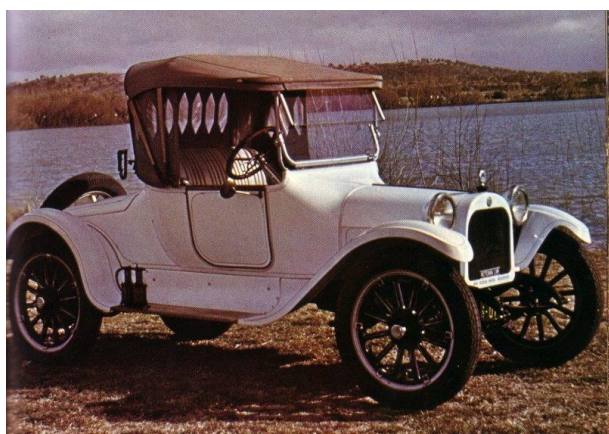


### Editorial



Our 'From the Archives' section always throws up something of interest, the latest being some stats on cost of newsletter 50 years ago. When you get to that section, you'll see the newsletter cost \$205.87 for the 68-69 year. Doesn't sound much, but what does that figure equate to in today's money? Have a guess and I'll tell you at the end of the 'From the Archives' section. And on the subject of the newsletter...and with my imminent retirement/travelling on the near horizon...and with our AGM coming up..., I wish to officially announce I would like a break from the role of Editor. I've been doing it since 2012, not forgetting I also did a 6 year stint at it a short while before this current stretch. In comparing the two terms I can definitely say the most recent has been the easiest, due entirely to the fact we're electronic now. A couple of years ago one member said to me I must have a powerful computer and special software to produce the Edwardian. I can assure all that I have neither. The Edwardian is produced entirely with the standard Microsoft 'Word' software that comes with all computers. Basically, anyone who's got a computer can produce this newsletter. I will of course assist anyone in the initial transition stages.

It's always good to hear from interstate enthusiast who have seen something in the Edwardian when it's been forwarded to their clubs. Heard from John Day in Queensland a few weeks ago to say how he enjoyed reading Ross Millard's story on hunting Veteran cars (reproduced as Ross wrote it 51 years ago). John advised that Ross's car, a 1916 Dodge roadster, has resided in Queensland for some time, and in fact in just the last few weeks, his brother has bought it! It will be good to see it out and about again. In a similar vein, another club car from 50 years ago has also been sighted recently. It is the 1914 Fiat restored by Les Robinson back in the mid 60s. I have heard over the years that Les sold the car for some frivolous reason (like building a house for his family or some such nonsense) not long after he'd finished it. Anyway Les, the good news is that the car is in Melbourne and is for sale. You can redeem yourself for your error in judgement and buy it back! Getting back to John Day though, he stated that the Queensland Veteran Car club is going well but have pretty well abandoned having regular rallies around Brisbane. *"Too much traffic to be pleasurable. So, we have week long events in country towns, usually within half to one day drive from Brisbane. 90% of us have covered trailers for our cars that double as accommodation when the Veteran is removed..... The cars are important, but it's the social atmosphere that most find attractive."* Thanks John - Yes, I'm thankful Canberra doesn't have the traffic of our major capitals when we venture out.



Ross Millard owned his own panel beating business in Fyshwick, on Ipswich Street, right on the corner of Wiluna Street, opposite the current Shell servo. This photo of his Dodge is from the 1972 book 'Veteran and Vintage cars' by Mal Grant. Lake B-G is in the background.



Les's Fiat as it looks today. This car set the restoration bar very high when it was done over half a century ago and it still looks good; testament to Les's panel beating skills and attention to detail.

In this edition of the Edwardian we continue with some more history on the BSA car of Bob Courtney. Bob has done an outstanding job in researching the history of both the company and his car. Quite literally no stone has been left unturned in his investigative efforts. One of the nice things about this story is that this particular BSA was in fact a foundation car of our club, albeit unrestored, but then became lost to us for four decades – but thankfully Bob rescued it from an uncertain future and brought it home. We'll look forward to hearing about the restoration of this fine veteran as it occurs. And speaking of newsletter contributions, we've also got an interesting write-up and quality photos of the recent 1 and 2 cylinder rally at Bright from Rob Woolley. Thanks Rob. Looks like it was a very enjoyable event. On other content, I have again put some descriptions of the badges that appear on our front cover. In these 'cameos' I have also included the names of our members, that I know of, who owned examples of that particular marque. Given we have a number of members with far more knowledge of the club's history than I do, I will welcome any corrections if I am wrong.

And just to make you groan;

"Doctor, there's a patient on the phone that says he's invisible"

"Well, tell him I can't see him right now."

Rick



### From the Archives

Let's look at what was going on in the Club 50 years ago.

1969

#### May -

Three members attended the April run to Bundanoon

Ten club cars attended a combined Veteran and Vintage gymkhana held at the Hall showground.

A picnic day run was to be held to Majors creek

#### June –

The club purchased a typewriter and a Roneo machine through the year. The Roneo machine was \$140 and cut the printing time by half and reduced the paper wastage to about 3%. Cost of printing, postage, paper, ink, covers for the 68-69 year \$205.87. Circulation was 102 copies a month with 11 going to other clubs.

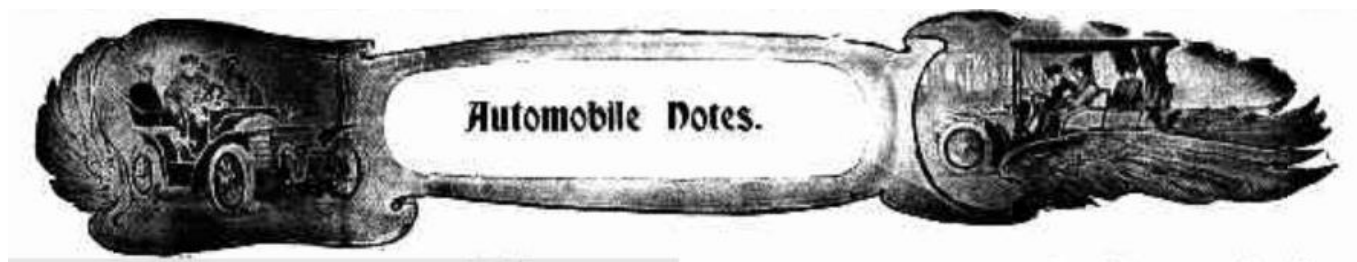


*Well did you have a guess at what \$205.87 equates to today? It may surprise you to know that in the intervening 50 years the inflation rate has averaged 5.2%. This means that 50 years ago the club spent, in today's dollars, \$2,498.91 on the newsletter! Staggering isn't it. That's a whopping total change in cost of 1113.8%. It's a different story now. It's costing us \$50 a year in these electronic days. In a similar vein, annual rental for a hall to hold meetings back in 68-69 was \$56 a year. In case you were wondering, this equates to \$702 in today's money.*





Ian Irwin kindly forwarded me the below graphic from "*The Critic*" (Adelaide) of 18 December, 1907. Yes Ian, it will be perfect to head up a regular segment in the Edwardian.



In April's Edwardian I mentioned news from the Council re the issue of Comprehensive policies for vehicle use under the 60 day scheme in NSW (particularly pertinent given the possibility of having a similar scheme introduced in the ACT). Of course one of the advantages of the 60 day scheme is that there are no restriction on usage. In addition to club events, you can use the car to commute to work or go shopping if you want to (60 days a year max.). The Council Registrar, Dave Rogers, has now received an official response from NRMA Insurance on the matter. The advice stated that regardless of the registration conditions of use, NRMA classic vehicle insurance DOES NOT cover commuting to and from work or visiting shops (even those these uses are permitted by the relevant NSW government authority under the 60 day scheme). In other words NRMA would only cover your car if it was on a club event. It should be reiterated that Dave also checked with Steve Farmer (manager of Shannons in Fyshwick) for their position on the matter and Shannons have advised they have no issue with the 60 day scheme, in other words, your policy with them covers all usage as is approved under this scheme.

Note – Since the above a more recent NRMA communique on this matter was sent to our club Sec., for distribution. This advice contradicts the above. It seems NRMA's left and right hands....? Luckily I'm with Shannons!

Another matter mentioned at the Council meeting was police plate recognition capabilities. Nothing really untoward here, but it was noted that storing the collected observations on vehicle use with the 60 day scheme could provide advice on total annual use. The only thing I would add here is to make sure those log books are filled in accurately.

With the rediscovery of Murdoch McDonald's old Siddley Deasy the other month, our early club cars are really starting to come to light. As alluded to in my Editorial, the ex-Millard Dodge has resurfaced in Brisbane after a long hibernation. Here is a glimpse of what it looks like today along with its very attractive 1929 stablemate.



Apparently Ross sold it to a Dr Brian Andrews here in town in the early 70's and the Doctor did some sort of re-restoration. Do you have memories of it? New owner, Gary Day, would appreciate any info or recollections on it from our older members. Gary can be contacted on 0439612181 [dodger29@bigpond.net.au](mailto:dodger29@bigpond.net.au)



The PLYMOUTH emblem features the sailing ship, the 'Mayflower', which carried the Pilgrim Fathers from Plymouth, England, across the Atlantic in 1620. We had a 1928 example in the club back in 2007, belonging to Mark Allum.

This space reserved for the requested write up and photos of the Motor Skills day held 28 April.



**Why does my wife always  
wait until I'm at the  
opposite end of the house  
before asking me to  
'Merm frner mernferr  
brnerfer!'**

### **RACV 1 and 2 Cylinder Rally Bright, Victoria – 14 to 17 March 2019**

The Veteran Car Club of Australia Victoria organised the annual 1 and 2-cylinder rally in Bright with 70 entries from most states in Australia. The ACT was represented by John Prentice in his 1904 De Dion Bouton and Rob and Beth Woolley in their Renault.

A fantastic program was organised with great runs, happy hours and options for dining out each night.

Thursday afternoon run was a short run out to Wandiligong Pub which has an interesting collection of relics from the area in an historic build. The beer, wine and drinks were great and they have good food so I am told. From the Wandig Pub we travelled onto Nightingale Bros Alpine Produce. Nightingales have a fully automated fruit sorting, washing and packing facility that we were able to inspect it was very interesting seeing the fruit graded and sorted each piece of fruit is photographed to identify flaws and bad fruit, apples that do not meet their standard for retail are made into juice and cider. Following the visit, we returned to Bright for happy hour and dinner.

Friday morning run was to Myrtleford Golf Club for coffee, scones and cream for morning tea and a hole in one competition. Following morning tea, we travelled to Robyn and Andrew Gibbs property in Whorouly near Everton. Andrew and Robyn have a collection of 50 steam vehicles including a steam bus that was available for rides, truck, traction engines and stationary engines. The return trip was via Myrtleford where we visited Red Ramia Trading which has a large collection of South East Asian metal work for sale. Dinner was organised at the Bright Brewery and their special was a Pizza and Pint.

Saturday was market day in Bright and the vehicles were on display from 8.00 to 10.00am. A large crowd of people attended the display day and the markets had a good supply of local produce and crafts. Following the display we drove to Buckland Bridge for morning tea and talk on the history of gold dredging in the Buckland River and a demonstration on gold panning. The gentleman giving the talk had lived off grid for the past 30 years and told some great stories of the area. The girders for the bridge over the river were part of the boom on a gold dredge that originally worked in the river. Following morning tea, we drove to the Red Stag Wildlife Park and Restaurant for lunch. There was a short challenging hill to climb to get to the Wildlife Park where many cars had to be towed over the hill but the Renault made it no trouble at all.

Saturday night the Rally dinner was held in the Clubs rooms at Pioneer Park, an excellent meal was served which included wine and beer, (sorry Rick no Rum)

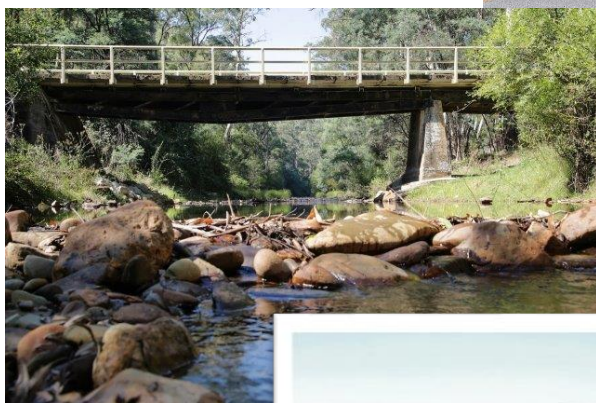
Sunday morning run was to Harrietville to visit Shady Brook Gardens, a private garden on acres that was looking beautiful with many flowers and shrubs we also visited the Gold Mining Museum and brunch was available in the Park.

Thanks to John Stanley, Rally Director, and his committee for a great rally, well organised with plenty of interesting places to visit and wonderful scenery.

Rob Woolley









### Missed it by that much!

Following on from my last story on crossing the Clyde River by punt, Ian Irwin sent me the following wonderful photo. It's full of great detail; note the 44 tied to the trucks front end for flotation and the block and tackle to try and extract it from the river, and also note the punt floats, almost suspiciously, just off to the right. The original source of the photo told Ian it was; 1/ taken at Nelligen, 2/the truck was a Lacre, and 3/ it belonged to prominent Braidwood resident, Mr Maddrell. Well as far as I was concerned, such an action packed photo just demanded a deeper investigation into what occurred and when it happened, and it turns out two of the three previously stated assumptions were wrong!



The one in three that was correct was the location. Yes, this exciting event occurred at Nelligen, and in fact that is the Steampacket hotel you can see in the background. The truck is in fact an Albion, not a Lacre, and was owned, not by Robert Maddrell, but by equally well respected Braidwood residents, the Nomchong family. Before we explore how the poor old Albion became amphibious, let's go into a little detail about its owners.

Shong Foon Nomchong arrived in Australia in the 1860s and was a storekeeper on the Mongarlowe goldfields, later setting up a store in Braidwood. He sent for his brother Chee Dock, who was living in California, in 1877 and the two men became business partners. In 1881 he married Ellen Lupton, a European woman; they had four children. After Shong Foon's death in 1889, Chee Dock inherited and subsequently extended his brother's businesses. The Mongarlowe business was sold and Chee Dock concentrated his business activities in Braidwood. He married a Chinese woman and became the patriarch of a large family with responsibility for Shong Foon's family as well as his own. Chee Dock's family were adherents of the Roman Catholic church and very highly respected in the town and district.

Chee Dock's family was heavily involved in philanthropic and charitable activities and owned many businesses. Some time in the early 1900s he added fruit and confectionery to his shop, developed a flourishing general store business and in the early 20's diversified into trucking and began a carrying business plying between Braidwood, Tarago and Nelligen. This enabled him to carry a wide range of produce throughout the district and the south coast. Later he purchased several pastoral holdings in the district. Chee Dock's thirteen surviving children were almost all, whether male or female, involved in the family businesses, although some also started their own. The Nomchong family business did not close until 1980, after 103 years of trading and the family still operates important retail businesses in Braidwood today.



The Nomchongs' owned one of the first service stations in Braidwood, and in fact the building is still standing in the main street. Here it is seen providing service to the magnificent 35hp Renault limousine owned by wealthy and prominent Braidwood resident, Robert Maddrell. Robert in fact owned a number of very desirable cars over the years. Ian Irwin has kindly provided me the following valuable info on Mr Maddrell's cars. The Renault above, together with a 15hp Talbot, arrived in Sydney in Feb. 1908. The Renault was painted royal blue with primrose lining, while the Talbot was painted a special silver grey, to Mr Maddrell's specification. In the following few years before WW1, Maddrell also owned a De Dion Bouton, 40hp Lancia and a Stoewer. One of the many things I find interesting about the above photo is that the bowlers, and the clothing on various members of the Nomchong family would indicate it was taken around the early 30's. This would mean the Renault was close to 25 years old here, and really outdated. To think it had survived that long so complete. I wonder what happened to it?

An example of Mr Nomchong's charitable contributions was when, in April 1923, he offered the use of his near new Albion, especially fitted out, to transport the combined brass bands of Goulburn and Braidwood on a tour of Nelligen, Batemans Bay, Moruya and Araluen. It must have been a fairly hairy ride down the Clyde back in those days one would think, but they got there well enough to immediately put of a concert for the Nelligen townsfolk.

As it turned out, that very same Albion was to become amphibious, as Ian's photo attests. So how did it all unfold? Well, it all happened 93 years ago, on Friday 12 November, 1926. The *Queanbeyan-Canberra Advocate* recorded it thus;

### **PECULIAR ACCIDENT TO LORRY.**

*On Friday night last one of Messrs. Nomchong Bros'. lorries came to grief under rather extraordinary circumstances at Nelligen, (reports the Braidwood "Review"). A load of wool had been unshipped from it, and the lorry was on its way to Bateman's Bay. It crossed on the punt all right, but after it landed on the other side the wheels failed to grip on the wet soil and, slipping down the slight incline, pushed the punt out, and toppled backwards into the river. Messrs. Nomchong, W. Sherack and G. Hion were on the lorry, together with two Nelligen men. Mr. Nomchong and one of the other men jumped out as the lorry was going down, and Hion also got free. When it reached the water, Sherack and a man named Dayball were on the front seat, which is covered round with wood work and a hood. They could not get out, and went down with the lorry to the bottom of the river. However, they were not long before they reached the surface. The lorry at the time had all its electric lights burning, and these were still burning brightly on Saturday morning. The stream is between 20ft and 30ft. deep at the spot where the lorry was lying on the bed of the river. On Monday the lorry had been safely extricated from the river.*





This photo, taken in 1928, proves they must have got all the flathead and bream out of the poor old Albion's gearbox and sump as it's the vehicle on the far right. What we have here is the Namchong's fleet of three trucks with a wool clip of 136 bales aboard. The large 6 wheeler on the left is a 'Karrier', with what looks like another Albion in between. For the 1928 wool clip, Namchongs carried a total of 1786 bales from Braidwood, down the Clyde, to the Nelligen wharf for shipping to Sydney.

Given the amount of trips those Namchong trucks did up and down the Clyde, which was just a narrow serpentine dirt track back then, it's surprising they didn't suffer more mishaps to their vehicles. The next incident I could find happened in late 1939. Two of their trucks had just left Nelligen at 1.30 in the morning, laden with goods from the wharf, heading up through the mountains back to Braidwood. The leading truck was driven by Johnny Nomchong, and for some reason he pulled up on a steep downhill stretch of road after having just rounded a sharp bend. The following truck, driven by Gordon Young, came around the bend, but didn't see the stationary vehicle in front of him until too late. Going down-hill fully laden wouldn't have helped either, but he swung the wheel sharply to avoid the stationary truck and headed into an embankment. Young nearly made it, but the cabin of his truck struck the tray of the one in front with the result that he sustained some nasty internal injuries. His passenger, A.Gourlay, also didn't fare too well. Gourlay was just a young bloke and was a star of the local Braidwood footy team. His leg was broken badly, just below the knee. To keep him horizontal they strapped him to the top of the load and the painfully slow trip up the Clyde re-commenced. Upon eventually arriving in town both Young and Gourlay were admitted to the Braidwood hospital.

So there you have a little more history of motoring in our region. Thanks Ian for sending me the great photo that led to the above.

Rick

Post Script – In August 2008 The *Canberra Times* reported the destruction of an 1850s building that was once used by the Nomchong family. The heritage listed single-storey wooden building stood in the main street of Braidwood, and was demolished apparently in error. The *Canberra Times* stated that the demolition was approved by the local Palerang Council, but there had been a mix-up over the address of the building.



## Technical Page

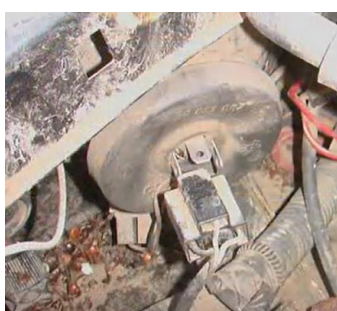
### How to convert your old vintage headlight reflectors to 12 volt halogen

I've long thought it would be good to have the illumination of modern day headlights on my old cars. Having a bit of time up my sleeve after a recent accident to my foot, I started looking into the subject and came across an excellent video on 'Youtube'. It was done by an Aussie who runs a firm called 'Dreaming Hotrods'. To produce the following article I did screen shots from the video, thus the photos aren't exactly crystal clear, however they give you an idea on what's involved. If you really want to see the process from start to finish watch the 14 minute video using this link <https://www.youtube.com/watch?v=4vZfrV5wKwA>. Note – the audio for the first 30 seconds is good, but for the rest of it is very soft, so you'll need to turn your volume up to maximum.

Rick



**1 A typical vintage reflector that takes the standard bayonet type bulb.**



**2 Go to the wreckers and find a pair of donor headlights. Make sure the reflectors are steel (not plastic) and that you get the clips and rubber boot too...also grab the wiring connector and about 6 inches of wiring.**



**3 Your donor light will look like this once you've removed the bulb and its associated holding clips.**



**4 Using something suitably round, mark a circle on the donor reflector.**



**5 Using a 1mm blade, cut along the line just marked.**



**6 The freshly cut bulb holder can now be trial fitted on the top of the vintage reflector. The rest of the donor headlight set up can be thrown away.**





**7** Using a scotchbrite type pad on your angle grinder, remove any paint or coatings on the back side of the original reflector. This also serves to slightly roughen the surface for good solder adhesion later.



**8** Do the same to the insides of the freshly cut donor receptacles.



**9** You may have the problem that a halogen bulb won't go through the original reflector's bulb aperture.



**10** If so, using the thin blade, carefully remove just enough so the halogen bulb can fit through.



**11** Fit a new bulb into the donor. Make sure you mark the bottom of the donor correctly, ie. the horizontal line of the holder (see just under bulb) is at the bottom.



**12** Apply flux to the reflector and then apply the lead solder.



**13** After applying flux to the inside of the donor, Carefully place it onto the original - making sure you know where the bottom is as per step 11 – and heat it sufficiently to attach it permanently.



**14** You can carefully reheat the set-up to wipe away excess solder and make it smoother. Here the bulb and retaining clips are now in place.



**15** Refit the rubber boot and it's all done. All that remains is to have the reflector replated.

The whole process only takes about two hours to complete at home and is very economical to do.

## Part 2 of Bob Courtney's story on early BSA cars

### The History and dating of a BSA car - chassis number 655.

In 1962 a BSA car was recovered by Sid Sargent from a property near the state forest at Yerriyong, about 10 miles (17 km's) south from Nowra, NSW. It was taken to his home at 11 Woolcott Street, Watson, Canberra and examined by likeminded enthusiasts who combined to form The Veteran Car Club (ACT) the following year - 1963. For its age the car was in good condition and mechanically complete. The BSA is in the list of cars at the formation of the ACT Veteran Car Club in a 1964 'Edwardian' newsletter as a 1909 Model. Sid did not undertake much restoration on the car but was able to find a spare engine and gearbox as well as an original steel BSA body. He was president of the Club in 1965-66 and his car is mentioned in subsequent newsletters. The acquired steel body C.1912 was not correct for this chassis and was sold to a collector of veteran and Vintage cars in Sydney.

The component numbers for this car are: Engine - 37/99, Gearbox - 37/81, change and brake lever quadrant - 37/94, Front axle - 37/57 and Rear axle - 37/100. The prefix 37/ was possibly a construction plan number and the 1 - 100 parts batch? The spare engine and gearbox have prefix numbers of 41/ which are believed to be for 1910-11. The 37/ engine prefix configuration matches documented specifications of modifications to the petrol priming system and the oil pump location.

The original 24-inch wheels fitted to the car were the steel Sankey type with beaded edge rims. The rear wheel lock ring hubs have been retained with the replaced wooden spokes and are stamped 'J. SANKEY & SONS', BILSTON. PATENTS 1906, 1908 and 1909'. These wood spoke wheels were changed at some time in the 1920's with detachable split rims to take wired on tyres and believed as fitted to a 1920's Dodge.

Mr. Sargent separated from his wife in Watson sometime in the 1970's and moved to Queensland. The BSA car was sold to a neighbour, Norm Johannsen, who lived in the same street and joined the Veteran Club in 1971 with a 1909 Renault. Norm purchased a caravan park at Braemar Bay in the Kosciuszko National Park in late 1970 and moved the BSA and two other cars to a shed in the field behind the Administration building. Over the next 30 years the car was dismantled for 'restoration' but was eventually spread out in the open to make way for the park service vehicles.



It gradually deteriorated in the weather and in 2015 the park was for sale. I was told about the BSA car by one of the caravan park residents who knew I was interested in old vehicles. The new owner wanted to clear out the rusty vehicles, so Norm had to dispose of his collection. Information given about the BSA was supposedly pre-First World War. I disputed this because I thought BSA only manufactured motorcycles before 1914 and cars later in the 1920's. I 'Googled' BSA cars and sure enough, cars were built between 1907 and 1914.

I confirmed the car was as described and decided to take an inspection trip. It was in poor, dismantled condition but had the potential to be saved. The deciding factor was the large brass radiator that had been stored under cover and was in superb condition. A price was agreed upon and five trailer loads later the BSA was returned to Canberra.



At right and previous page, the car as found in 2015.

Our Dating Officer, Ian Irwin, gave me a list of BSA cars registered in New South Wales between 1911 and 1920, as well as other period documents. I concluded that the car was built between 1909 and 1911.

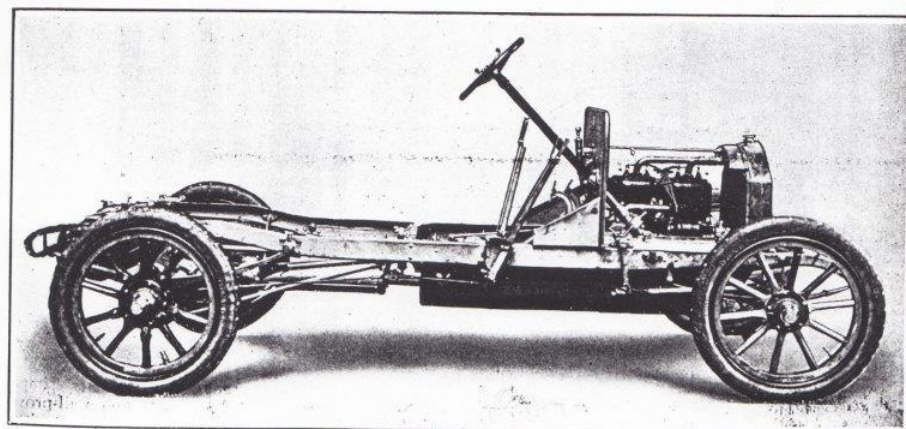
From this list of BSA cars, registered after the introduction of licence plates, there is one car being a Model 15/20 hp, registered number 2203, was originally sold to Joseph H Parsons of Crown Street, Woolongong in 1910. It was subsequently sold to William Watt of Wandandian, Nowra (1911/12?) and then sold again to William Henry Hockley of Nowra on 3 March 1923. When it moved to Yerriyong is not known but apparently the Watt extended family owned several properties in the Shoalhaven area



I checked the Register of veteran cars in Australia and contacted George Gilliott in Sydney, who owns a 1908 BSA. His is the oldest known example of the make with a chassis number of 268. The engine was originally un-numbered and has a NSW Police number of 38. He was extremely helpful with information and gave me photocopies taken from period (1908 – 1914) motoring journals on BSA cars. From his numerous spare parts collected over many years he was prepared to sell me some required missing parts and replace parts I had that were beyond repair.

I was in Tasmania last year (2018) and able to examine another BSA 14/18 hp car, chassis number 397. It is an unrestored, registered vehicle complete with its original body made by the Melbourne Motor Body Co. It remains with the family who purchased it new in 1909. This car, like George Gilliott's BSA, had no engine number but '397' was also stamped on the steering box housing. This car has never been officially dated and I believe it left the UK factory in 1908 as a running chassis for delivery to Australia.

Sorting, cleaning and stabilizing the various parts was first on the agenda to arrest any further deterioration. With the help of club member, Geoff Nicholas, we found date and serial numbers as well as manufacturer marks. The engine was in pieces so the bore and stroke could be measured giving an engine capacity of 3052 cc. This confirmed that the car was an 15/20 hp. This model was an enlarged development from the Model 14/18 hp in 1909 to be marketed for sale between the 1908 Models 14/18 hp and the larger 25/33 hp, which was a scaled down copy of the 1907 Pekin to Paris Model ITALIA. The 15/20 hp Model had a chassis length of 8 feet 9 inches but the chassis on my car is longer at 9 feet 6 inches being the length of the Model 18/23 hp.

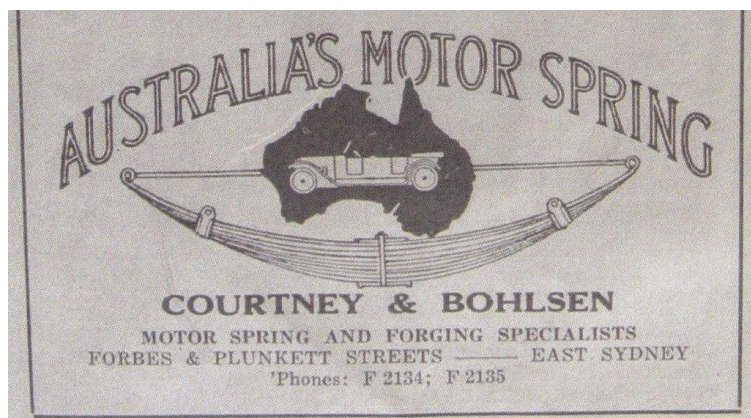


An elevation of the 15-20 h.p. B.S.A. chassis.

A published article in the Autocar magazine of November 1909 (attached) details the Model 15/20 hp BSA and includes a photo of the chassis incorporating  $\frac{3}{4}$  elliptical rear springs as well as a 'new' Zenith carburetor being identical to the parts I had. Cleaning the springs revealed '09 date stamps and the wheel lock rings with Patent dates of 1906, 1908 and 1909. One rear spring leaf has been repaired (replaced) and is stamped 'COURTNEY &

BOELSEN – SPRING Mfg. SYDNEY' within an oval.





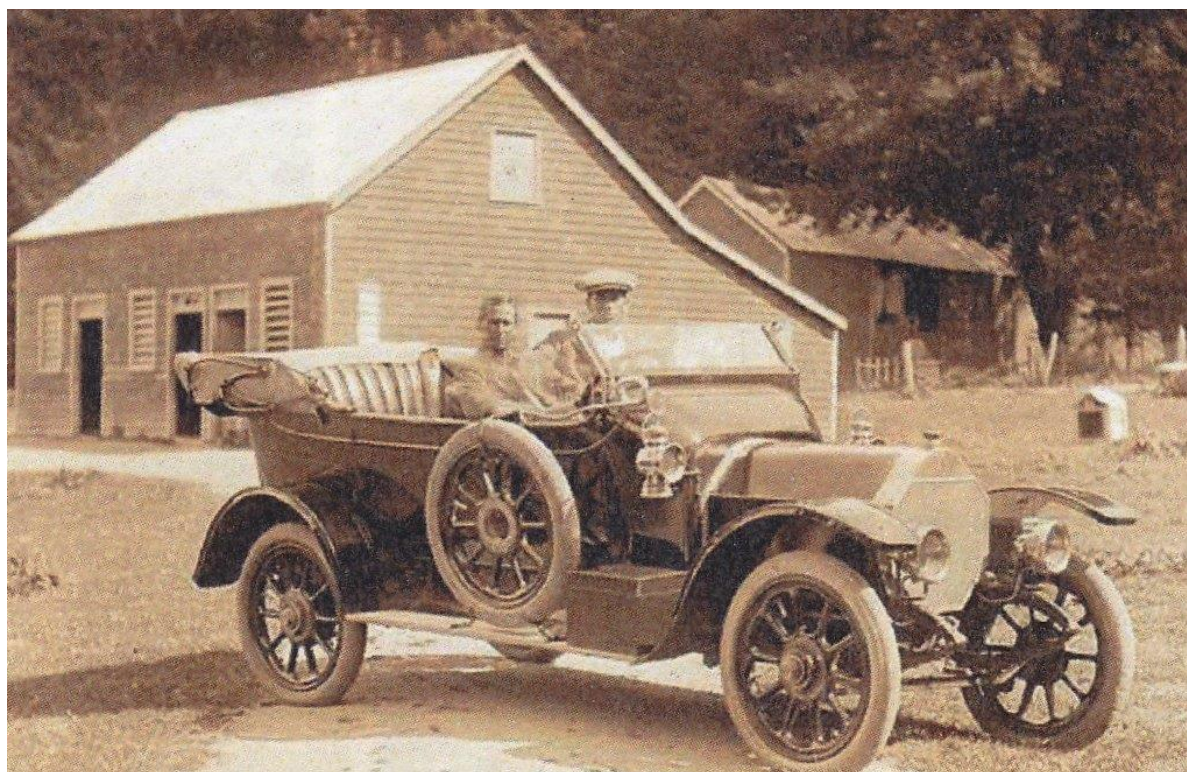
Upon stripping the rear axle there was damage to the planetary wheels and bushes indicating that this car had at some stage the rear axle elevated to power a belt drive. The lack of lubrication caused considerable wear to the moving parts, but the crown wheel and pinion are in very good condition.

The engine, gearbox, foot pedals and other moving parts are not badly worn so the car has not seen rough treatment although the chassis has some minor damage to the left side. Apart from

the fire wall bracket no other parts of the bodywork have survived.

The engine front cylinder water jacket was cracked near the top and probably caused by ice expansion. It has a feature of priming cups over the pistons which changed in late 1910 to over the exhaust valve caps. The radiator water return pipe sits high on the engine to clear the cups but fitted lower in 1910 when the valve cups were moved. Crank cases changed in 1911 to having the oil pump at the rear but the early 15/20 engines followed the 14/18 configuration of the pump at the front left side driven off the cam shaft.

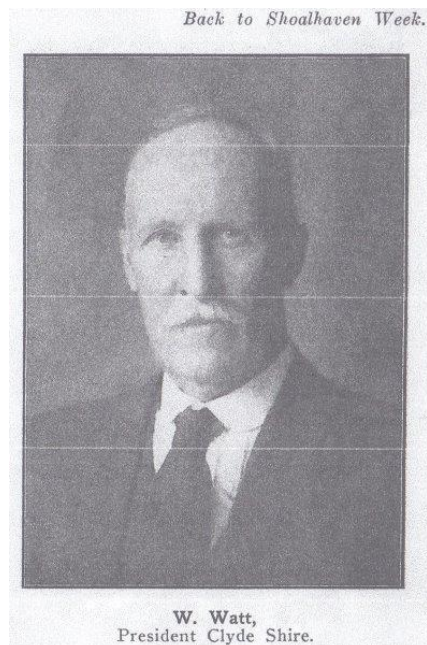
In January this year (2019) I took the opportunity of meeting up with a Shoalhaven historian at Nowra. She had a lot of local information and produced several early photographs that contained veteran and vintage cars. One of these was a BSA and when enlarged I could see that it had Sankey type wheels which were not a standard fitting to BSA's. Unfortunately, there were no details on the car, or the background shed and the two young male occupants sitting in the vehicle were also unidentified. I asked if any Watt family members still lived in the area and obtained the phone number of Maxwell Watt. He is the great grandson of William Watt, who still lived in the Wandandian area but could not give me any information about any old family cars but gave me the names of William Watt's descendants.



**The car in June 1914 with Sidney driving and his elder brother William (junior) in front of the Wandandian/Tomarong butter creamery. Note: the long faces on the Watt males which his great granddaughter (Heather Wilford - nee Watt) pointed out.**



I sent him a copy of the photo I had of the BSA car and although he could not confirm the occupants, he thought it was quite possible they were two of William Watt's sons, William and Sidney. He said Sidney joined the Australian Army (A.I.F.) in August 1914 and was killed at Gallipoli on 21 May 1915. When I checked the enlistment papers of Sidney Alexander Watt, at the Australian National Archives office, I noted that for his trade/occupation he stated, 'Motor Driver'!



**Above - William Watt (owner 1914) and below, his son Sidney Watt age 18 in the uniform of the 37th Australian Militia Battalion, C1912**

In May (2019) I met a granddaughter of William Watt, Mrs. Heather Wilford (Nee Watt), living in Canberra. She was able to supply a lot more information on the family history and give me copy photographs of William Watt, when President of the Clyde Shire Council (C.1910) and of Sidney, aged 18, in uniform as a member of the 37<sup>th</sup> Militia Infantry before joining the 3<sup>rd</sup> Battalion, A.I.F. in 1914. This photo and the driver in the BSA car photo are a very good likeness. The background landscape is believed to have been a 'creamery' that made butter in the Tomarong/Wandandian area.

Conclusion. Taking all the above into consideration, the car I now have is identified as a Model 15/20 hp BSA that was ordered by a Mr. J Parsons of Wollongong with Sankey wheels and an English tourer body built on a 9ft 6in chassis using some parts manufactured in 1909. The completed car was shipped to the BSA Australian agent, Motories Ltd in Pitt Street, Sydney and first registered in 1910. The photo I obtained from the Shoalhaven Historical Society of a BSA with Sankey wheels and the identified sons of William Watt is the same car initially registered to Mr. Parsons and bought by William Watt of Wandandian about 1912.



**As the BSA sits today with its mint radiator now mounted. Note- the mudguard fitted here is not from the car.**



# B.S.A. CARS

With their recognised reliability and smart construction,  
B.S.A. Cars have taken their place amongst the

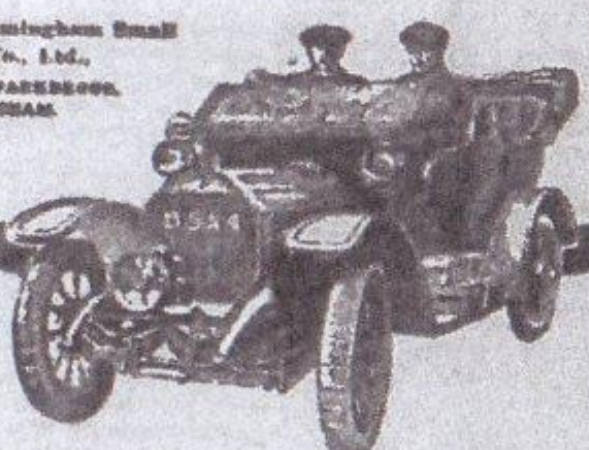
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been designed specially with a view to providing the Motorist with a car which possesses throughout the many essential features of the  
High-grade Car at a most moderate price.

Standard Models	14-16 H.P.
	15-20 H.P.
	18-22 H.P.
	24-26 H.P.
	28-32 H.P.

Write for notes on Catalogue and list of Agents.

The Birmingham Small  
Arms Co., Ltd.,  
No. 1, SPARKHILL,  
BIRMINGHAM.



### November 1909.





### Wheels of Wamboin run, held 18 May.

Again no write up provided, but thanks to Wayne Young, we have proof that some members *did* attend.



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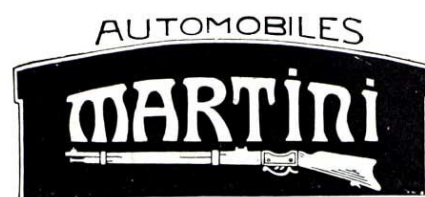
### More badges from our front cover...

Aston Martin logo. From just a simple A and M logo, in the late 20's they added two wings and spelled out Aston Martin. The wings concept was borrowed from others. Basically, these wings were supposed to represent speed which Aston Martin cars are known for. After a few years, they tweaked the logo but still kept the idea of two wings and the Aston Martin name (as seen in the article from the February Edwardian which showed the enameling of the new AM badge). Former member, Neil Hamilton, owned a vintage example.



good reason. In 1897, Swiss businessman Adolf von Martini, built an experimental rear-engined car. Adolf was the son of Friedrich von Martini, the inventor of the action used in the Martini–Henry rifle. Former members Martin McCarthy and Des Rees both owned Martinis.

The Martini badge features a rifle for a very



## MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)

17 April 2019

**Meeting Opened:** 7.31pm.

**Attendance:** 20 Members, 6 Apologies.

### MINUTES OF LAST MEETING:

Accepted – Moved: Rick McDonough, Seconded: Gerard Frawley.

### SECRETARY'S REPORT:

Correspondence In:

- Magazines and newsletters.

Correspondence Out:

Nil.

Secretary's report accepted – Moved: Tony Watson: Seconded: Gerard Frawley.

### TREASURER'S REPORT

Account balance reported.

Expenditure:

Donation to Yass Historic Machinery Society - \$50.00 (see Events Report).

Treasurer's report accepted - Moved: John Cadona: Seconded: Roy Bendall.

### EDITOR'S REPORT

Rick asked if someone attending Motor Skill Day on 28 April could provide a write-up and photos for the next newsletter.

### MEMBERSHIP SECRETARY'S REPORT

Advice received of 59 financial members.

### DATING OFFICER'S REPORT

Ian has prepared a dating certificate for Rob's Renault. He also indicated that some shortcomings in the dating form have been identified and it will be revised in the near future.

### EVENTS REPORT

Last month's run to Yass was deemed as success. Particular note was made of the host, Tony Wade's contribution to the day. While Mr Wade declined any payment for his efforts the meeting agreed to make a \$50 donation to the Yass Historic Machinery Society from the Club on his behalf.

The next Club event will be Motor Skills Day on Sunday 28 April. The May event will be *Wheels of Womboin* on Saturday 18 May. Due to the onset of cold weather the June event will be a Club-sponsored soup run hosted by Don.

### LIBRARIAN'S REPORT

Nil.

### REGISTRARS' REPORT

Nil.

### GENERAL BUSINESS

Barry donated two motoring books to the Club library.

Don circulated a photo of a Model T Ford wheel which was available.

The Secretary will submit an invoice to Shannons for newsletter advertising.





At the request of Nick, who was unable to attend this meeting, possible variation of the current Club subscription levels was raised. In consideration of this matter the Treasurer provided recent Club income and expenditure figures. These figures show that over the last two years total income has only exceeded expenditure by between \$300 and \$500. Considering that fixed expenditure such as insurance etc is likely to increase over coming years and membership has remained static the meeting agreed that it would be poor business practice to drop subscriptions at this stage. Moved: John Cadona, Seconded; Darrell Leemhuis that subscriptions should remain at the current \$50 pa.

The meeting also recognised that the Club has a substantial sum banked and agreed thought should be given to how this could be used to benefit members in the future. One such benefit will be a free issue of the car and lapel badges currently on order.

**MEETING CLOSED:** 8.04pm.

## **MEETING ACTIVITY**

Nil.



## **MINUTES OF MEETING VETERAN AND VINTAGE CAR CLUB OF AUSTRALIA (ACT)**

15 May 2019

**Meeting Opened:** 7.31pm.

**Attendance:** 16 Members, 3 Apologies.

## **MINUTES OF LAST MEETING:**

Accepted – Moved: Gerard Frawley, Seconded: Rob Woolley.

## **SECRETARY'S REPORT:**

Correspondence In:

- Club trailer registration renewal notice.
- Magazines and newsletters.

Correspondence Out:

- Shannons – invoice for newsletter advertisement \$100.00

Secretary's report accepted – Moved: Tony Watson: Seconded: Rick McDonough.

## **TREASURER'S REPORT**

Account balance reported.

Expenditure:

- Trailer registration - \$85.70.
- Deposit for production of badges - \$1100.

Treasurer's report accepted - Moved: John Cadona: Seconded: Darrell Leemhuis.

## **EDITOR'S REPORT**

Rick requested a report and photos on the Club's *Motor Skills* day for the newsletter. He also asked for a report on the upcoming *Wheels of Womboin*.

## **MEMBERSHIP SECRETARY'S REPORT**

Advice received of 59 financial members.

## **DATING OFFICER'S REPORT**

Rob was presented with a dating certificate for his 1910 Renault. Bob has submitted a request for dating of his BSA.

## **EVENTS REPORT**

Next event is *Wheels of Womboin* on Saturday, 18 May. The Secretary will send out a reminder to members.

# The Edwardian - June 2019

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June's event will be a soup run hosted by Don. Details will be confirmed next meeting.

Darrell will arrange a run for July.

## LIBRARIAN'S REPORT

Roy requested approval for binding copies of magazines at a cost of approximately \$200 – agreed.

## REGISTRARS' REPORT

Rob indicated that he will not be available for registration renewals for the next month.

## GENERAL BUSINESS

Chris reported on the *Pre 31* rally held in Orange this year. Next year's rally will be in Dubbo.

Darrell mentioned his recent purchase of a 1967 Vespa scooter. This was the subject of much mirth among members present.

**MEETING CLOSED:** 8.00pm.

## MEETING ACTIVITY

Rob screened photos of the recent *One and Two Cylinder* rally held this year in Bright.



## The Club Calendar

June 19	Club meeting
June. 23	Club Run - Soup run – see details below.
July 17	Club meeting
July 21	Club Run - <b>Need Someone to Organise</b>
August 21	Club meeting - <b>AGM</b>

## RETREADS

'Re-tyred' members of many ACT Car Clubs meet informally for a light lunch at the Southern Cross Club Woden, at noon on the 1st Friday of each month. The group is known as "The Retreads". Outings in their old cars are often arranged. The V&VCCA (ACT) recognises these outings as legitimate events for any of its members who wish to participate.

### **Retreads run to the National Arboretum for lunch on Friday 21<sup>st</sup> June.**

Please arrive by 11-30 AM as parking can get busy after that. A small parking fee applies unless you have a disabled sticker. There is a great Bonsai display or a gift shop for you to explore after lunch. Some lovely walks. After leaving the Arboretum there is a great view from the lookout on the hill top or visit the cork plantation planted by Walter Burley Griffin. Could you please rsvp so that Anne and I can set up the tables as they don't take bookings for the café. Either email on [alecannemck@grapevine.com.au](mailto:alecannemck@grapevine.com.au) or text to Anne 0417663325.

### **Club Event – Soup run, Sunday 23 June**

Members may wish to gather for morning tea/coffee and conversation at the café near Spotlight in Queanbeyan at 10.30am. In order to have a bit of a run I would suggest leaving there at 11.30 via Bungendore and the Federal Highway to North Canberra. At the first Roundabout turn left into Antill Street and right at the next Roundabout into Aspinall street. At the second Roundabout turn right into A'Beckett street and then third or fourth left into McCawley street. We expect you at No. 27 around 12.30 with a selection of soups ready.

We are planning for at least 3 different soups with bread and butter and a hot drink both alcoholic and non-alcoholic. There will be tea or coffee afterwards and children will also be catered for. Don and Bev Doering



## VVCCA – ACT - EVENTS SCHEDULE September 2018 to August 2019

<u>Month</u>	<u>Member to Organise</u>
September 2018	Chris and Simone Hogan
October 2018	Rick McDonough
November 2018	Rob Woolley
December 2018	Hogan's and Robinsons.
January 2019	<b>Needs someone to organise</b>
February 2019	Rob Woolley
March 2019	Ian Irwin
April 2019	Kingsley Southwell/Geoff Nicholas
May 2019	Darrell Leemhuis
June 2019	Don Doering
July 2019	<b>Needs someone to organise</b>
August 2019	<b>Needs someone to organise</b>

## The National Calendar

Aug. 30 – 6 Sept. 2019	The Horseless Carriage Club of America (HCCA) South-East Australia Region is holding an International Veteran Tour in Bathurst NSW from 30th August to 6th September in 2019. Expressions of Interest – contact Russell Holden: 0422 219 911
Sept 17-23, 2019	National Veteran Vehicle Rally, Bundaberg, Queensland. email: Rally2019@skymesh.com.au for information.
Sept 29-5 Oct. 2019	Model T Ford Annual Rally 2019, Maryborough, QLD. For all enquiries and entry details visit the website <a href="http://www.mtog12.wix.com/mtog">www.mtog12.wix.com/mtog</a> or email: MTOQ2019rally@hotmail.com for an information pack.
1st – 7th April 2020	1 & 2 Cyl National Rally – Charleville, QLD in 2020 Hosted by the Veteran Car Club of Australia (QLD) Inc. For more information contact the 2020 National 1 & 2 Cylinder Rally Directors Graham Donges 0417 718 617 • Irene Donges 0419 751 324
11 – 17 October 2020	RACV national veteran car rally. Based in Swan Hill on the Murray River, the theme of Rural Edwardian Australiana will dominate the event. Suitable for both large and small veterans, 1&2's will easily cope with the terrain and the runs. The rally starts on Sunday afternoon, October 11th 2020 and finishes on Saturday morning October 17th. Rally Directors Michael & Claudia Holding 0407 008 895 or email <a href="mailto:mholding@netspace.net.au">mholding@netspace.net.au</a> for the spiel: <a href="mailto:claudia_holding@hotmail.com">claudia_holding@hotmail.com</a> for the facts!

## For Sale

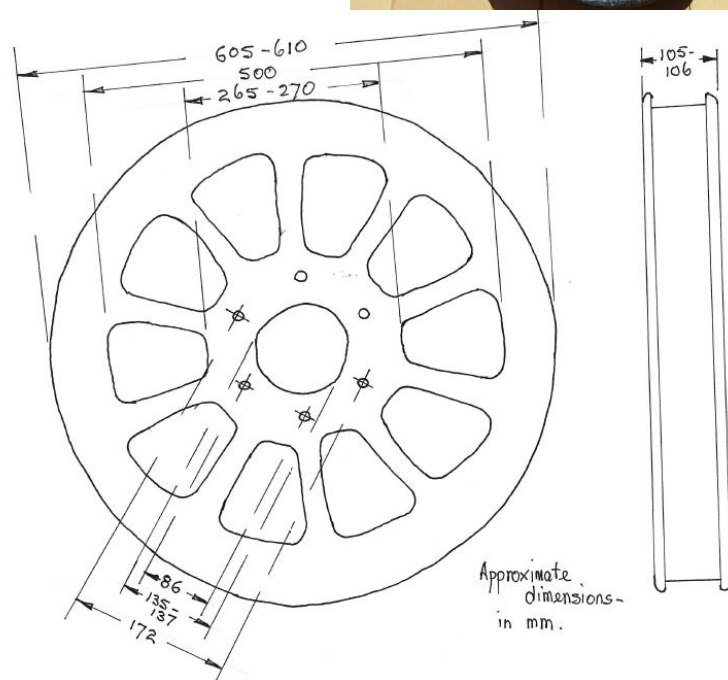
After 58 years of single ownership it's time the T had a new home. Car is 1927 and in very good condition. On club rego.

\$21,000 ONO.

Laurie Smith, Chisholm, ACT. 0403 256 578



**For Sale** 3 steel Sankey beaded-edged wheels, as per drawing and photos below. \$400. John Prentice ph 0408 476 644



3 of steel  
beaded-edged  
Sankey wheels.  
6 stud / 10 spoke.

## For Sale



Brand new horn bulb. 4.25" diam. \$25.

Brand new brass horn tube, never been out of plastic bag. Approx. 163 cm long. Today these are \$190 to buy plus postage. Mine \$150. Will post items at cost.

Rick McDonough.

[rick@netspeed.com.au](mailto:rick@netspeed.com.au) a/h 02 6293 1553





## PARTS

### FOR SALE-----VINTAGE and VETERAN CAR PARTS and TOOLS

Vintage Rear Half Bumper  
Vintage Car full length Bumper----Very Good Condition  
Running Board Pump----excellent  
BUICK (1927) Clutch  
BUICK (1927) Rear Wheel Bearings ---New never used  
Veteran Rear lamp red glass  
Veteran Brass Windscreen Post  
Veteran Front Light Fork  
Veteran very early Windscreen Wiper (French)---Excellent  
Veteran Side Light Glass (pair)  
Veteran Side Light Rims (pair)  
Veteran Detachable Wheel Bolts&Clamps(MICHELIN)set  
Veteran & Vintage Tyre Valve Covers (brass)  
Veteran BRASIER( French Car) Carburettor----excellent  
Vintage Chrome Instrument Dash Light---excellent  
Assorted Brass Handles and Knobs  
BUICK Hub Caps

## TOOLS

Mobile Hydraulic Engine Lifter

Block & Tackle  
Battery Charger 6V  
Steel Car Ramps

BARRY ROBERTS Ph: 02 62928920 Canberra

## For Sale

Lucas horn. Was restored by the late Ken Chennal from the Victorian Vet car club. Main body approx. 200 mm long. The rear mounting bracket is a fairly substantial brass casting. \$350.

Rick McDonough. [rick@netspeed.com.au](mailto:rick@netspeed.com.au) a/h 02 6293 1553



As you can see, I'm having a clear out of some of the things I've collected over the last 35 years (and mostly had to pay through the nose for at the time!) but probably won't use. Here's some more. Rick McDonough. [rick@netspeed.com.au](mailto:rick@netspeed.com.au) a/h 02 6293 1553

Pair of original veteran ext. door handles. Loop measures approx. 85x60, Sq. shaft 70 long (one threaded on end). Modern repros are \$250 a pair. These \$180.



A Stewart bracket. I assume it's for a speedo drive mount. Has no. '1522' and 'Stewart' cast into it. \$30



P&H Taillight. Approx. 250 high (minus bail arm). '304' stamped up underneath front base. Red and clear side lens 55mm diam. Main lens 90mm diam. Some small dents in front, but main one is on the front rim near the hinge (see photo). Also bail arm a bit out of shape. \$240.

Veteran car clock. Flange 103mm diam, main body 76.5 diam. Was overhauled by late member, John Downes, but loses about 35 mins a day. \$225.



Exhaust whistle. I've never used it so cannot verify if it works or not. Measures approx. 160mm long. \$60





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