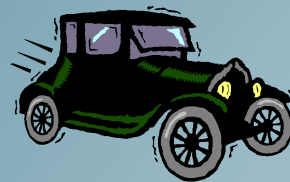


# BRISBANE VINTAGE AUTO CLUB [Inc]



An inexpensive, friendly, family club, catering exclusively for Historic Vehicles (Veteran, Vintage, Post Vintage and Classic) built up to December 1978.

The Secretary, BVAC Inc.,  
6 Riesling St, Carseldine, QLD, 4034.

## Vintage Views – August 2025



**“BVAC – Xmas in July 2025”**



# BVAC OFFICE BEARERS - 2025

IMMEDIATE PAST PRESIDENT: - GLEN SORENSEN

BVAC Website: [bvac.com.au](http://bvac.com.au)

Facebook Page: [Brisbane Vintage Auto Club](https://www.facebook.com/BrisbaneVintageAutoClub)



<b>PRESIDENT</b>	<b>Adrian Bensted</b> 6 Miner Crt Deception Bay Q 4508 Ph. 0438 305 516 Email: <a href="mailto:bensted.adrian@gmail.com">bensted.adrian@gmail.com</a>	<b>VICE PRESIDENT</b>	<b>Glen Sorensen</b> 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: <a href="mailto:henryford1920au@gmail.com">henryford1920au@gmail.com</a>
<b>SECRETARY</b>	<b>Mal Dale</b> 6 Riesling St. Carseldine Q 4034 Ph. 0418 733 575 Email: <a href="mailto:maldale@hotmail.com">maldale@hotmail.com</a>	<b>ASST. SECRETARY</b>	<b>Vacant</b>  Ph. Email:
<b>TREASURER</b>	<b>Darryl Gomersall</b> The Oscar – 604/71 Landsborough Ave Scarborough Q 4020 Ph. 0417 709 500 Email: <a href="mailto:darryl.gomersall@bigpond.com">darryl.gomersall@bigpond.com</a>	<b>EDITOR</b>	<b>Peter Hibbert</b> 435 Uhlmann Road Burpengary East Q 4505 Ph. 0416 328 929 Email: <a href="mailto:pthibb@hotmail.com.au">pthibb@hotmail.com.au</a>
<b>EVENTS CO-ORDINATOR</b>	<b>Vacant</b>  Ph. Email:	<b>SPARE PARTS</b>	<b>Vacant</b>  Ph. Email:
<b>DATING OFFICER</b>	<b>Greg Henderson</b> 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: <a href="mailto:gnkz@bigpond.com">gnkz@bigpond.com</a>	<b>QHMC REPRESENTATIVE</b>	<b>Vacant</b>  Ph. Email:
<b>LIBRARIAN</b>	<b>Vacant</b>  Ph. Email:	<b>SAFETY OFFICER</b>	<b>Greg Henderson</b> 34 Cruice Street Dayboro Q 4521 Ph. 0428 361 756 Email: <a href="mailto:gnkz@bigpond.com">gnkz@bigpond.com</a>
<b>PUBLIC RELATIONS OFFICER</b>	<b>Glen Sorensen</b> 145 Church Road Eatons Hill Q 4037 Ph. 0423 885 055 Email: <a href="mailto:henryford1920au@iprimus.com.au">henryford1920au@iprimus.com.au</a>	<b>WEB MASTER</b>	<b>Rod Hibberd</b> 31 Cashmere Lane Cashmere Q 4500 Ph. 0493 287 552 Email: <a href="mailto:rodmaree@bigpond.com">rodmaree@bigpond.com</a>
<b>LIFE MEMBERS</b>	<b>Rod Czislawski</b> <b>Maureen Hicks</b>	<b>Darryl Gomersall</b> <b>Glen Sorensen</b>	<b>Mal Dale</b>

## CLUB OBJECTIVES

- (A) To promote the restoration to original condition and also the use and exhibition of Veteran, Vintage, Post Vintage and Historic vehicles by members in competition and social activities.
- (B) To assist members to locate, restore, and maintain their vehicles
- (C) To form a library to assist members in obtaining information related to their vehicles.
- (D) To co-operate with other clubs and associations with similar aims.

**Brisbane Vintage Auto Club Inc.** holds monthly meetings at Events which are published in the Vintage Views (except January). Contact the BVAC Committee for further information.

## ALL CORRESPONDENCE TO BE ADDRESSED TO:

**The Secretary, BVAC Inc., 6 Riesling Street, Carseldine, Qld. 4034.**

## BVAC Vice Presidents Report – August 2025

I am stepping in to write this report due to the President being unwell at the moment. We all hope Adrian is better soon and back on deck.

Today on the news, Snow in Queensland – those cold westerly winds seem to be more prevalent this year than I remember previously. Ekka is around the corner, this year is flying by. I am certainly looking forward to the warmer weather.

As discussed, the general meeting has returned to the first Wednesday of the month, starting at 7.30pm. The General Meeting will be held at the Environment Hub, 7 Joseph Crescent, Deception Bay. Supper will be provided.

The events planned for the coming few months are listed in the Vintage Views Events page. Maureen has kindly volunteered to support the upcoming BVAC events. The August monthly event is a run up to Glasshouse Mountains with lunch at the coffee plantation. I am sure it will be an event not to be missed.

To assist with fund raising, Bunnings Brendale has offered the BVAC a BBQ on Saturday the 30 August 2025, so we are looking for volunteers to support this fund raising event.

The 2025 BVAC Safety Day at Midas Morayfield has been planned for 20<sup>th</sup> September.

In regards to Club events, if you have any ideas on places to visit or if you would like to volunteer to hold a run, please speak to our BVAC committee or Maureen to discuss further.

We look forward to all members enjoying the fellowship of the club, and as always if you would like to bring any suggestions to improve the BVAC please feel free to discuss with myself or any of the committee. I also know quite a few members are recovering from illness (President included) or mishaps, our thoughts are with you all for speedy recoveries.

So once again big thanks to our regulars, welcome to our visitors, and if you haven't been to a meeting or run lately, come along and meet some new faces and a lot of old ones.



Happy Motoring,

*Glen*







# 1300 55 44 13

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[info@antiquetyres.com.au](mailto:info@antiquetyres.com.au)

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*"enjoy your retirement"*



## The Editor's Report: August 2025

*by Peter Hibbert*



Boy- it's August! The year is vanishing like the taillights of a speeding race car- I do assume they have taillights, as they certainly don't need brake lights.

I've just been speaking with our illustrious president Adrian, and he tells me he seems to have a possible issue with type one diabetes, with a diagnosis on the cards for tomorrow the 31<sup>st</sup> of July, with his doctor eluding to a return to good health in around a month.

We do all wish him well- Sharon too, who Adrian says is marvellous in her support for him, but she too must be finding it hard going through this difficult time, and we support you both.

Mal Dale has just received advice of the following recent passing of a past club member. I include the letter he posted to honour her memory in our journal:

**Dear members,**

**Sadly, I have to advise you that long time past member, Judy Sutton, has passed away.**

**The Sutton family had a long and respected membership of the Club.**

**Judy was Assistant Secretary for 6 terms of office.**

**Our condolences are with the Sutton family.**

**Funeral details are as follows:**

**Service is at 9-30 am on Friday 8th August at Pinaroo, 285**

**Graham Road, Bridgeman Downs.**

**Mal Dale. Secretary.**

Let me remind and encourage you of our guest speaker at our coming general meeting this the first Wednesday in August, the 6<sup>th</sup>. Paul Flanagan worked in Ford's Dagenham factory in London in the early 1970's, and has an interesting insight to the days there, so come along and hear what he has to say.

+++++



**B.V.A.C Inc. General Meeting No. 624**

**Date: 2nd July 2025**

**Location:** Deception Bay Environmental Centre

Meeting opened by V-President – Glen Sorensen at 7.40pm



**Attendance:** 7.

**Apologies:** 13 as per attendance book.

**Welcome:**

**Minutes:** The minutes of the previous meeting were circulated by e-mail & posted.  
Confirmed on motion of Glen Sorensen. Seconded by Rod Czulowski. Carried.

**Business arising from the previous meeting:** Nil

**Car Badge:** Nil.

**Name Badge:** Nil.

**Secretary's Report:** *Inward Correspondence:* \*Club magazines \*QHMC minutes \*Bunnings Sausage Sizzle \*MBCC re Joseph Cres Park \*MBCC Training Governance for Associations \*Bunnings SS acceptance \*QHMC Aff'n renewal \*Seabrook Aged Care \*Env Centre Hall hire invoice

*Outward Correspondence:* \*Bunnings SS Application \*Seabrook Aged Care  
Inwards received & outward endorsed on motion of Mal Dale, seconded Rod Lang. Carried.

**Treasurer's Report:** Report received and accounts passed for payment on motion of Darryl Gomersall, seconded Garth Monz. Carried.

**Q.H.M.C.** Nil

**Events Co-ordinator:** As per Events Page in Vintage Views. Numbers for Xmas in July, 20/7 run, contact Ellen Thompson, Wrinkllys 29/7, contact Maureen.

**Spare Parts:** In mag.

**Dating Officer:** Nil

**Librarian:** Nil

**Editor:** Nil.

**Safety Officer:** Day with Midas to be arranged.

**Web Master:** Nil.

**General Business:** Assets in storage at OPT to be moved to Joseph Cres. Power point for storage facility in-hand with Peter Hibbert.

Meeting closed at 8.05pm.

Vice President..... Glen Sorensen      Secretary ..... Mal Dale

# BRISBANE VINTAGE AUTO CLUB (Inc.)



## EVENTS PAGE



*Please confirm event details prior due to changes that can occur due to unforeseen circumstances. Event email normally sent out in the week prior to the event.*

### AUGUST 2025

**Wed – 6<sup>th</sup> Aug**

**NOTE CHANGE - “BVAC General Meeting” – 7.30pm.**  
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.  
Supper provided.

**Ph: Glen Sorensen (0423) 885 055**

**Thu – 14<sup>th</sup> Aug**

**“BVAC Coffee Morning”** – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

**Ph: Mal Dale (0418) 733 575**

**Sun – 17<sup>th</sup> Aug**

**“BVAC Monthly Event”** – Coffee Plantation – Glasshouse Mountains. Morning Tea venue to be confirmed, BYO lunch. Route Directions to be provided prior. Meet at Caboolture Lakes – 9.15am for 9.30am departure.

**Ph: Maureen (0447) 230 846**

**Thu – 21<sup>st</sup> Aug**

**“Wrinkley’s Run”** – BYO morning tea – Norfolk Lake, Narangba with lunch at North’s Leagues Club, Kallangur. Further details to be emailed prior to event.

**Ph: Maureen (0447) 230 846**

**Sat – 30<sup>th</sup> Aug**

**“BVAC Bunnings Community BBQ”** – Brendale. 8am to 4pm. 2 (+1 lunch) shifts as per normal schedule. Volunteers required. Contact Mal Dale to nominate.

**Ph: Mal Dale (0418) 733 575**

### SEPTEMBER 2025

**Wed – 3<sup>rd</sup> Sep**

**NOTE CHANGE - “BVAC General Meeting” – 7.30pm.**  
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.  
Supper provided.

**Ph: Glen Sorensen (0423) 885 055**

**Sun – 14<sup>th</sup> Sep**

**“BVAC Monthly Event”** – Peter Lockhart organising our monthly event. Further details to be confirmed prior.

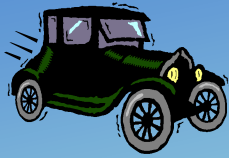
**Ph: Maureen (0447) 230 846**

**Thu – 18<sup>th</sup> Sep**

**“BVAC Coffee Morning”** – Club Pine Rivers, Lawnton. Social outing 10am. BYO good stories and share memorable times.

**Ph: Mal Dale (0418) 733 575**

# BRISBANE VINTAGE AUTO CLUB (Inc.)



## EVENTS PAGE



Sat – 20<sup>th</sup> Sep

**“BVAC Safety Day” – Placeholder.** Midas Morayfield 9am to 11am, please confirm attendance. Morning Tea following at Coffee Club.  
**Ph: Greg (0428) 361 756 / Glen (0423) 885 055**

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Thu – 25<sup>th</sup> Sep

**“Wrinkley’s Run” – Placeholder.** Further details to be emailed prior to event.  
**Ph: Maureen (0447) 230 846**

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### OCTOBER 2025

Wed – 1<sup>st</sup> Oct

**NOTE CHANGE - “BVAC General Meeting” – 7.30pm.**  
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.  
Supper provided.  
**Ph: Glen Sorensen (0423) 885 055**

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Tue – 14<sup>th</sup> Oct

**“Wrinkley’s Run” – Placeholder.** Further details to be emailed prior to event.  
**Ph: Mal Dale (0418) 733 575**

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Sun – 19<sup>th</sup> Oct

**“BVAC Monthly Event” – Come and share day - Shed Visit at Scott Hill’s residence.** Numbers required for catering.  
**Ph: Maureen (0447) 230 846**

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Thu – 23<sup>rd</sup> Oct

**“BVAC Coffee Morning” – Old Petrie Town, Whiteside.** Social outing 10am. BYO good stories and share memorable times.  
**Ph: Mal Dale (0418) 733 575**

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Sun – 26<sup>th</sup> Oct

**“BVAC – Sign on Breakfast BBQ Breakfast”** at McGavin’s View, Whiteside. Free Breakfast provided at a lovely waterside setting. Membership renewals will be processed by our Treasurer. EFTPOS available. Final Details and numbers to be discussed at the BVAC Club Meeting. Volunteers needed.  
**Ph: Mal Dale (0418) 733 575**

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### NOVEMBER 2025

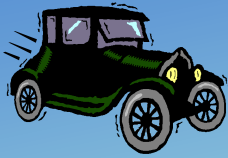
Wed – 5<sup>th</sup> Nov

**NOTE CHANGE - “BVAC General Meeting” – 7.30pm.**  
Environmental Centre, 7 Joseph Crescent, Deception Bay, QLD.  
Supper provided.  
**Ph: Glen Sorensen (0423) 885 055**

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# BRISBANE VINTAGE AUTO CLUB (Inc.)



## EVENTS PAGE



### IMPROMPTU EVENTS

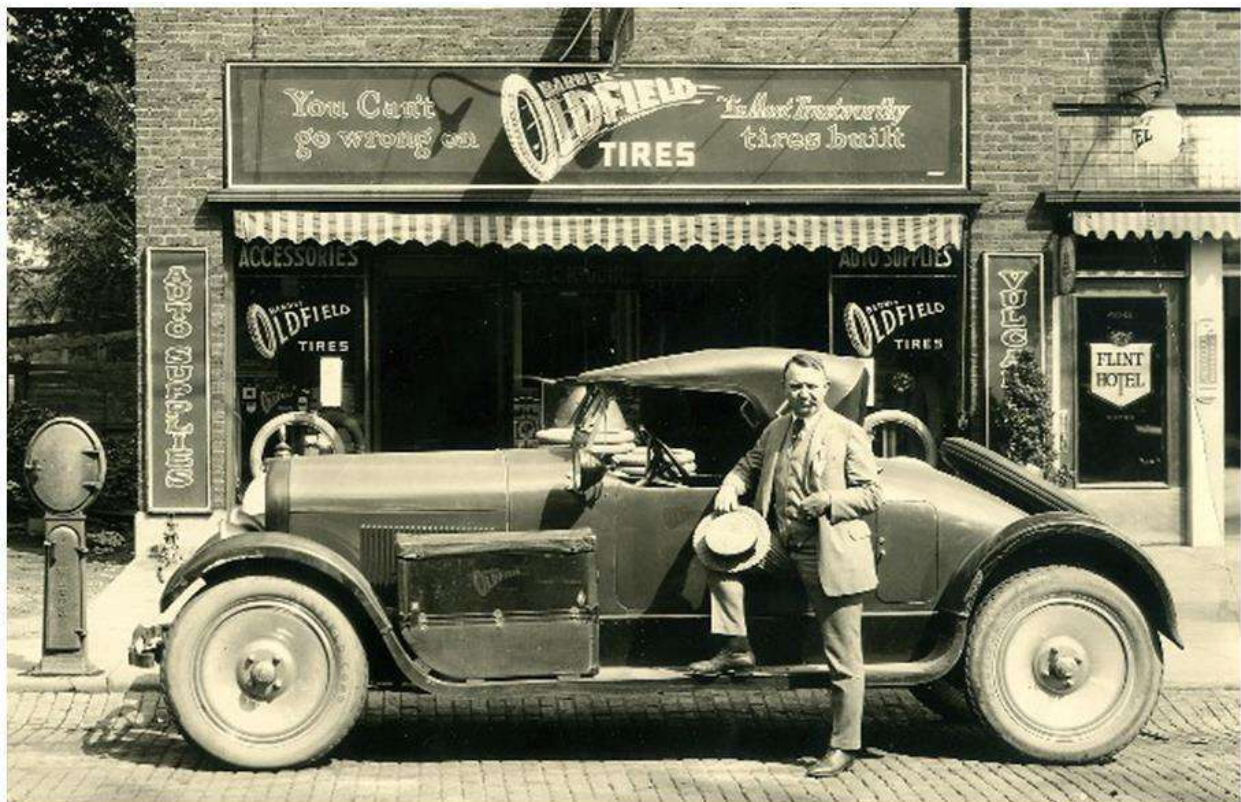
**Remember SIVS registration requires Club Membership.**

*The BVAC Committee has reviewed the SIV's registration in regards to "Impromptu Events" and established BVAC guidelines so our members can work within the SIVS scheme, BVAC constitution and our risk management procedures.*

*The BVAC Committee requires BVAC financial members who wish to hold an "Impromptu Event" to provide **at least 24 hours** notice of the event, with notice provided to all BVAC committee members by post or email.*

**IMPORTANT NOTE: The "impromptu event" details must include the event start location, "start time", destination location and "destination time".**

*BVAC members shall also include a statement that their SIV's registered vehicle will be operated in accordance with the DTMR - SIV's conditions and restrictions as legislated. Once endorsed by the BVAC committee, the member shall carry the "impromptu event" documentation at all times during the event.*



Barney Oldfield in his Marmon model 34, promoting his own brand of tyres.

## Parts & Service Register:

It has been suggested by a member, and agreed to by the October members meeting, that the club re-institute what was once a very useful addition to the club's literary offerings, namely a list published monthly in the magazine, of the names and contact details of local or distant, even overseas, suppliers of parts or services which would be of benefit to members undergoing restorations or maintenance of their vehicles.

To this end the table below is provided for members to tear out or copy, then to detail such persons into the form as are known and acknowledged to the member to be of use. Your completed table should then be given to the editor at the next meeting or emailed to him (pthibb@hotmail.com.au) for inclusion in future magazines. This would be of vast interest and useful to all members, so go for it please!

## BVAC - Vehicle Parts & Service Provider Register

NOTE: This list is for members to assist other members and no warranty as to the parts or service is provided by BVAC or its members

Service or parts Provided	Provider Details			Date Used	Rating 1 to 5	Member Name
	Name	Phone Number	Contact E-mail			
Old Motor Vehicle Wreckers	Horopito Motor Wreckers					
"		0011 64 6 385 4151	<a href="http://www.Horopitemotors.co.nz">www.Horopitemotors.co.nz</a>	10.5.23	2	Peter Hibbert
Shockie O/hauls, Gas struts etc, Power steer }	WW Shock Absorbers	07 3265 2133	<a href="mailto:wwshockabsorbers@iinet.net.au">wwshockabsorbers@iinet.net.au</a>	2004		Peter Hibbert
Springs, Wheel alignments etc. }	"	"	"	31/10/2023	5	John Coutts
Engines, Parts, Head shaving	J.C. Autos	07 3883 1900	<a href="mailto:admin@jcautos.com.au">admin@jcautos.com.au</a>	30/10/2023	5	Darryl Gomersall
/	/	/	/	/	/	/
Bearings, Oil seals etc. Excellent Service	Queensland Bearings	32653622	<a href="mailto:s@queenslandbearings.com.au">s@queenslandbearings.com.au</a>	8/03/2023	5	Peter Hibbert
Vintage Tyres	Vintage Tyre Sales	418884883	P.O. Box 704 Bribie Island	17/07/2023	4	Lawrie Godde
Old Car Gearboxes/ other parts too.	Old Car Gearboxes	03 9553 3203	Moorabbin, Victoria	15/02/2022	5	Peter Hibbert



## BVAC - Vehicle Parts & Service Provider Register

NOTE: This list is for members to assist other members and no warranty as to the parts or service is provided by BVAC or its members

Service or parts Provided	Provider Details				Date Used	Rating 1 to 5	Member Name
	Name	Phone Number	Contact Person or E-mail	Address (if Applicable)			
Hydraulics. Valve Rebuilds	HMR Precision-Engineers	0402 692 096	<a href="mailto:sales@hmrprecision.com.au">sales@hmrprecision.com.au</a>	5/26 Huntington St, Clontarf	Visited	3	Lawrie Goode
Gearbox repairs and Parts	Old Car Gearboxes	03 9553 3203		23 Wren St. Moorabbin. Vic.	2023	4	Peter Hibbert
Bearings & associated parts	Queensland Bearings	3265 3622	Brian Peters	260 Zillmere Rd. Zillmere	2024	5	Peter Hibbert
Instrument Repairs	Otto Engineering	3277 3888	John	124Evans Rd. Salisbury. Qld	2024	5	"
British Car Parts	British Classic Spare Parts	5439 9729	<a href="mailto:classicsportscarcentre@gmail.com">classicsportscarcentre@gmail.com</a>	37 Pinelands Drive. Beewah	2024	5	Club Visit
Engine & Head Re-building	Browns Engineering	3205 5375	Ross	7/25 Paisley Drive, Lawnton	2024	5	Peter Hibbert
Upholstery Motor trimming	The Car Upholsterers	3067 0070	Ray Bray- 0414 421 264	60 Bellini Rd. Burpengary	Visited	?	"
Radiator Repairs	Strathpine Radiators	3205 2969	Troy	25/71 Sth Pine Rd. Brendale	Oct-24	5	"
Engine parts machining	Bundy Sales (Rick)	3266 6442	<a href="mailto:sales@bundy.com.au">sales@bundy.com.au</a>	<a href="http://www.bundy.com.au">www.bundy.com.au</a>	2025	5	"
{ Gasket Manufacture	<b>N&amp;J Gaskets</b>	02 9824 7406	<a href="mailto:sales@njgaskets.com.au">sales@njgaskets.com.au</a>	2/3 Noonan Rd. Ingelburn.NSW	Often	5	Gary Willmot
{ - For head and other gaskets (can cut from computer) also have a lot of template for old engines to make them.							
{ Great service- used a few times for head gaskets, water pumps and clutch gaskets.							
{ Gasket Manufacture	<b>N&amp;J Gaskets</b>	<u>07 3205 5501</u>	<a href="mailto:sales@njgaskets.com.au">sales@njgaskets.com.au</a>	2/2 Deakin St. Brendale Q. 4500	"	5	"
Brake Shoe Re-lining	BHSS-TBS Brakes & Steering			38 Smith St. Capalaba. Qld	?	5	Lawrie Godde
Hydraulics. Valve Rebuilds	HMR Precision-Engineers	0402 692 096	<a href="mailto:sales@hmrprecision.com.au">sales@hmrprecision.com.au</a>	5/26 Huntington St. Clontarf	Visited Only	3	"
Bearings & Associated Parts	Queensland Bearings	3265 3622	Brian Peters	260 Zillmere Rd. Zillmere	2024	5	Peter Hibbert





With thanks to Ron McGrice, I give you the Citroen story in Australia. August 2025 is the 100<sup>th</sup> anniversary of the first circumnavigation of Australia by car, that car being a 1923 Citroen. Here then- the story.

## CITROEN AROUND AUSTRALIA

The documented first Around-Australia drive was done in a 1923 5CV Type C Torpedo 2WD Citroen, driven by Neville Westwood and Greg Davies in 1925

The first widely publicised motor trial was between Melbourne and Sydney in 1905 organised by Dunlop tyres. In 1908 Murray Auger and Harry Dutton managed to drive a Talbot between Adelaide and Darwin.



Adventurer Francis Birtles changed his mode of transport from bicycle to motor car and became the first person to drive across the continent from Fremantle to Sydney in 1912.

These treks placed the reliability, tenacity and possibilities provided by the motor car at the forefront of many Australians' imaginations.

In an attempt to encourage local manufacturing of motor bodies, the Government banned motor body imports in 1917. This was changed a year later to allow one imported car for every two locally-built bodies. In December 1919, Co-operative Motors Ltd of Hobart announced their Citroen Agency to the public – *The Mercury*, 6 Dec 1919. Preston Motors in Melbourne advertised Citroen cars in March 1920, for probable delivery a little later, but certainly by the second half of 1920. Moncrieff Engineering Company in Adelaide landed its first shipment in November 1920.



The 1920s was a boom time in car ownership, allowing people to travel further for work and leisure. The Westwood trip is an important example of the way people used the car to explore the land and the intense interest there was in the capabilities of the car in the undeveloped Australian landscape.

The Westwood-Davies car has been restored and is an important exhibit at the National Museum of Australia, in Canberra. We're indebted to the NMA for the use of the history and photographs of the vehicle.

The rugged little Citroen is a right-hand drive, two-seat, boat-tail roadster; painted bright yellow, with black mudguards and black metal disc wheels.



The folding black canvas roof is on a metal frame, and it has a small oval window in the back. The spare wheel is mounted vertically on the right-hand side of the body alongside the driver's seat, so the only door is on its left-hand side. (Originally, it was designed primarily for LHD manufacture.)

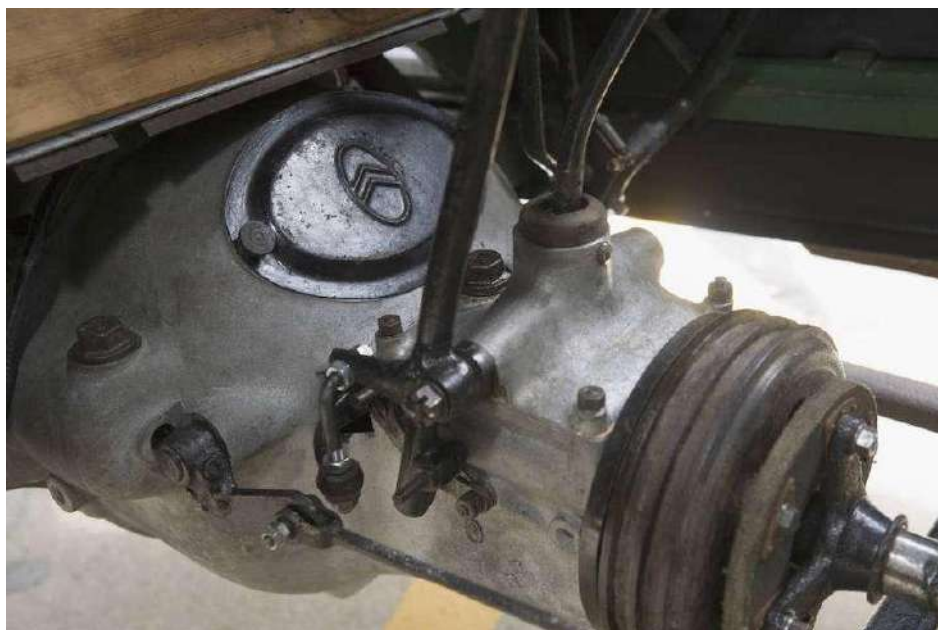


The vehicle's chassis number is 38646 and the serial number of its 856cc, four-cylinder, side-valve, petrol engine is VA80524. It carries West Australian vehicle registration number plate 5013 and tips the scales at 580kg.

Neville Westwood was a 22-year-old Seventh Day Adventist missionary, who bought the Citroen

5CV second-hand in Perth. It had already travelled 48,000 kilometres, mainly in the Perth area.





Westwood and Davies left Perth on August 4, 1925, on a missionary tour, and also they hoped to gain information that could be used to improve medical services in remote Indigenous communities. The two men didn't originally intend to drive all the way around Australia, but having reached the Northern Territory, they pushed on: aided by encouragement of Citroën dealers and their own sense of adventure.

Westwood and Davies'

adventures included passing the burnt wreckage of a car abandoned by adventurer Francis Birtles on an earlier trip to the Northern Territory.

Along the way punctured tyres were filled with grass and cowhide and the car was carried across the Fitzroy River by local Aboriginal people.



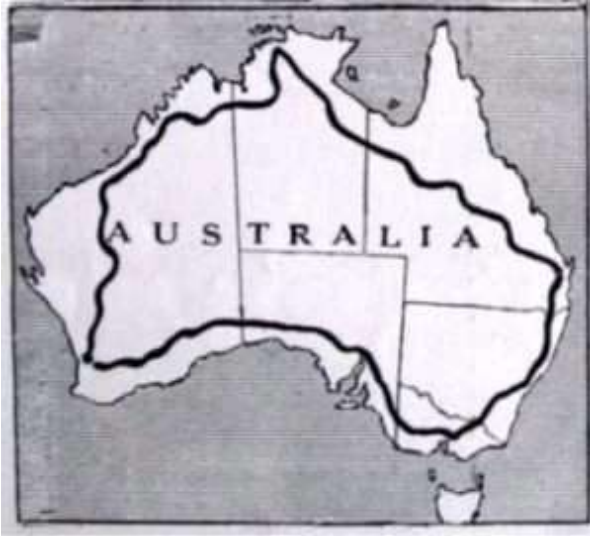
Davies quit the car at Albury on the New South Wales and Victoria border, while Westwood went on to Melbourne and Adelaide.

He returned to Perth, escorted by a welcoming convoy of motorists on December 30, 1925. At the journey's end Westwood put the Citroën into storage.

From 1925 onwards, a series of well-publicised long-distance journeys undertaken in motor vehicles changed people's understanding of, and relationship to, the Australian environment. The motor car, the epitome of modern technology, allowed Australians to conquer the environment, but also discover and explore it.

These tours were not undertaken on the comfort of bitumen roads, but covered some of the most isolated and intractable landscapes in the country, using less than reliable maps. In many senses these early motor tourists were continuing a well-established tradition of pioneering but were also establishing the beginnings of modern 4WD tourism.

## The remarkable little car's great adventure in detail:



Our thanks go to Lindsay Wilson for sending us this account of the first car to drive around Australia, a 1922 Citroen 5CV, piloted by a couple of young men who more or less did so on a lark.

If you thought that a tiny two-seater car with an 856cc four-cylinder engine wasn't the best suited car for such an adventure, you'd be right. Considering Nevill was six-foot-three and Greg measured an inch taller; they would have been a very tight fit in the cockpit of the car they dubbed 'Bubsy'. In spite of its diminutive size, lack of power and simple specification, Bubsy proved well and truly up to the gargantuan task, but it wasn't all smooth sailing.

Andre Citroen had been among the pioneers in car mass-production and his small 5CV, introduced in

1922, proved to be an exceptionally popular model, with over 80,000 made. The 5CV sold well in Australia too, as a competitor to the Austin 7 – with over two thousand 5CVs being sold in Australia in the 1920s.

Bubsy wore the stylish French boat-tail body, with seating for two and a little space behind the seats with an external lid for access.

Luckily for future generations, Nevill Westwood photographed and wrote letters about his driving adventure. Reading through letters written to "My own dear Mother", and his sister Ethel (Nevill nicknamed her 'Etheline' after the fuel...) provides a fascinating insight into the journey.

The journey began in Perth on August 4th, 1925, with northern WA in mind as the destination, and missionary work the aim.

With the charming style of a well brought up young lad, Westwood wrote to his mother on August 13th: "Thursday we travelled to Three Rivers Station and had the pleasure of crossing the Murchison, Gascoyne and Roebourne Rivers all in the space of a few miles".

They faced extremes in temperature – from as low as minus 5 degrees C to the greatest heat Australia can dish out, all in an open car with no heater or side windows.

In some places the locals came to the aid of the intrepid adventurers – many of them never having seen a motorcar before. One evocative photo taken en-route shows a team of aboriginal women on a towrope hauling the car over a creek-bed at Fitzroy Crossing.

The further the adventurers went the rougher and less populated areas became. Sometimes there would be 1500 kilometres between homesteads or towns.

The bush tracks were little used, and in many places had disappeared altogether. The letters describe progress often at walking pace for days, with scrub, ant hills, fallen trees, rocks and other impediments needing to be dealt with. Their pick and shovel were worked hard, and the little car was used to move some objects beyond the powers of the two men. September 22nd, 1925, at 1.30pm saw the lads cross into the Northern Territory.

The route took them through places such as Marble Bar – the hottest place in Australia and on the Madman's Track – where many a gold prospector had perished, reputedly having lost their minds. While tackling the Madman's Track the fuel tank of the Citroen sprang a leak. A rubber hose was joined between an extra fuel can and the carburettor, but after a while, the rubber perished. The solution was that Westwood kept his finger on the hole in the fuel tank and operated the controls with help from Davies who was calling directions – because Westwood's view was obscured in his contorted position plugging the hole...



On entering the Northern Territory, Westwood was advised that theirs was the first motorcar to have travelled from WA to the Territory.

Clearly their journey was very different to the many factory-backed motoring expeditions which took place around the world. These lads had no spares and no support – relying on their ingenuity and faith. And a great deal of both were needed to ensure they could get through some areas.

Tyres were problem enough in cities in the 1920s and proved a challenge more than once for Westwood and Davies. From a letter dated October 11, 1925: “Next morning we started on the remaining 125 miles (to the next station) but more tube trouble developed. Next day we used up the remainder of our patches. We then ran for over 30 miles on one flat tyre filled up with grass and leaves, until we punctured another tyre, so we left the car and walked six miles to the Station. Mr Egan, the manager was just retiring but he soon made us welcome... Unfortunately, they were just out of patch outfit (glue) or almost so. I put in part of a cow hide (killed that morning) on two wheels, but the tyres kept coming off. In this way we did 60 miles in two days.”

The car was left at The Pigeon Hole. On arrival at Victoria Station the boys discovered that the owners had no patch outfit as it was in their car, away at Katherine. There was however a vulcanizing machine, which Westwood spent two days “experimenting with” eventually learning to repair the tyres before a 40-mile horse ride back to the Citroen.

## **Lost:**

When the crew reached Emungalan, where the railway went to Darwin, Westwood took the train to Darwin, returning with a selection of new rubber. The rains had begun, and the bush tracks became impassable, so ten days later, after the tracks had dried, they set off again, only to become lost a few days later. They continued, eventually stumbling upon the burnt-out wreck of a car, which Francis Birtles had abandoned after one of his exploratory drives. Its location was known and thus helped get Westwood and Davies back on course. Later, the Overland Telegraph line helped keep the adventurers on track.

Further across the Northern Territory the dark soil, wet by the rains, was then baked by the sun into a rock-hard ridged surface, which limited the car to slower than walking pace.

In some areas which horse-drawn vehicles, and the odd Model-T Ford frequented, the tracks were too wide for the Baby Citroen. Some of the photos that the clever solution was to remove the slightly dished, disc wheels and re-mount them backwards, thus increasing the width of the stance of the car. The rear mudguards had been touching the tyres at times and were discarded. “It has in some ways improved the look of the car.” Westwood reckoned.

The intrepid adventurers crossed into Queensland on October 29th at the rabbit-proof fence. Soft sand in creek beds were a problem noted, but luckily the Citroen was quite light and could be dug out and pushed or pulled.

At one point when the little car ran out of fuel, a herd of cattle converged on it. Davies readied his revolver while Westwood filled the tank from a fuel can. They moved on without the need to use the gun.

Another time: “We drove until the petrol ran out... and I then footed it in to Anna Plains, 20 miles”, Westwood reported to his mother, who was no doubt a little concerned at the adventure her young son had undertaken. Still, there were crazier exploits under way. In the same letter Westwood gleefully announced he had met a pair of men who were walking around Australia!

The only serious mechanical trouble was when the gearbox suffered a stripped gear – a tow by horse and some work by a blacksmith and Bubsy was back on the road. But after one mile the repair failed and had to be redone. Later in the trip the rear axle had to be removed and straightened – the job done on a railway line.

As the journey progressed some publicity started to appear about the trip. Sponsorship in the form of six Rapson tyres and tubes at a heavily discounted price, and a gift of a tyre pressure gauge were arranged.

The journey to Brisbane and then on to Sydney and Melbourne was far easier than the earlier part of the drive, as the areas were more inhabited and a better road system existed.

At Albury, Greg Davies stayed behind, leaving Westwood to do the rest of the journey home solo. By mid-December the car was in Melbourne and word had been spreading of the marvellous adventure in the Baby Citroen. Westwood took the car to the Melbourne Citroen agent but found nobody there. Eventually finding a salesman he said: "after hearing my name he asked if I was the Overlander. On being answered in the affirmative he told me that all the men in the garage, the manager of the café and a number of others had driven out on the road to meet me."

The drive onwards, via Adelaide was uneventful, but one letter mentions the loneliness of driving by himself.

The final drive into Perth, from Coolgardie was a 23-hour marathon. On December 30th, after 10,700 miles (17,200km) over 148 days, Bussy and Nevill arrived home.

Some silent movie footage still exists of the car being welcomed back into Perth at the end of the journey, surrounded by other Citroens, driving through roads leading to the centre of the city.

In a letter written late in the journey Westwood makes mention of another Citroen which Gilberts (the Perth Citroen agent) had subsequently sent around Australia, "but nothing appeals to the public more than a private car performance." Several others also began a similar journey at much the same time; however it was Westwood who was the first to complete the circumnavigation of Australia.

In 1929 Bussy and crew participated in the "Western Australian Centenary Procession" with recognition as the first car to travel around Australia.

While at the time Westwood's adventure was acclaimed with newspaper and magazine stories hailing him a hero, little credit has been given since about this incredible journey for three quarters of a century.

The car was put aside and Westwood later used another, larger car for another similar journey, and also motorcycled across the country.

It was in the 1960s when Westwood's son Ron took over the now derelict but fairly complete Citroen, after Nevill had died. Ron had spent some years collecting spare parts from remains of other 5CVs as he travelled the countryside with his work, so he was well stocked for when the restoration would take place.

Well known Brisbane Citroen importer, dealer and rally driver Jim Reddix decided to do a recreation of the Westwood drive in 1975, in a Citroen 5CV of his own. Ron Westwood decided that this would be the target for his restoration, however Bussy was not yet finished when Reddix got to Perth, though his crew enthusiastically took up the offer to visit the historic car. Greg Davies also came to see the car, which he'd last seen at Albury fifty years before. It brought many a tear to his eyes seeing Bussy again, and helpfully, he was able to explain what the various non-original holes in the dashboard had been made for.

Ron eventually finished the restoration of Bussy, which had retained many of its original components and fittings. The car sat rarely used under his house in the Perth hills.

This writer tracked the car down in 1985 and Westwood was pleased that someone cared enough about his dad's old car. As a result, the car was shown to the public at the Classic Car Show at Lilac Hill near Perth in 1986. A photo of the car, publicizing the car show appeared in the newspaper, and again, Greg Davies, by then in his mid-eighties, went out to see Bussy – a car which had been a part of such a significant event in his life. I had the pleasure of meeting the frail Davies and showing him the car.

Ron had always dreamt of taking the car out again on a trip circumnavigating Australia, which almost happened in 2000 as a 75th anniversary run. The car was re-restored, but with Ron's advancing age and financial support for the trip hard to find, the idea was called off at the last minute. Looking at the tiny car today, it is hard to imagine it would be easy driving it a few

kilometres on a sealed road – let alone 17,000 kilometres over impassable ground that a modern four-wheel-drive would struggle with.

Ron was getting too old to use the car and wanted it to be looked after appropriately. Recently, with some help from this writer, the car was purchased by the Museum of Australia, and it travelled to Canberra, had further restoration work conducted and is now a prized exhibit – daily getting the recognition it well deserves.

In 1925, one of the last great motoring challenges was taken on, in perhaps the least likely car. Today Bubsy remains an incredible testament to the sheer bravery of those pioneering motorists.



## **Specifications:**

### **Citroen 5CV 1923-1926**

**Engine:** 856cc in-line 4-cylinder, detachable head.

**Valves:** Side valves.

**Crankshaft:** 2-bearing.

**Bore & stroke:** 55mm x 90mm.  
**Cooling:** Thermosyphon. (no fan).

**Battery ignition** with Delco distributor.

**Carburettor:** Solex and magneto from 1924.

**Transmission:** 3-speed gearbox, floor mounted gear-change, rear wheel drive.

**Power:** 11bhp @2600rpm.

**Suspension:** Quarter elliptic leaf springs all round.

**Dimensions:** Wheelbase 7'4 ½", lengthened to 7' 9" in 1924.

**Tyres:** 700 x 80, increased to 715 x 115 in 1925.

**Production:** 80,232 were made.

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## An input from Luke Wilson regarding his exquisite Ford Anglia:

Hi Mal,

Just touching base and letting you know I've finally gotten the Anglia registered today, I had to get a new exhaust done and it's good to go 🛞 all that's left to do is a full service now, Kym and I are looking forward to coming on some car runs with the club.

Kind regards, Luke.

**And here it is:**



Nice cars Luke! It will be great to see it- and you and Kym both at our events.

Actually, it will be good to meet you both, for me anyway.

So check out our Events page and come along. (Ed.)

Full rego too Eh!

+++++

### That Is The Question!

Archaeologists have recently discovered a cache of pencils that once belonged to William Shakespeare.

A spokesman for the discovery said, "They're so badly chewed at the ends that it is hard to tell whether they are 2B or not 2B."

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## WRINKLEYS HUMILITY:



**I never wanted to qualify as a "Wrinkley" but this makes me feel better about it.**

I'm passing this on as I did not want to be the only wrinkle receiving it. Actually, it's not a bad thing to be called, as you will see.

Wrinkleys are easy to spot at public events, during the playing of our National Anthem. Wrinkleys remove their hats and stand at attention and sing without embarrassment. They know the words and believe in them.

Wrinkleys remember World War II, Pearl Harbour, the Kokoda Track, the Rats of Tobruk, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing. They remember all the Peacekeeping Missions from 1945 to 2005, and Vietnam.

If you bump into a wrinkle on the footpath he will apologise. If you pass a wrinkle on the street, he will nod or tip his hat to a lady. Wrinkleys trust strangers and are courteous to women.

Wrinkleys hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Wrinkleys get embarrassed if someone swears in front of women and children and they don't like any filth or dirty language on TV or in movies.

Wrinkleys have moral courage and personal integrity. They seldom brag unless it's about their children or grandchildren.

It's the wrinkleys who know our great country is protected, not by politicians, but by the young men and women in our military serving their country.

This country needs wrinkleys with their work ethic, sense of responsibility, humility as countrymen with decent values.

We need them now more than ever.      Thank God for wrinkleys!

***I was taught to respect my elders.... It's just getting harder to find them.***

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## Speaking of Wrinkley's...

### The July Wrinkley's Run:

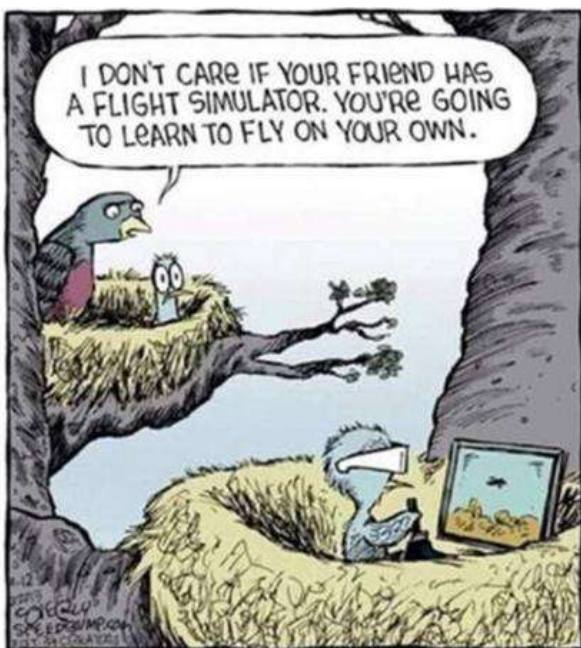
I attended the Wrinkley's run on the 29<sup>th</sup> July, and although there were not many starters, a good time was had by all. The faithful few met at the Strawberry farm in Stern Road in Bellmere at 10:00 for a morning tea that was hard to beat, with- you guessed it- strawberries. Sitting outside in the glorious sun was great too- good thing there was some shade to sneak under as required as well. Lawrie and Mal had to depart for their home territories, while the rest of us dragged ourselves away at around 11:30 so as to make Turner Park for lunch.

Now Turner Park was not easy. There were now only 5 of us, Me, Maureen, Rod A to Z, Peter Lockhart and his guest, Mary, and we all thought that Maureen knew what she was doing, especially as it was she who had planned the day, but NO- we all got lost trying to find the park. Driving (and in my case riding) around searching for this wretched park that was claimed by the local council to be off Peachester Road- but nothing! They even had a street called Turner Street, but no park. We all got separated as we each figured we knew better than the others, but soon found each other again but still no Turner Park. Maureen got out of her car, and accosted a local, and after interrogating her with waving hands and hands-on-hips, she was rewarded with the victim this time waving and pointing, with a verbosity that we marvelled at.

Finally, Maureen returned, got into her car and led us finally to an unobtrusive driveway that did actually lead us to the elusive, and may I say, wonderful, and very large Turner Park- hidden behind the built-up township of Beewah. Fair dinkum, one more circuit and I would have had to get petrol! We had to walk about 200 ~~yards~~, oh all right, metres- to a table with bench seats, but it was quite worth it all, a lovely spot where we ate our BYO lunches, and chatted and watched some locals swinging their little girls on the swings etc. After that, we went into Beewah where we located two of the three op shops and browsed through. Nothing there for me though, and soon we were splitting up to make our own ways home. Not a bad day at all really. After all, getting lost can be fun.

+++++

### And the future for tomorrows Wrinkley's:





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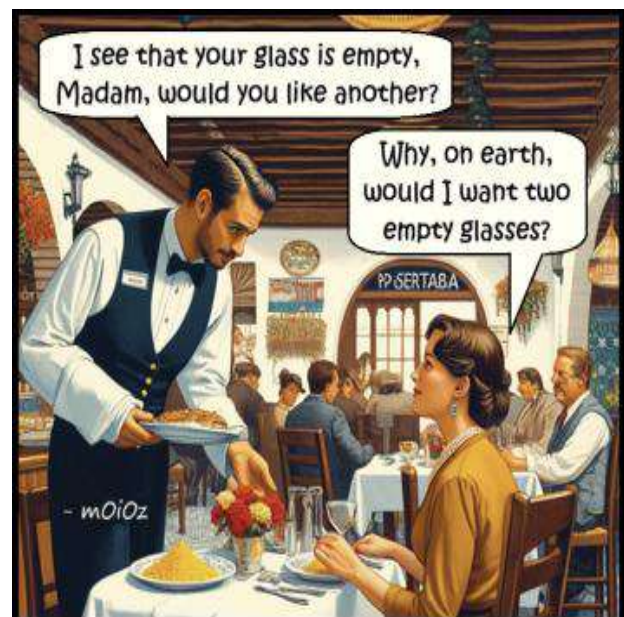
No enquiry is too small or difficult



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**They are cute and seem harmless.  
But, they are loud, incredibly  
expensive to keep, and  
absolutely untrainable. The other  
is a kangaroo. I don't really know  
much about kangaroos.**



**She must have dyed her hair!**

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## Don't Forget- Ford Dagenham Guest Speaker at the August 6<sup>th</sup> General Meeting: **BE THERE!**



A reminder, Ladies and Gents, that our up-and-coming general meeting will host Paul Flanagan, who worked at the Ford Factory at Dagenham in London in the 1970's.

Do yourselves a favour and please be there that night- you will not be disappointed, I am sure, and it will make his willingness to share a worthwhile venture for him too. Thank you.



The Ford Cortina was a popular car manufactured at the Ford Dagenham plant in England. It was known for its affordability and was a best-selling car in the UK for a period. The Dagenham plant, opened in 1931, was a major Ford facility that played a significant role in the production of the Cortina. The Ford Cortina was produced at the Dagenham plant from 1962 to 1982.

## THE AUSTRALIAN BIBLE VAN



### SPECIFICATIONS:

- Make:** Chevrolet      **Model:** 1927 Commercial  
**Chassis:** 1.5t Commercial. (Instruments in firewall).  
**Engine:** 174 cu inch (2.8L). 4 cylinder.      **Power:** 30 bhp at 2200 rpm.  
**Speed:** 30 mph at 2200 rpm.      **Tare:** 38 cwt.      **Load:** 15 cwt.  
**Transmission:** 3 speed floor change selector through single plate clutch.  
**Brakes:** **Front-** None.      **Rear-** Foot brake external, contracting band.  
**Built by:** Cheetham and Borwick. 106 – 108 Victoria Street, Carlton. Melbourne.  
- The body was originally built as a “Camper Van” with bunks, table and a pedal organ.

### **The History:**

The vehicle was first owned by Mr. **Colin Furguson**, who was born in Forest, north-west Tasmania in 1886, where he grew up in the Gospel Hall Assemblies there. At an early age, he joined a Mr. Baird in the evangelism of outback Victoria, South Australia, NSW and Queensland, travelling by horse and buggy in those days. In the late 1920's, his preaching was heard by a Christian travelling businessman who was moved by God to provide Mr. Furguson with the brand new 1927 Chevrolet Bible Van shown above. Furguson used the van to take the Good News of the Gospel to outback Australia until the 1940's. While he was in the UK for a short while, he loaned the Bible van to Mr **Tom Towill** in the late 1930's when it was used from Sawtell to Old Bonalbo, spreading the Word in schools and preaching the Gospel.

After Mr. Furguson's death, the van was passed on to a Mr. Phil Moss who had been commended to a similar work by Bethany Hall in Brisbane. *(The Bethany Gospel Hall was constructed circa 1905 on land donated by the owner James Haynes at 38 Annerley Road, Woolloongabba, Haynes had acquired the vacant site in 1889. Originally named 'Bethany Hall', it has been in continuous use as a community-meeting place for more than 100 years. Ed).* Mr. Moss was an itinerant preacher in western NSW and Sydney for some



time but was operating from Atherton when the van came into his hands. When Moss obtained a new van, the old one (above) was used as a Sunday School bus by the Townsville Gospel Hall Assembly until the late 1950's.

## Up to Date:

In about 1959, when the van came to the end of its' working life, it was passed on to a Mr. Kevin Williams of Bundaberg. It was kept in storage in various places until 1992 when it was obtained by the Redcliffe Gospel Hall Assembly to be restored as a memorial to Australian Bush Missionaries. Since the restoration, Doud Alexander has looked after the van well, and has taken it to many school functions, and used it to spread God's word around the Redcliffe peninsular.

*(This photo and information was seen at the Meuller Christian school fete on 25<sup>th</sup> July where the van was on display. Anyone interested in learning more about God's Word mentioned above is welcome to contact me anytime. Ed.).*

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A married couple was in a terrible accident, and the husband's face was severely burned. The doctor told him they couldn't graft any skin from his own body because he was too skinny.

His wife lovingly offered to donate some of her own skin.

However, the only suitable area was from her buttocks - a rather delicate matter. They both agreed to keep it a secret, and the doctor promised not to say a word. 🤐

After the surgery, everyone was amazed by the man's transformation. He looked more handsome than ever!

Friends and family couldn't stop complimenting his fresh, youthful face. One day, deeply moved, he said to his wife, "Dear, I just want to thank you for everything you did for me. How can I ever repay you?" 🙏

She smiled and replied, "My love... I get all the thanks I need every time I see your mother kiss you on the cheek." 😊💋😊



## An Interesting photo: Taken from the Film “Empire of the Sun”

A film set in Shanghai during the Second World War at the time of the Japanese occupation of Shanghai when the International Settlement was taken over by Japan. An interesting group of ‘cars-of-the-day’, enough to make any man today envious. AHAHAA! A look at the front right one reveals a...Wait-for-it.... A Flying Standard. Yep! Could be mine- with a paint job of course.



How low have we fallen! All my Flyer gets to fraternize with are certain old red Mustangs, Daimlers, Jaguars, other Fords, MG's and Wolseley's etc.

Not like the old days at all! Oh well.





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## Vehicles For Sale



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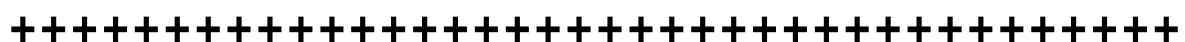
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# For Sale:



**First Generation 1970 Monte Carlo SS Coupe. Left hand drive.**

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Looks, Sounds and Drives amazing. Gets plenty of attention.

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This car is for the collectors who enjoy their classic car history.

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**Contact: Rhys Keus, email: [rhyskeus@gmail.com](mailto:rhyskeus@gmail.com)**

**Phone: 0419 022 272**

**More photos overleaf.**





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