

SPIT AND POLISH

PATRON

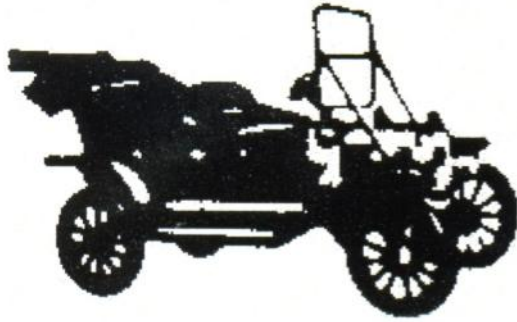
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

Peter Kable’s 1911 Ford T Towncar.

At Glen Fellowes Museum.

At the 2010 Newcastle Branch June Tour.

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: president@vccansw.org		
VICE PRESIDENTS	Phil O'Loan		Mob: 0400 730 071	
	Vacant		Email: vicepresident1@vccansw.org	
SECRETARY	Louise Yeomans	9884 9314	Mob: 0488 082 611	
			Email: secretary@vccansw.org	
TREASURER	Geoff Yeomans	9884 9314		
			Email: treasurer@vccansw.org	

COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533		Email: spitandpolish@vccansw.org
EVENTS CO-ORDINATOR	Graham Weekes	9533 2161		Mob: 0407 246 918
				Email: events@vccansw.org
REGISTRATIONS OFFICER	Neil Martin	9632 5047		Mob: 0417 236 495
HALL LETTINGS	Robert Fordham	9899 4395		Email: hallrentals@vccansw.org
WEB CO-ORDINATOR	Peter Weir	4262 6595		Mob: 0414 831 872
				Email: webcoordinator@vccansw.org
CHAIRMAN INVESTIGATION & DATING	Peter Adams			Mob: 0418 680 263
LIBRARIAN	David McCredie	9653 2592		

SUB COMMITTEES:

INVESTIGATION & DATING	Neil Martin	9632 5047		Mob: 0417 236 495
	Max Roberts	6545 3410		6545 1045 6545 1687
	Malcolm Garthorn			Mob: 0417 676 912
	Peter Adams			Mob: 0418 680 263
	Neville Preston	4352 1533		

BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
			Mob: 0412 821 945	
			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035		Mob: 0412 138 063
				Email: kazngra@bigpond.com
MaSH CHAIRMAN	Euan Coutts	4861 7356		Mob: 0412 673 585
				Email: wilga.coutts@bigpond.com
SECRETARY	Greg Roberts	4861 2023		Mob: 0468 831 757
				Email: gregandjillroberts@gmail.com
HONORARY AUDITOR	Graham Steer	9450 1454	9262 5995	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Five Dock, 2046

PATRON:

His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 22nd January 2015

ATTENDANCE

Committee: 8 Member's family: 1 Visitors: 3 Members: 19 Apologies: 6

Apologies were received from Dennis Ballard, Ron Hattersley, David McCredie, David Norton, Phil O'Loan and Leon Smith

MEETING OPENED AT 8: 20 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members to the meeting. He wished members a happy new year especially for veteran motoring. The President sent best wishes to Veronique McCredie, Toni Smith and Mrs Ballard.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Warren Irish Seconded: Graham Weekes

INWARDS CORRESPONDENCE

Flyers received

Sydney Super Swap 15/2/15 Wood Garden

Mulla Villa Prixcar

Other club publications:

Antique and Classic Matters of the Mount

Bulletin of VCC of SA The Vintage Car

Early Auto The Vintage Motor Club Bulletin

Small Torque –Dec, Jan Steel Jottings

Motorlife News The Edwardian

The Sweep

Invitations:

Beatlemania Car Show Port Macquarie 15 February 2015

RACA- High tea on Australia Day

Other:

William Boldiston – rerun 1905 Dunlop Celebrity Trial to Hydro Majestic

Christmas cards- Century 21 Natoli Real Estate, The Governor of NSW

Bob Smith trying to trace owner of Delahaye 1910

Invitation to join Brush Register

Alan Stevens- info on Morris car

City of Canada Bay survey

OUTWARDS CORRESPONDENCE

Trevor- identification of wheel

Noel Kehl- referred to Dating Committee

Thank you letters for Christmas party to Peter & Sue Martin, and Lyn Martin

Carrot Wheeler – regret at resignation

Thank you for inspections to John Brumby, John Burke, Bob Hobson, Neil Martin, Neville Preston, Barry Shinfield,

Geoffrey Simmons,

Alan Stevens

City of Canada Bay survey

Michael Duncan welcome to membership

Fee reminders to 34 members

Correspondence accepted.

Moved: Euan Coutts Seconded: Lynette Martin

TREASURER'S REPORT

Balances are: \$
Moved: Susan Martin Seconded: Bob Hobson

MAGAZINE Nothing to report

EVENTS

Graham Weekes reminded members about Carnivale to be held on Australia Day on Monday. He extended the invitation from the Royal Automobile Club of Australia for high tea on the day. Graham read an invitation to members from the Department of Defence to participate in an expo on 8 February at Moorebank.

Greg Roberts outlined the program for the MaSH run on 6-8 February based at Mittagong.

Wilga Coutts provided details on the Wallerawang Rally, the Western Tour and Orange Rally. The entry form appeared in the January edition of *Spit and Polish*. Members are able to participate in some or all of the runs. Wilga is trying to contact Mayfield Gardens about a visit. The Western Tour includes overnight stops at Cowra, Young, Forbes and Orange. She has reserved accommodation at the Oriana Motel in Orange.

PERMIT TO MOVE

0 permit; 4 movements;

On the inspection days 38 cars were registered in Sydney including a re-registration, 30 in Newcastle and 15 with MaSH. Neil Martin thanked the inspectors (Geoff Simmons, John Brumby, John Burke, Bob Hobson, Barry Shinfield and Neville Preston) for their work and members showed their appreciation by applause.

LIBRARY Nothing to report

DATING

Neil Martin read a report from Peter Adams, chairman of the Dating Committee.

Graham Froud's 1912 Kerry Abington motorcycle awaits verification. One Albion belonging to Rod Holmes has been inspected and awaits verification of the year and his other Albion is yet to be inspected. The model T Ford of Michael and Lesley North will inspect soon.

Applications for 100-year badges have been received from Keith Carden and Barry Perdriau. Both cars need to be dated. Forms requesting dating will be made available after the Dating Committee's next meeting.

MEMBERSHIP

The Committee has discussed the possibilities of payment by EFT, three-year memberships and not sending out the magazine to members if he/she has not paid by September as a reminder to tardy payers. Fees are due on 1 July each year. Members are reminded that if dues are not paid he/she may not register or drive a veteran vehicle unless it is registered through another club.

CMC Nothing to report

HALL

Robert Fordham thanked Norm Mitchell and members of the Vintage Car Club for their help in taking chairs from the loft for Sydney Voice before Christmas. He requested members' help in returning the chairs at the end of tonight's meeting.

A working bee will be held on Saturday. He requested help to move chairs before 8am as the carpet is to be cleaned. The Meccano Modellers have booked the hall on 30 May for a display and Robert invited interested members to come on the day. He thanked Norm and Inez Mitchell for taking care of the grounds. Members showed their appreciation by applause.

WEBSITE

Peter Weir reported that he has uploaded the 2015 calendar to the members' area.

GENERAL BUSINESS

1. John Fryirs requested information on the 1 and 2 cylinder rally to be held in Victoria.
2. Louise Yeomans outlined the plans of TAVCCA for a new national roster, which will include an alphabetical national list of members, an alphabetical state list of members and a list sorted by vehicles. Members will only use

the directory. Anyone who does not wish to be included in the directory needs to notify Louise in writing by 10 February 2015.

3. Robyn Betts enjoyed the email about an engineer's view of Santa.
Techie Talk

Barry Shinfield described a faultfinding guide for motorists. He then presented a short history of the Lightburn Zeta car (1963- 1968).

MEETING CLOSED AT 9:00 PM.

Peter Martin **Louise Yeomans**
President **Secretary**
FEBRUARY 2015

26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

Events Calendar - Club Events

MARCH 2015

12th - 15th Victorian 1 & 2 Rally *Details to follow*
13th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd **Newcastle Branch Outing - Mulbring Run.** *See page 7 for details*
26th Committee meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
29th Goulburn Swap Meet *See Page 19 for details*

APRIL 2015

4th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
12th **Newcastle Branch Outing.** Run to Paterson. *See page 7 for details*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd Committee meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th - 26th **Wallerawang Rally -** *See Page 7 for details. Entry Form in January Spit and Polish*
27th - 1st **Western Tour** *See Page 6 for details*

MAY 2015

1st - 3rd Orange District Antique Motor Club - Autumn Tour - Orange. *See Invitation event for details.*
8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
17th **Newcastle Branch Birthday Run.** *Details to follow*
19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
28th Committee meeting starting at 6.45pm
28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

JUNE 2015

6th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
12th - 14th **June Long Weekend - Singleton.** *See page 7 for details Entry Form on Page 18*
12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
25rd Committee meeting starting at 6.45pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

OCTOBER 2015

4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.

National Rallies

For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

NOVEMBER 2015

1st - 6th **Canberra's 2015 Shannons National All Veteran Tour.** Based in Goulburn NSW.
Contact: Tour Secretary Roger Gottlob on
(ah) 02 6241 3169, (m) 0418 962 312 or Email: canberrarally2015@gmail.com
Entry Form in October 2014 Spit and Polish

MAY 2015

1st - 3rd Orange District Antique Motor Club. Bi Annual Autumn Tour. The Tour is organized especially for pre 1931 vehicles.

Invitation Events

Entries close on Friday 17th April. Registration will commence from 9:00 am on Friday the 1st May at our Club House, 11 Louie Lane, Orange with a free morning tea being provided. After lunch there will be a short Run around the outskirts of the city visiting several places of interest. A map will be Included in your Rally Bag.

Saturday will see us travelling on quiet country roads to visit the historic "Old Errowanbang Woolshed" built in 1886 where after a tour your morning tea will be available. We will then travel on to the small village of Neville for lunch where the vehicles will be judged, before returning to Orange. This run will be approximately 80 miles or 130 kms.

The Presentation Dinner will be held at the Ex-services Club, Anson Street Orange on Saturday evening from 7:00pm.

This will be our 6th Bi-annual Autumn Tour and an Entry Form is attached.

Keith Packham Rally Co-ordinator *Entry Form in January Spit and Polish*

APRIL 2015

19th Centenary of Gallipoli Commemorative March on Anzac Sunday 19th.
~~Organised by the Marrickville Council.~~

For further information contact Graham Weekes Events Coordinator.

Wallerawang : Entries have started to trickle in and as I've mentioned before the weekend will follow a similar format to last year. We do however have one change, this year you will have the opportunity of visiting Mayfield Gardens on the Sunday, these gardens are incredible and at this time of year they should be spectacular, if you

Outing Updates

haven't already heard about them you can research them on Mayfieldgarden.com.au, there is a charge to visit the gardens which can be paid on the day and there is also a café where we can have morning tea/lunch.

Autumn Tour : For those who wish to join the Autumn Tour, we will leave Wallerawang on Monday morning (27th April) and travel through the mid western area of our State via mainly secondary, sealed roads finishing in Orange on Friday, 1st May.

Orange Tour : This tour, run by the Orange District Antique Motor Club commences in Orange on 1st May and is open to vehicles manufactured prior to 1931, for anyone interested the entry form was in January Spit & Polish. There are 2 rooms left in our name at Oriana Motel, tel no. 6362 3066, mention "Sydney Veteran Car Club" when booking.

Coming Events

Newcastle Branch Outing

Sunday 22nd March 2015

Meet at Speers Point Park
near swimming pool in Park Road
at 9.00am for morning tea

Before departing for a drive to Mulbring
Lunch in Mulbring Park with other car clubs.

Newcastle Branch Outing

Sunday 12th April 2015

Meet at Boolwarra Lookout
at 10am

For a run to Paterson Park for lunch.

OVER THE BLUE MOUNTAINS WALLERAWANG (AND OTHER OPTIONS)

Last year at the end a most enjoyable weekend at Wallerawang, everyone voted to do it all again in 2015, so here we are!

This year the Wallerawang Weekend is April 24-26, and is again centred at the Black Gold Country Motel Wallerawang. The runs around Wallerawang have a number of steep grades, so any really small cars may struggle, but our Model 20 Hupmobile would cope with the routes quiet readily.

Following on from this weekend, we intend to run our Autumn Tour which will travel some of the picturesque back roads and towns of the Central West Regions of NSW and will finish in Orange on Friday 1st May.

On the weekend of May, 1-3, the Orange Car Club is holding it's Autumn Tour, our Club has received an invitation from them to attend, and some of our members are planning to do this.

So your options are!

1. Wallerawang Weekend (entry form in this edition please complete and return to me).
2. Autumn Tour (please indicate your intention on the Wallerawang Entry Form)
3. Orange Car Club Tour, complete their entry form and return direct to them.

Autumn is a beautiful time in the Central West and I hope Club members will be able to join us on one or more of these events.

Wilga

Entry Form in January Spit and Polish

Newcastle Branch - June Tour

A Change of Weekend and Motel

This year the event will be held on the Weekend of the 12th to 14th June.
(Friday, Saturday and Sunday)
which is the weekend after the long weekend.

Change of Motel

Charbonnier Hallmark Motel, Singleton.
(02) 6572 2333

Dinner Bed & B/Fast packages
mention the Veteran Car Club when booking

John has organised a package deal with the motel of Dinner Bed and Breakfast

Any queries contact John Burke
Ph (02) 4991 1806 (AH) 0412 821 945 (M)

Entry Form on Page 18

Alterations to Roster of Members

Change of Address

Jeff & Kaye Palmer
11 Claret Ash Close
TORONTO NSW 22283
Phone: (02) 4959 1256
All other details remain the same

Change of Details

Warren Irish
(M) 0498 013 703
and delete
1917 Hupmobile

Change of Address

Sarah Gotley
1 Wondaboyne Avenue
CHARMHAVEN 2263
Phone: (02) 4394 0408

Unfinancial Members

Remove from roster

Lynn Brown
Neil Collins
Alan Lowe
Brian Lewis
Derek Page
Richard Thomas
Desmond Turnbull
Mary Wear

Resignation of Member

Ian Richardson

Doug Marr

Any members that knew ex-member Doug Marr,
Doug passed away early last month.
Age 86

Editorial

Thanks to the members for the articles which they supplied for this edition of **YOUR** Spit and Polish.

Thanks to Elizabeth and Bob for the report on the MaSH Branch Capuccino run and the reappearance of “Henrietta” after a long time. The poem from Ray Thomas, if only he had listed the veterans he has owned would have also made interesting reading. The poem/story about the “Statnav” which came via Wilga which I believe came from Alan Miller was also amusing. Also interesting reading, the article from the Les Johnson family and their adventure on the Adelaide to Darwin Rally, this is part 1 and the final part will appear next month. The article from John Fryirs is also interesting, as is the article from Kevin Brooks.

Information on coming events, the 2 outings for the Newcastle Branch, the first one in March and the second one in April. The “Over the Blue Mountains” Tour, with mention of the Autumn Tour and the invitation event at Orange organised by the Orange District Antique Motor Club. Then there is the Newcastle Branch June weekend, noting that there is a change to the weekend and the accommodation in Singleton.

At the moment I have a supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring
Nev Preston



I Used to Love My Cars

WITH APOLOGIES TO BILL SHAKESPEARE

I used to love my cars
And I've had quite a few
Sadly, none were bought brand new.
Some brought frustration, some brought joy.
But still I loved my cars.

I used to love my cars.
They were made of solid iron and steel.
But now they're made of Tupperware,
And tin that's flimsy to the feel.
But still I loved my cars.

I used to love my cars.
Dreamed up by men inside their house.
But now it's done by computer and a mouse.
No genius or eccentrics there.
But still I loved my cars.

I used to love my cars.
From two cylinder Subaru.
The long lived darling of my wife
Though driven fast, still lived a pampered life.
She too loved her cars.

I used to love my cars.
Those precious Peugeots tough and fast.
Pushed hard and fast, forever they did last.
Such memories of journeys long and swift.
But still I loved my cars.

I used to love my cars.
The list of Renaults quaint.
From A.X.Twin to 16T.S. - Oh so very fast
To R.4. so weird, with happy memories past.
And so to all of them I say "Viva La Difference".
But still I loved my cars.

I also loved my trucks
Mostly Bedfords, the owner-driver's friend.
All served me truly to the end.
I often wonder what became of them.
But still I loved my cars.

I used to love my cars.
But now the last one's up on blocks.
I close the doors on shed and turn the locks.
But still I loved my cars.
Yet as I slowly walk away I smile
'Cos I still love my cars'

By VETERAN CAR LOVER No. 108. (Ray Thomas)

The Satnav.

by Pam Ayres

I have a little Satnav,
It sits there in my car
A Satnav is a driver's friend,
it tells you where you are.
I have a little Satnav,
I've had it all my life
It's better than the normal ones,
My Satnav is my wife.
It gives me full instructions,
Especially how to drive
"It's sixty miles an hour", it says,
"You're doing sixty five".
It tells me when to stop and start,
And when to use the brake
And tells me that it's never ever,
Safe to overtake.
It tells me when a light is red,
And when it goes to green
It seems to know instinctively,
Just when to intervene.
It lists the vehicles just in front,
And all those to the rear
And taking this into account,
It specifies my gear.
I'm sure no other driver,
Has so helpful a device
For when we leave and lock the car,
It still gives its advice.
It fills me up with counselling,
Each journey's pretty fraught
So why don't I exchange it,
And get a quieter sort?
Ah well, you see, it cleans the house,
Makes sure I'm properly fed
It washes all my shirts and things,
And keeps me warm in bed!
Despite all these advantages,
And my tendency to scoff,
I only wish that now and then,
I could turn the bugger off.

*The above poem emailed from Wilga Coutts,
which I believe came from Alan Miller.*

MaSH Branch Cappuccino Run - 9-1-15

Bob & Elizabeth Hobson

We started our first Cappuccino run for 2015 with 9 veterans and 1 modern for our monthly tour around the Southern Highlands.

A pleasant overcast day greeted us at our club room on Moss Vale Road at Bowral, ideal for veteran motoring, after a lot of catching up we set out at 10am to travel to Moss Vale always a pretty drive, then through Berrima onto the old Hume Highway to Bowral, following onto Mittagong, where we gathered at the Stationmasters Cottage (now a cafe) a historic old home set up as a coffee shop with displays of old wares, furniture, books, pictures etc. Or you can sit in the garden.

We overwhelmed the owners with 20 of us lobbing in for morning tea, which I might add we cleaned out the scones, jam and cream. A very enjoyable morning was had by all.



To make the morning more special for Bob and I we had “Henrietta” out on the road after many years in the shed. For those that don’t know “Henrietta” it is 1913 Ford Model T, which we have driven over many parts of Australia for the last 50 odd years, now our Son Phillip is the proud owner of this special Ford.

Any Members are welcome to join us on our monthly run in the country.

Till next time

Combined Outing - Wyong. 10-1-2015

The Editor

This year we had a change to the venue for our combined outing with the Sydney group, which was held in the grounds of the Wyong Christian School. This is the school that Lauren and Abbey Newman and Christopher Gotley attend. Lauren no longer attends as she has finished school last year and Abbey has one more year, while Christopher still has a few more years to go.



The day was starting to warm up as I left home at 10.40am and arrived at the venue at 10.45am. The 2 Talbots and John Burke were already there. The 2 Talbots being Graeme's driven by Lauren and Dianne's driven by Graeme. John apparently arrived at about 10am and was waiting out the front of the school when Graeme arrived.



We were setup in a nice shady spot under a few camphor laurel trees, just beside the car park. Just after arriving a nice northeasterly breeze started to blow which made it quite pleasant. There was a steady stream of veterans and moderns arriving after me.

A total of 9 veterans and 8 moderns in all attended the outing. A few were taken for a ride in '50 Bob' and then some were lucky to be able to take it for a drive themselves. Abbey took the Talbot for a drive towards Yarralong with her Dad as navigator. Ian and Jenny went for a walk up to the old Wyong Milk Factory while the remainder seemed quite contented to spend time in the shade of the trees.



Vauxhall, Overland, F.N., F.N., Talbot, Talbot, Benz, Talbot & Buick

An enjoyable day, even though it did start to look as though it was going to be rather warm, but the breeze helped to alleviate the problem.

Generally the group started to depart after a leisurely lunch, after all it is a long way back to Bowral for Euan and Wilga and a nice drive back to Mt Colah for Ian and Jenny, with the last of us to leave at 3pm.

Thanks to Graeme for organizing the venue.

Attendance

John, Max & Matthew Burke 1916 Buick
Graeme & Abbey Newman ... 1914 Talbot
Lauren & Karyn Newman 1914 Talbot
Doug & Dianne Marshall 1912 F.N.
Chris & Catherine Duncan
& Jennifer & Isaac Strutt 1911 F.N.
Peter Adams & Kim Nolan 1914 Vauxhall (50 Bob)
John & Sue Wards 1916 Benz
Ian & Jenny Streatfeild 1915 Overland
Nev Preston 1913 Talbot

Modern

Euan & Wilga Coutts
Laurie & Jan Garrod &
Chris Coulter & Judy Grellman
David & Betty Cherry
David & Kate Norton & Jasper
Bill & Carol Heeny
Jeff & Louise Yeomans
Les Watton
Dianne Gotley (late arrival)



Jasper Norton - an Airedale Terrier



Isaac enjoying climbing the tree

The Johnson Family Adventure



Pre-Rally

30th July 2014 - our adventure started off with one fairly major hiccup. The trailer we were towing had a bearing issue, discovered the night before. Rick frantically searched for a replacement, having to go into work early hours of the morning, hoping to find one. Thankfully he did and our departure was only 4 hours behind schedule.

Les and Roselee managed to get away on time so we certainly had some kilometres between us and a lot of driving ahead to catch up.

Our first day driving took us to Goulburn, Yass, Gundagai, Wagga Wagga and onto Hay NSW, where we stayed for the night. Our driving time was approximately 8.5 hours. Thankfully the kids travelled well but we were all very glad to hop out of the car in Hay.

31st July 2014 - from Hay our next destination was Barmera in South Australia. We travelled across the Hay Plain where we saw plenty of emu's and eagles and a few dust storms. The Hay Plain is such a flat road to drive with such barren landscape. The wind was strong, taking our fuel consumption up dramatically. We stopped in Mildura VIC to stock up on food and crossed over the Murray River. As we were heading to our destination, Les & Roselee had an issue with their trailer and had to have it towed to a place to be repaired. Luckily they could do it the next day, so it didn't slow us down too much.



1st August 2014 - After picking up the trailer we headed to the Overland Corner Hotel. The Willys Overland was let out of the trailer for the short drive to the Hotel. We took some great pictures of the car and the Hotel and enjoyed a nice lunch.



After lunch we headed towards Birdwood, making camp at the Eden Valley Caravan Park in Springton, just north of Birdwood. The temperature upon arrival was a chilly 7 degrees. That night it fell to a freezing -4 degrees. Rick, Lisa & the kids experienced a very cold night in the trailer. Ryan, in his sleeping bag and layers of clothing ended up jumping into Rick's sleeping bag and the two kept as warm as they possibly could. The girls shivered the night away.

2nd August 2014 - Today was spent getting the cars ready for the rally (as well as defrosting our toes). Les & Roselee went into Adelaide to pick up Sharon from the airport. Rick, Lisa and the kids went into Birdwood and enjoyed a great pub lunch.

3rd August 2014 RALLY DAY Birdwood to Burra - Another very cold night last night. Woke up this morning to see an icicle had formed on the Lance and the water in the bird bath at the caravan park had frozen. Unfortunately the Clement Bayard broke down this morning. Very disappointing for all, especially for Les. Rick headed into Birdwood with the Overland but turned around as he was having fuel issues. As he drove past our caravan park, instead of stopping he decided to keep driving towards our first destination, hoping the fuel issue would sort itself out. We packed up camp and headed off, driving through Nurioopta and stopping at Eudunda for lunch. It was here that we met up with Rick and apart from a few hiccups the car seemed to be going OK. The drive into Burra was scenic, green and picturesque. The weather continues to be very cold and our night in Burra was much the same ... cold.! Even the water bag on the Overland froze.

4th August 2014 Burra to Wilmington - We were fortunate enough this morning to be able to send the trailer carrying the Clement back to Sydney. The drive to Wilmington was nice. We stopped at Gladstone for some lunch. Wilmington is a small town, with not a lot to do here. We stayed at the Beautiful Valley Caravan Park, not sure I would call it beautiful. They had a pony called Bobby, the kids enjoyed feeding him and patting him.

5th August 2014 Wilmington to Woomera - What a fantastic drive today. We travelled through the Horrocks Pass which was stunning, onto Port Augusta, through the Flinders Ranges and stopping at the Matthew Flinders Monument and Red Cliffs. The views were amazing. Just before arriving in Woomera we stopped and looked at a lovely view over a salt lake. After lunch we headed into town with the kids to check out the Space Museum and Missile Park. The kids really enjoyed looking around and even got to launch their own spacecraft.

6th August 2014 Woomera to Glendambo - It was only a short drive today, 113 kilometres. The Overland continues to motor well and Rick is having a great time driving it. The support crew called into Lake Hart on the way to Glendambo. We took the walk down, across the Adelaide to Darwin railway line and onto the salt lake. The kids loved it and Emily even tried some of the salt. Very salty she said. Once again, the scenery was stunning. Arriving in Glendambo, we stayed at the Glendambo Caravan Park. Nothing here except a pub. The rally group gathered together here for a nice meal and a few drinks in the evening.

7th August 2014 Glendambo to Coober Pedy - Les and Lisa drove the Overland to Coober Pedy today. This was Les's first drive in the Overland and from here on in Rick and Les took turns each day to drive. There wasn't a lot of wildlife to see on the drive to Coober Pedy, apart from a couple of eagles. Plenty of road kill. It was incredible to see all the mountains of dirt everywhere you looked for kilometres. We caught up with the rest of the crew at the Coober Pedy sign, just outside the town. Once we settled into camp, we headed out to The Breakaways lookout for sunset. It was magical. The changing colours were fantastic to watch.



8th August 2014 Coober Pedy (Rest Day) - This was our first rest day on the rally. We certainly had plenty to see. Sharon set off early and scoped out the town, setting in place a plan. Our first stop was the Old Timers Mine. We donned our hard hats and off we went, underground into an old mine. Whilst in the mine Sharon had a bit of a tumble, sprained her ankle and grazed her arm. After we had a look around (and bandaged up Sharon) the kids enjoyed doing some noodling and managed to find some lovely coloured rocks to keep. Our next stop was the lookout, seeing the town from this height gave you a real understanding of what it would be like to live here. 80% of the town live underground. Just incredible. We visited a kangaroo orphanage and fed some of the kangaroos. The kids also got to see a little joey being fed some milk. We went to Fayes Underground Home and the Serbian Orthodox Underground Church. We headed back to the camp for lunch and then in the afternoon Sharon, Roselee and Lisa headed back into town for a bit of opal shopping. Lisa also went and had a look at the Catholic Underground Church. What a day!



9th August 2014 Coober Pedy to Marla - Rick and Sharon were in the Overland today. We all met up at the Cadney Road House for a break before heading on to Marla. Not much to do in Marla, just a road house and caravan park.

10th August 2014 Marla to Eraldunda - an exciting day, crossing over the border into the Northern Territory. Les and Sharon were in the Overland today. We all met up at the border to take some photos. It seemed that was what everyone from the rally wanted to do as well. Somehow, Rick managed to squeeze the Overland through fence poles to get the Overland in front of the Northern Territory border sign and it certainly paid off. We managed to get some great family shots. We arrived in Eraldunda early afternoon and set up camp. The caravan park had emu's which the kids went and fed. Not much else to do here. The weather is finally starting to warm up a bit, although the nights are still chilly.

11th August 2014 Eraldunda to Yulara, Ayers Rock (Uluru) - Rick and Lisa drove in the Overland today. Sharon drove the Commodore with the kids. It was a nice drive and we mistakenly got excited when we saw Mt Connor, thinking it was Uluru. We stopped and had a look at Mt Connor anyhow. When we did finally see Uluru, the excitement wasn't quite as much!! We arrived in Uluru, surprised to see that the support crew had not arrived. So, we decided to go and have a nice cold beer and wait. That wait cost us \$17 for two James Boags. We were unable to get hold of Sharon or Les as there was no service. Eventually we saw them drive into the campground. So, the story goes Sharon wanted to stop on the side of the road to take a picture of a sign, she pulled over only to discover that the dirt was extremely soft and hence the car started to sink. After trying numerous tactics to get the car out (including getting the kids out of the car as well as the luggage, putting sticks etc under the wheels for traction), and being unsuccessful, she radioed to Les to say she needed a shovel. Les then proceeded to pull over, not realising that she was bogged in the dirt and yep the Dodge, camper and trailer also got bogged. It would have been a sight to see. Thankfully a passer-by helped tow the Commodore out and Les managed to get his Dodge out too. They had blocked half the road in the process. When we arrived at the caravan park we had rally people asking what happened to our support crew and we were saying "what do you mean". Eventually we found out what they were talking about!!! Rick found out what had happened before Sharon even had a chance to tell him.

That evening we drove out to Uluru to watch the sunset. We were all amazed by the sheer size of it and the changing of colours as the sun went down were beautiful. Emily was very excited that night, she had been wanting and waiting to see Uluru for a long time.



12th August 2014 Yulara, Ayers Rock (Uluru) (Rest Day) - We were up early to drive back to Uluru to see the sunrise. Not as spectacular as the sunset but amazing just the same. We all enjoyed a breakfast of bacon and eggs at Uluru before heading out to The Olgas (Kata Juta). We did a walk through Walpa Gorge, it was very windy and freezing. We then drove back to Uluru and drove around the base before stopping and doing another walk to Kuniya Waterhole. We arrived at the waterhole and were disappointed to see that someone had graffiti the rock and national parks people were there trying to rub it off. We checked out the cultural centre, had an ice cream and headed back to camp, well exhausted. That evening Roselee, Sharon, Rick and Lisa enjoyed a scenic sunset flight over Uluru and The Olgas. What a great way to see these spectacular sights.



13th August 2014 Yulara, Ayers Rock (Uluru) to Alice Springs - We were supposed to stop at Eridunda for the night but we all decided to continue on to Alice Springs (providing the Overland could make the journey) to allow us an extra day in Alice Springs to have a look around. Les drove the Overland today and what a big day in the driver's seat he had. It took him approximately 9 hours to reach Alice. We stopped at Stuarts Well for a well-earned rest before heading on to Alice. Les was flagged down by a reporter from the NT News who did a brief story on the car and the rally. The story made the paper the next day. The drive into Alice Springs was nice, passing through the McDonnell Ranges.

14th August 2014 Alice Springs (Rest Day) - Our first stop for the day was the Telegraph Station. We enjoyed wandering around, looking at all the old buildings and reading about the history of the first telegraph wire and the first white settlement in Australia. Our next stop was the Alice Springs School of the Air and we were fortunate enough to watch a live class lesson being held. What a fantastic education opportunity for children in remote areas to be able to participate in this program. We had a look in the Desert Museum and took a drive through town. Alice Springs certainly is an interesting place. We had a lovely dinner that evening at The Gillen Club and caught up with Peter & Robyn Wards (TSCC) and Peter & Chris Jackson (AMOC).

15th August 2014 Alice Springs to Ti-Tree - An easy drive today to Ti-Tree. Our first stop was just outside of Alice Springs, a place called Aileron where we had a look at some very large statues. One of a man on the hill holding a spear and the other a woman with a child. We stopped in at a Mango Farm to check out their wines. The man in the shop told us to wait outside, under the tree. Hmmmm, there were lots of trees, so we wondered which one. He took us to this makeshift bar with a few unstable chairs and this is where our wine tasting began!! We ended up purchasing some wine, champagne and some Northern Territory port. The Overland continues to motor well, phew!!

16th August 2014 Ti-Tree to Wauchope (pronounced Warcop) - Not a lot to see along the way today. We stopped in at the Barrow Creek Roadhouse for a break. Sharon & Roselee stopped in at Wycliffe Well and met some lovely aliens there. After setting up camp in Wauchope we headed out to The Devils Marbles (Karlukarlu). It was amazing to see all of the enormous rocks balancing on top of each other and we all wondered how on earth they got this way. The kids enjoyed climbing and exploring. Back at camp we enjoyed a nice cold drink in the beer garden. The days are definitely warming up, although the nights are still cool.



(End Part 1 - continued next month)

Veteran Foibles

John Fryirs

When I got my Renault it came with 5 new Michelin tyres, one had already been fitted to the front left wheel and the other 3 were in need of being fitted.

I decided to take off the wheels to do this and at the same time check , clean, replace or repack the bearings, front king pins etc.

With the right front wheel removed I proceeded to change the tyre. Until this time I had never dealt with beaded edged tyres. Well - I followed instructions in an old Dykes and a book on early Morris - and got it half on.

Relief arrived in the form of Carol and Bill Heeney who came down for a visit and while here I asked Bill if he could help. Well, help he did, twice! We got it on then I dropped a stud in and we couldn't get it out so the tyre had to come off to retrieve it. Well, it was good practice and learning for me for the other 2 wheels. Thanks Bill!

The problem arose at the left rear wheel which would not come off the axle. I remembered Kingslet Southwell had this problem at the Mittagong National Rally with a larger Renault so decided to leave it to ask for advice.

The right hand wheel came off easily with the help of a puller but the left would not budge.

Next meeting I asked Euan Coutts if he had an idea and he said I may be able to get at it from behind as the backing plate is just thin.

So this is how I did it:- With many thanks to Euan.

Firstly, I took off the right wheel to have a good look at what was there, undid it all and took out the axle - glad I did as the bearing had not been greased for how long? Cleaned it all up - found bearing perfect, noted size and numbers, packed with grease and re-assembled.

Now the other side:-

Jacked up, levered back the tin backing plate and held with a wooden wedge. At the top there is a smallthread which holds a locking tang which fits into the recess on the nut which holds the axle bearing in place. The nut would be tightened by a 'C' spanner- (which is great because I could use a long screw driver from behind)

Remove the nut and tang. Through the gap caused by the wooden wedge I pushed a screw driver and tapped gently with a hammer. (I wasn't sure if it may be left or right thread - it was standard)

I did it bit by bit checking that the bearing and axle were actually going to come away - but pulling the whole wheel out.

Once I knew it was coming away I undid the nut completely and out

came the axle - with wheel still attached.

I now placed the wheel over a long pottery drainage pipe standing on end - the axle inside the pipe. I figured the pottery would break before it damaged the brake drum.

Screwed the nut onto the end of the axle till it was level with the end. Placed a steel plate on this and gave it a few heavy hits with a hammer.

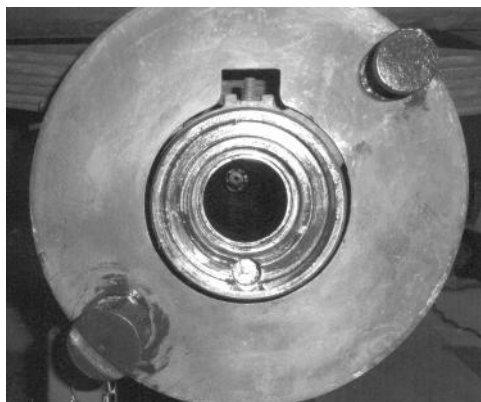
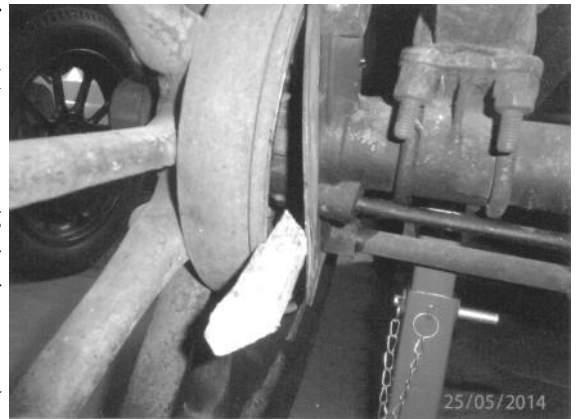
Out it came!

Now I cleaned it all up, packed the bearing and re-assembled. New tyre fitted and anti-seize on the axle spline.

I guess a lot of you already know all this but thought it may help some who don't, and maybe larger Renaults are different than the AX.

Many thanks to Euan for the know how and giving me the confidence to try it.

Hope this is of interest.



JUNE TOUR

12th – 13th – 14th

SINGLETON

The Newcastle Branch invites Veteran enthusiasts to enter this year's June tour.

The tour will commence on Friday the 12th of June in Cessnock at the home of Max and Joan Burke.

A welcome morning tea will be served before heading off on a scenic tour utilising quiet country roads to Singleton.

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John Burke

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Ph 02 49911806 (AH) 0412821945 (M)

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Veteran vehicle (year and make).....

Number of pers ...Adults.....Children.....

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This event is open to all Veteran Vehicles



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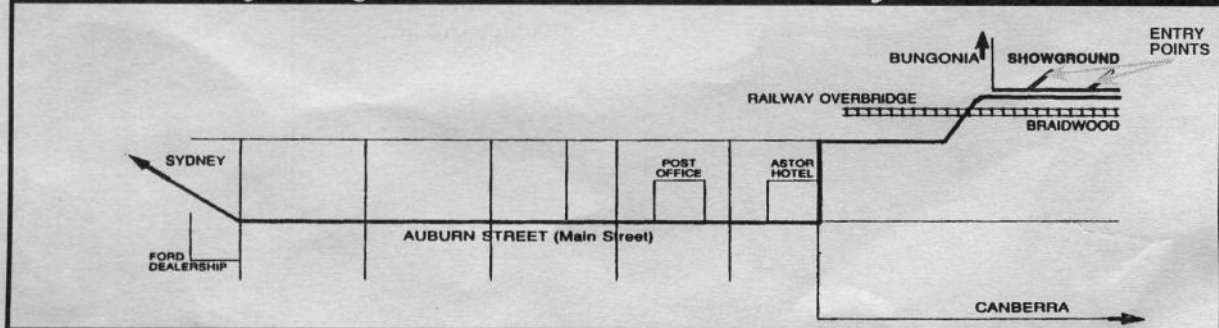
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.....And it all because of a Vacuum Cleaner

Kevin Brooks

Call it Chance? Fate? Sometimes a series of random events can lead to a very happy conclusion!

This story begins on return from Robe Rally. Tired of camping in the wilds and living on road kill –well, slight exaggeration – we were going to throw ourselves at the mercy of friends Greg and Gill Roberts in Burradoo. When they weren't home, Joyce said, "Why don't we stay with Bill and Robyn Betts in Mittagong. They've invited us before." I was a little reluctant to impose ourselves on them out of the blue but, following a phone call, we were made most welcome and a very enjoyable visit resulted.



During the course of the evening, Bill said, "Have you ever heard of a Lexington car?" I hadn't and was led downstairs to view a beautiful ANSTED motor Bill had rescued from a vegetable patch, along with a gearbox, steering box and front and rear axles. What a fascinating motor it was and in very good condition. The combustion chambers and spark plugs were in the block above the bore and a flat-surfaced ohv head sat on top. Bill had cleaned it up and it looked in near perfect condition. I was amazed that the chassis could have disappeared, possibly as scrap, yet all the rest had survived.

When we returned home, I researched Lexington vehicles and found that the Lexingtons – especially the later models – were quite some cars! The Lexington Motor Car Company, 1910 – 1927, assembled cars from various suppliers. As is common amongst American motoring history, the Company passed through various hands including those of E.W. Ansted and William C. Durant. Eventually, as was the case of many companies, the ensuing depression following World War I killed the Lexington and a fine motor car was lost.

The crowning glory in Lexington's history was probably their assault on the famous Pike's Peak Hill-climb, Colorado. In 1924, two specially prepared Lexington racers claimed first and second in the "King of the Mountain" event. (Pikes Peak – now without the apostrophe – is outside Colorado Springs, Colorado. It is so high that

snow storms can be experienced at any time of the year. During a trip to USA some years ago, we were being taken to Pikes Peak by friends from Morrison, near Denver, but could not reach the area owing to snow storms and road closure.)

History lesson over, it's back to my story: In an attempt to find part of the floor in my shed, I decided to part with an industrial vacuum cleaner I had purchased at a swap quite some years ago. Off it went to our VCCA(Q) Swap this year with a "Free" label attached. Noel Adams agreed to give it a home but couldn't carry it and agreed to collect it from my home later. Finally, this second week in October, Noel came to collect it. With it safely in the back of his station wagon, we nattered away. Now the back of Noel's wagon is sort of like a lucky dip. You never quite know what you'll find. He's always in the process of collecting parts, delivering parts, or just plain storing parts. Amongst his collection he indicated a wrapped Lexington radiator shell, intended for a fellow in New Zealand who is building one.



When I told Noel I knew where there were Lexington parts, he asked could he refer the NZ fellow to me and so came an enquiry by email from Arnold Koppens from Hamilton, NZ. I prefer not to pass on information without checking with the supplier so whetted Arnold's appetite with photos and a promise to talk to my friend Bill. A phone call to Bill later that day confirmed he was interested in parting with the Lexington collection so off went the details to Arnold Koppens, along with my phone number, should he wish to contact me.



Last night I received a phone call from a delighted and appreciative Arnold who now has a spare motor, a better gear box, etc and is one happy man. I was pleased to have been of service and my amusement at the chain of events leading to Arnold's luck led me to write this article! Think of the links – the Roberts not being home, Joyce's persuading me to contact Betts, Bill's showing me the Lexington bits, taking the vacuum cleaner to the swap, Noel's accepting and collecting it, mentioning Lexingtons – pull out any link and Arnold wouldn't be the owner of some fine parts.

Chance? Fate? Random events that led to a happy conclusion.

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[2-15]



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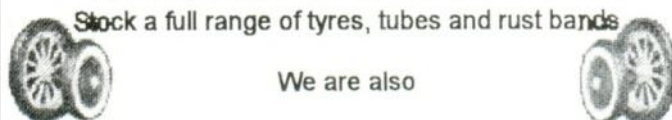


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