

BUSH TELEGRAPH

COUNCIL OF HERITAGE MOTOR CLUBS NSW Inc.

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- GRIFFITH – CHMC ANNUAL RALLY 2019
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GRIFFITH – CHMC ANNUAL RALLY 2019

John Oxley was the first white man to see the Griffith area. He wrote '*The soil a light red sand parched with drought; a perfect level plain overrun with acacia scrub.... there is a uniformity of barren desolation of this country which wearies one more than I am able to express.... I am the first white man to see it and I think I will be undoubtedly the last.*'

Well all I can say is John Oxley you should have hung around for another two hundred and two years [2019] and attended the CHMC Annual Rally hosted by The Historic Griffith Motor Club and the MIA Veteran Vintage & Classic Car Club. The only weariness was trying to take in the host of attractions presented for us to enjoy. Someone once said '*you can please some of the people some of the time.*' The Rally proved you can please all the people all the time, no mean feat when the Rally entrants were of such a diverse collection. 160 vehicles from 34 clubs presenting a vast range of vehicle manufacturers and their present heritage preservers.

Griffith is a vibrant growing city with many attractions for the visitor and has a strong Italian heritage. An innovation which followed on from Narrabri was the offering of a selection of runs for the Saturday morning. Viz.

Run A. Handyman Tour	Free
B. Art Deco Tour	Free
C. Rocking Horse Tour	\$5
D. Foodie Frenzy	\$5
E. Griffith Regional Theatre	\$5
F. De Bortoli Wines & Garden	\$10
G. Self-Drive via Whitton	Free
H. Self-drive Griffith City	Free

I managed to speak with entrants who attended each run, and all had an enjoyable experience. I personally drove the Run G which was set down for one and a half hours, however, we were away well into the afternoon due to foodie stops and taking time to take in the country so different to our New England. I did not even think of taking the Rocking Horse run C as I had an unfortunate experience riding a rocking horse when its head separated from its body under vigorous riding. The horse shop owner not impressed and informed me a 50-year-old man should know better!

The directional run sheets were well compiled and easy to follow. I was told the long straight roads in England were built by the Romans and was the trademark of their roads. That trademark was very evident in what must have been the later Italian influence in the long straight roads around Griffith.

The Saturday night dinner was held at the Exies Mirrool Room and was a good meal with a local history talk.

After the Sunday morning church service, the entered vehicles were put on public display on the Griffith Leagues Club grounds for judging. At 12-30 the public display was concluded, and the entrant vehicles were marshalled from the ground for a drive of Griffith's main street before driving once again back to Griffith Pioneer Park for lunch and a free afternoon to take in the exhibits of the Pioneer Park.

Sunday night once again was the traditional presentation for judged awards, and awards were presented in a manner which held the attention of entrants and judging from the applause following presentations was very much in line with the views of the entrants. The Monday morning was the provision by the Host Clubs of the traditional farewell breakfast.

The CHMC Annual Rally is a celebration of those who hold to the value of Heritage Vehicles. The gathering was a great social occasion of many people in a wonderful array of vehicles, gathered, determined to be there for the Heritage Vehicle movement and I for one left feeling that the movement is in good hands, and pleased for the support shown for the sincere work put in by the CHMC and all affiliated clubs with special thanks to the two Host clubs.

Bob Willis, CHMC Editor.

Photos from the 2019 CHMC Annual Rally at Griffith
More photos on CHMC Facebook page





GOING ELECTRIC, CON-FUSED

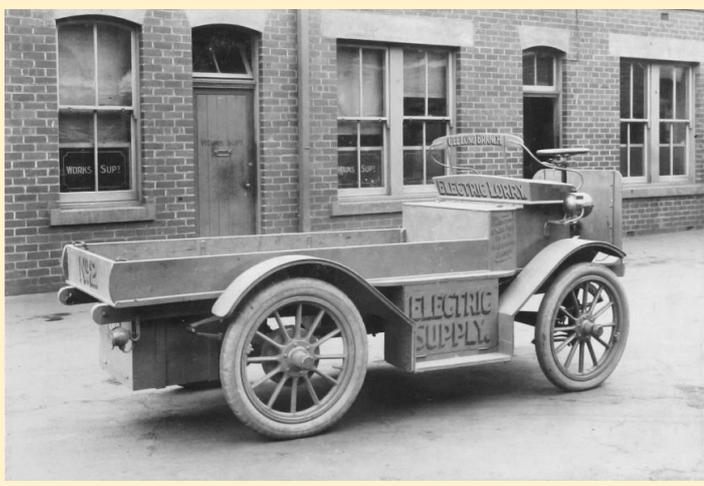
All of a sudden, the country has filled with electric vehicle (EV) experts. The way they explain, it is like the Meercat said "*simples*". However, the electric road is a very complex road to navigate and you will need a very special GPS to get to the required destination. Experts and pollies are running around making claims that the electric vehicle revolution is here and we better jump on or be left behind. Claims that a country like Denmark, area 42,924km² has already a 50% electric fleet is of interest but the relevance of this information when compared to Australia is questionable. By comparison the State of Victoria is 227,400 km². Remember the old saying "*horses for courses*".

There is no doubt that electric vehicle technology is improving rapidly and is desirable for the planet. I read that if Australia was suddenly switch to a fully electric fleet the country could not produce the electricity needed to charge the fleet at current levels of production. That leads us into another debate about electricity production and the planet which is something for another day. Fossil fuel vehicles are polluting. There is pollution when the vehicle is manufactured and when it is used. Producing an electric vehicle also causes pollution, however its use is not polluting. Or is it? The fossil fuel vehicle pollutes in use and the fuel it uses is a source of pollution when manufactured. Okay if we accept that the electric vehicle is not a source of pollution in use, can its source of fuel [electricity] be polluting when manufactured and, drawing a long bow, can this pollution be attached to the electric vehicle. The production of electricity by any means is initially polluting, burning fossil fuels to produce electricity is heavily polluting, we will not go into nuclear. Producing electricity from wind, the sun, water [hydro] does cause pollution when the technology manufactured to make them work is first produced, however, when in use, allowing for re-manufactured maintenance is relatively pollution free. Electric vehicles will become the force for the future and just as when the internal combustion engine first came out, for electric there is still a long road to travel.

Having travelled the expressways of this country I have driven into a service center to fuel up in order to continue on. Many of these fuel providers have a range varying from 30 to 40 pumps available for the motorist to use. In 3 to 5 minutes we are fueled up and ready to go and out of the way of the continuing flow of new arrivals seeking fuel. From what I can gather an EV requiring a charge up for a full battery top up will require about ½ an hour. A fast charge can take only 6 minutes but will not give a full battery charge, hence shorter driving time. An expanded EV fleet will require a lot more than the 30 to 40 fossil pumps on offer. The infrastructure needed will be massive and expensive and the travelling public will, as is always the case, have to pay accordingly. EV's will be a great advantage to improving the living quality of big cities and result in good savings for those who travel shorter distances, with the added advantage of the ability to fully charge at home. However, the challenge of the vast reaches of Australia will take a lot of planning and a lot of capital investment. It is an interesting discussion and not as the Meercat said "simples". The race to the future is now moving at a pace thought impossible in the early days of motoring, going electric is the gathering force and will be driven by newer, more efficient technology as it has always been.

We, the custodians of motoring heritage, are the true appreciators of the technology moving forward. We are not confused, we are fully wired.

Bob Willis, CHMC Editor.



Melbourne Electricity Supply Co, Baker Electric Lorry, Geelong, Victoria, Dec 1912

Original image: Museums Victoria. Public Domain.

<https://collections.museumvictoria.com.au/items/1549033>



A Tesla chassis, used for both the Model S and the Model X, on display at the Sydney Tesla dealership.

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[https://commons.wikimedia.org/wiki/File:Tesla_chassis,_Sydney_-_Martin_Place,_2017_\(01\).jpg](https://commons.wikimedia.org/wiki/File:Tesla_chassis,_Sydney_-_Martin_Place,_2017_(01).jpg)

AN EASY WAY FOR CLUBS TO ATTRACT NEW MEMBERS AND VISITORS..... **is to tell them what they don't know**

And the first thing they usually want to know is **where to see your Club's vehicles** and **what events you have**, or for members of other Club's **where and what rallies are coming up** that they can participate in.

Telling them where, what and when is easy and FREE. Just send your Club's major rally or event details to the CHMC by email or post, you can send a flyer if you have one, but do send the information two or more months ahead of the event (can even be a year or more in advance), and we'll promote your Club's major events on the Council's website – <http://www.heritagemotoringcouncil.org.au/historic-and-heritage-motor-events.php>

You might get new members, **you might get** people from your local community offering cars or parts., and **you'll get** entrants from other clubs.

Good communications and timely promotion and publicity are key elements to attracting new members and external interest in **your Club**.

Can't help your Club if people don't know what you do, but it can help if they do

Email to: Webmaster@heritagemotoringcouncil.org.au Post to: PO BOX 229, GOULBURN NSW 2580

CHARABANC – EARLY MOTORING FOR THE MANY

A Short History Charabanc [*colloquially pronounced "sharra-bang"*] comes from the French term meaning "carriage with benches" and was a style of horse drawn vehicle seen in France from the early 19th century, and initially reserved for the upper classes. Once Queen Victoria had been reported sightseeing in a charabanc the style was popularised in the UK and in Australia, and widely offered by coach builders as an economical body style for group and tourist transport.

Adapting the open carriage style with seats placed across the body to a motor chassis and carrying many paying passengers was done quite early on, and certainly by the turn of the century in the UK there were examples. The charabanc became popular for leisure motoring with groups, especially those on a budget for outings to picnics, the seaside, the races and sight-seeing.

Left - http://images.slsa.sa.gov.au/searcy/11/PRG280_1_11_526.htm

Right - <http://images.slsa.sa.gov.au/mpcimng/62750/B62619.htm> Images out of copyright



What's the Differences Between a Charabanc and a Bus/omnibus/coach? The charabanc has only one level, though seating may be tiered to enhance the viewing opportunities for passengers to the rear of the vehicle, whereas buses and coaches could have two levels, upper and lower decks. Charabanc seating is bench-style and forward facing, though a few had rear facing "jump seats", presumably for the kiddies. Buses and coaches could have individual, double or bench seats, and not always forward facing, and usually one or two access points. Charabancs with more enclosed bodies often had multiple side entry doors. They were essentially open to the weather, while some had basic hoods and even side curtains it was the open body style, no-frills motoring which was their appeal from a sightseeing perspective, and for the operators an economical coachwork that could be removed relatively easily turning the vehicle into a motor lorry for general transport and non-tourist season duties.

As heavy-duty chassis became available some operators had built for the same chassis a flat tray lorry body *and* a multi seat charabanc body. Thus, the one vehicle served as needed as a truck or as a passenger vehicle with the unbolting of one rear body and the fitting of another. Many charabancs did double duty for sightseeing in the warmer months and trucking in the colder, not something many buses and coaches would be readily adapted to. Likewise, many smaller utilities and light trucks did double duty with simple crossways seating fitted onto their trays turning them into temporary charabancs. Some operators later offered a "better class" of touring charabanc based on lengthened car chassis – Hudson, Studebaker, Auburn and Nash, Cadillac and Packard being fashionable for such use in Australia in the vintage years.

The arrangement of the charabanc seating was often experimented with. Simplest forms had rows of seats on a flat tray, others had tiered seating, often overhanging way back past the rear wheels - while the view from the back tier of seats must have been good the ride certainly would have been at best exhilarating, and at worst disturbing (anyone who has ridden on the rear of a truck tray cross-country will attest to the rough and unbalancing ride in that position).

Australian Charabancs Australia's first motorised charabanc was likely a 10hp Daimler, seating nine, imported into Melbourne in February 1902 by Mr M Selby for seaside tours to St. Kilda, and was Melbourne's first motor hire car. The Daimler was second hand, having already done 12 month's service on the London to Brighton tourist route.

In 1905 motor agent Phizackerley's imported into Sydney four Aster 22 hp-engined chassis. The bodies were built by C J Pittman's Commonwealth Steam Coach Works, Redfern. Two of the cars had seating for 16 passengers and were to run between Manly, Pittwater and Narrabeen. The two 12 seaters were for use between Glen Innes and Inverell. The cars had four cross seats each placed on a different level, rising towards the back of the vehicle. The vehicle bodies were painted in Surry green, lined with carmine, the undercarriage being also carmine-coloured. The upholstery was leather and spring cushions provided. The canopy was supported by tubular columns, with four panes of glass in front of the driver. The canopy had a luggage roof. Roll up curtains of tan-coloured canvas were provided. The woods used in the manufacture were all Australian, blackwood, silky oak, kauri pine, cedar, and spotted gum, all simply varnished.

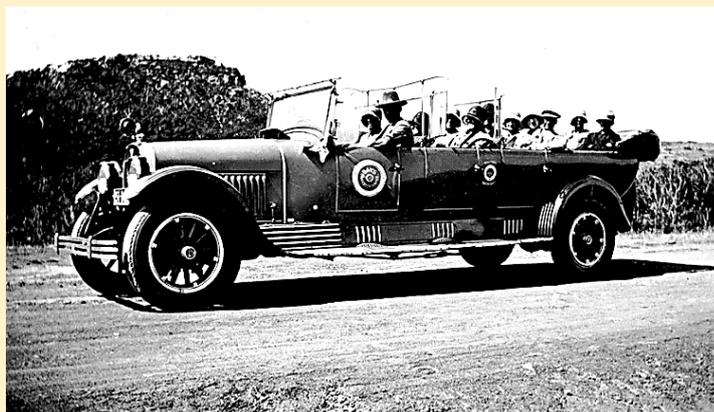


Evening News (Sydney,NSW), January 26 1906, p.7. <http://nla.gov.au/nla.news-article114227702>

Charabancs became very popular in Australia, as our climate suited to year-round travel, especially in the tourist areas. The heyday of the charabanc here was from the Edwardian period to the late 1920s. As vehicle manufacturers provided more efficient and dedicated motor coach chassis from the later 1920s on, and coach building trends, materials and technology combined to produce safer and effective closed bodywork that provided passengers with views and increased comforts in a vehicle that rode and performed well motor coaches and buses took over from the charabanc.

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Day's Motor Service, Sydney. Hudson charabanc.
<http://collections.museumvictoria.com.au/items/771825>
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