

LETTERS TO THE EDITOR

CRUSHABLE COPPER SEALING WASHERS



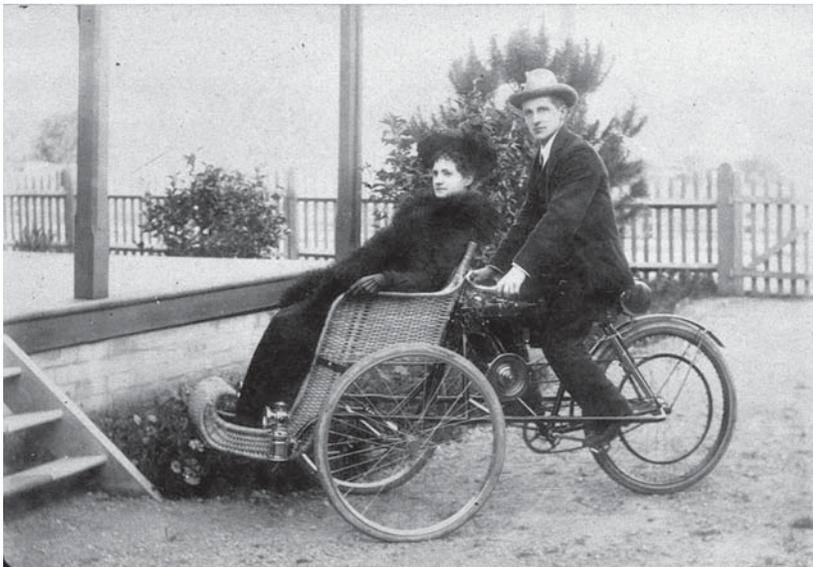
Here is information on where to get copper crushable washers in Australia for the cylinder valve plugs. I had some made for the valve caps on my Douglas and the cost was good compared to importing them from overseas;

Industrial Gaskets & Sealants, 44 Heather St., Heatherbrae, NSW, 2324 Ph. No. 02 4987 2899,
Email sales@indgas.com.au or www.indgas.net for more information.

They are cut out of a sheet to whatever size you require. This may be worth a plug in the magazine, as we can get them in Australia and service is good. I spoke to Jeff. Cheers,

John Simpfendorfer (via email)

MYSTERY TRICYCLE and OPERATING HERITAGE AUSTRALIA



In some recent research on the earliest motor vehicles in NSW I came across a news report of a 1902 owner-built motorised tricycle from Singleton. Built by local engineer JWB Waterhouse the three-wheeler had a 2hp Clement Garrard engine and a cane forecar for Mrs Whitehouse.

What spiked my curiosity was that in 1954 the tricycle is recorded as being in the Larke Neave & Carter Museum

(*Chrysler distributors*), having purchased the vehicle from Waterhouse in the 1930s. I am wondering where the Waterhouse tricycle is now? If it was good enough to be a museum item in 1954 I assume it has survived, hopefully still in Australia. Rarely am I able to tie up a vehicle found in such early research with it surviving, it'd be great if I could for this vehicle.

Could you ask around the Club and see if anyone knows what became of it after 1954, please?

Operating Heritage Australia (OHA) is a forum (think-tank) of representatives from the major heritage transport and technology groups around Australia covering road and rail transport, aviation, maritime and engineering heritage.

OHA seeks to:

- raise the profile of such heritage with the public, government (at all levels) and other heritage organisations;
- improve the protection and conservation of heritage vehicles and equipment;
- encourage inclusion of operating heritage in heritage legislation and funding;
- assist in the retention and training of heritage and traditional skills and trades.

The heritage motor vehicle sector is represented at OHA meetings by two CHMC NSW Committee members – Mike Beale and Jenny Fawbert.



OHA has recently engaged directly with Minister Paul Fletcher and his Department of the Arts (Comm.) senior heritage staff in actions to protect from export several important vehicles, and to encourage the return of the special 1912 McDonald Imperial tractor that was unfortunately exported, and of course on the fate of the Holden Heritage collections. Currently OHA is pushing for

the long overdue recommended revisions of the Protection of Moveable Heritage Act to be enacted and implemented by the Commonwealth Government, these revisions will increase the level of protection for all important heritage machinery and vehicles in Australia, and put on notice those overseas who deal in inappropriately exported Australian heritage.



OHA delegates are also involved in a university project that is assessing legislation and regulation that adversely effects operating heritage, from certification for steam operators to application of the child safety restraints in vehicles, and much in between.

OHA requests your support in reporting historic and heritage vehicles and objects that are offered for sale and could be exported, to the Cultural Property Section, Department of the Arts. The staff there treat all reports seriously and will contact vendors to remind them of their legal obligations regarding export permits for heritage vehicles.

REPORT - If you are aware of significant operating heritage threatened with export please contact movable.heritage@arts.gov or by phone on 1800 819 461 - the Cultural Property Section, Department of the Arts, Canberra. You have been invited by the Cultural Property Section to be their “eyes and ears”, so don’t hesitate to contact them, even if you just want to clarify something about the export of heritage items.

Jennifer Fawbert (via email)

Automotive Historian. Motor Vehicle Sector Representative of Operating Heritage Australia. E: operatingheritageaustralia@gmail.com

PRESIDENT'S REPORT

We are fortunate that our hobby can continue to be enjoyed during these frustrating COVID times. Work in the shed is not limited by regulation. And riding is possible without restrictions.

Only gathering of groups over 20 are still not permitted. Our Club is trying to continue with as many events as possible. Many other clubs have taken a decision to cancel all activities. But we have found that with a bit of effort and planning we can continue to have our events without breaking rules or compromising the safety of our members. Our one day runs rarely attract more than 20 participants. Coffee stops are carefully selected at places where one has plenty of spacious areas to sit down.



The last two runs in Sydney we have been fortunate to enjoy lunch at our members properties. Members who have enough space where we could spread out and enjoy the 1.5m social distancing.

The multi-day events create more of a challenge. The Dungog weekend was very enjoyable with a big turnout. But the gathering in the pub on Saturday night was in hindsight perhaps a little too crowded. Bearing this in mind we are still planning for the Annual Rally in Mudgee for the Friday 6- Sunday 8 of November. At this stage restaurants cannot take group meal bookings. In case the rules have not changed by November, we will have to split in smaller groups and make individual bookings. Mudgee has a number of dining options at walking distance from the Caravan park. Or you can have a meal delivered to your cabin door?

Since March, we have held the monthly General meetings via Skype as the Viking Club's meeting rooms were closed. This has now changed and starting on the 21st of October we can again meet at the Club.(max 20 in the room; social distancing should be observed) An attempt will be made to also have a Skype connection at the Club so that members not able to come in person and or country members can dial in if they wish and follow and possibly contribute to the discussions.

Hans Sprangers

Don't forget!
VMCC Annual Rally, Mudgee. Fri 6—Sun 8th November.
Get you entry in now. Entries close 30 October.

RECOLLECTIONS—Len Masser



Len Masser with his 1920 ABC 398cc flat twin

Here is a photo of my old mate Len Masser taken in the 1950's. He had bought this ABC from Harry Beanham for 1/- but had to go to *Allparts* in Adelaide to pick it up. Harry made Len obtain a contract from a Solicitor to the effect that if Len ever sold the bike it had to be offered back to Harry first with "no increase in value due to Vintage status" (I have the contract) and not only to Harry but to two

generations in the future (both Len's and Harry's future that is). It all meant not much because Len had the wrong frame and engine No's on the contract! Len eventually traded it in on a 1911 Hupmobile with Paddy Ryan that had been found on a property out Colargambone.

When I bought the Gnome et Rhone (French-made ABC) at Harry's last auction I also bought a stack of paperwork and photos and among that lot was a small scrap of paper with the details of who owned the ABC well after Len had passed it on. I looked the chap and he still lived at the same address. I rang him and introduced myself and declared I had been a good friend of Len's and could I drop in and look at the bike sometime (Len had died in 1993). He said it would not be much to look at as it was in a million bits. He rang me a month or so later and asked if I would like to buy it. I was in the car that day and came home with it.

Len was a Dental Technician and spent 4 years in Changi during the war, his first job everyday was to see who had died the night before and collect any false teeth they had, they would be used to make new teeth for all the prisoners...he was called upon to make some teeth for the Japanese guards on occasion but they never quite fitted properly.

I watched Lan make about 10 sets of teeth for VMCC members. I reckon I could make a set... its only basic panelbeating techniques!

Howard Burrows (via email)

(Please don't hesitate to give Howard a call if you need a new set of teeth. Ed.)



Len with his ABC, Norm Askew (HD) behind. Parramatta Park, 11/12/1955