

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.com

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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:-

*David Norton’s 1916 Ford T
At the Sydney North Breakfast run at Apple Tree Bay,
Bobbin Head.
May 2017*

Committee of Management

OFFICE BEARERS:

		HOME	BUSINESS	FACSIMILIE
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: president@vccansw.org		
VICE PRESIDENTS	Phil O'Loan		Mob: 0400 730 071	
		Email: vicepresident1@vccansw.org		
	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: vicepresident2@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	Graeme Newman	4392 1035	Mob: 0412 138 063	
		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	John Burke	4991 1806	Mob: 0412 821 945	
LIBRARIAN	David McCredie	9653 2592		

SUB COMMITTEES:

INVESTIGATION & DATING	John Burke	4991 1806	Mob: 0412 821 945	
	Neil Martin	9632 5047	Mob: 0417 236 495	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449	Mob: 0488 248 177	
	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	Doug Fulford	4654 5432	4655 7944	
			Email: doug@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
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.

Monthly Meeting of VCCA (NSW) Inc held on Thursday 28th June 2018

ATTENDANCE

Committee: 8 Members: 21 Family members: 2 Visitors: 1

APOLOGIES: Dennis Ballard, Bob Hobson, Don Liddle, Michael Lowe, Lynette and Neil Martin, Peter Martin and Michael Trethowan.

MEETING OPENED AT 8:30 PM.

PRESIDENT'S OPENING REMARKS

One minutes silence was observed to remember Dick Tunbridge, Lionel Follan and Julie Williams (secretary of CMC).

MINUTES PREVIOUS MEETINGS

As there was no quorum at the previous meeting matters have been brought forward to this meeting. The notes from the meeting held on 24 May 2018 have been circulated and read. There were no corrections and it was moved that the minutes from 24 May 2018 be confirmed as an accurate record of the meeting and any business conducted at the meeting be ratified.

Moved: Phil O'Loan

Seconded: Barry Shinfield

The President referred to the minutes from the meeting held on 26 April 2018. Which had been circulated and read by members. He called for any corrections. As there were no corrections or business arising so it was moved that the minutes from 26 April 2018 be confirmed.

Moved: Graham Weekes

Seconded: Barry Shinfield

INWARDS CORRESPONDENCE

The Secretary thanked Peter Weir for filling in as secretary last month.

Other Club publications:

Brass Notes

The Edwardian (online)

Retronauts (online)

The Vintage Driver (online)

CMC Preserve (online)

Torque (2 editions)

Other:

CMC report

CMC entries for Eastern Creek

Andrew Benoit and Graham Steer - change of address

Jean Carden – thank you

Martin McCarthy and Anne Irish – applications for membership

Motorlife

Newcastle minutes

OUTWARDS CORRESPONDENCE

Noel Cather - full membership

Norma Tunbridge – letter of condolence

Richard Bremner and Sam Movizio –pre membership

Club emails: Vale Marney Thomas and Dick Tunbridge; access to meeting

Moved: Phil O'Loan

Seconded: Les Johnson

TREASURER'S REPORT

The Treasurer reported on balances.

The balance are

\$

Ordinary account: 47,700.98

Term deposit 1 28,883.30

Term deposit 2 30,000.00

In the last 2 months monies have been paid to the printer, Quickbooks, Sydney Water, the cleaner, insurance and the Yamba Rally. A deposit has been paid for the replacement of the awning.

Income has been received from membership fees, Yamba participants, advertisers and renters. The Yamba Rally made a small profit but this helps cover the insurance for rallies. A payment for meals has been redirected into the Forbes rally account. A donation of \$500 was received from David Hurley.

David Norton has kindly updated the roster and issued the accounts for membership dues which were posted to members in the June edition of *Spit and Polish*. Some members have already paid. The internet banking is working and some of the accounts have been paid in this way.

Moved: Bill Betts

Seconded: Graeme Newman

MAGAZINE Nothing to report

EVENTS

Graeme Newman informed members that the Maitland Rally for this year has been cancelled as it is scheduled two weeks after the National Rally. As many members will be attending the National Rally the September meeting at the hall has been cancelled. We are working on a special function for NSW members to meet informally. To date there are 131 entrants for the National rally including 3 swaggies. The meal form is available and needs to be returned soon.

The 1 and 2-cylinder rally at Yamba was very successful. Members commented on how flat Yamba is with only one hill on the rally. Members enjoyed the warm hospitality of Rod and Ruth Holmes and also learned about Ruth Holmes family connections to the area. It was agreed that Rod and Ruth Holmes did an exceptional job as organisers. It was the twentieth anniversary of the Singleton Rally with 14 veteran cars. The cold winds sent everyone home on Sunday. John Burke is looking at a new location for next year.

Tomorrow's MASH Coffee Run is being organised by Alan Miller and on Sunday is the Sydney North Coffee Run to Fagan's Park. On 14 July is the Combined MaSH meeting and on 15 July is the social train ride from Patterson to Dungog. Let John Burke know if you want to go. Tickets are \$30 for adults and children ride free. The Navigator's Run will be held with the Antique and Classic Car Club on 5 August starting at Anzac Park West Ryde going to Prospect Reservoir. On 24-26 August is the President's Picton Run and Doug reassured members that the chef has changed and the food is delicious!

PERMIT TO MOVE/REGISTRATION Nothing to report

LIBRARY

Louise Yeomans reported that the items have been sorted and the shelves are temporarily labelled with sticky notes. A quote is coming for some storage options. Ten years of Spit and Polish are in the process of being bound. Disappointingly no books have been returned so members are asked to check their shelves!

DATING Nothing to report

MEMBERSHIP

Applications from Richard Bremner and Sam Movizio were successfully voted into the club as members. Members welcomed Sam with a round of applause.

New applications for membership from Martin McCarthy and Anne Irish.

CMC

Norm Mitchell gave a summary of the last meeting held on 29 May. He reminded members about Shannon's Sydney Classic on 12 August. All forms presented to the RMS must be originals, not scanned. The NRMA have been approached to consider *roadside assist* to cover the driver not the car. *Old Auto Rubber* at Penrith can laser cut gaskets to order, even recess rubber gaskets for door handles. A more detailed report can be found on the CMC website www.councilofmotorclubs.org.au

HALL

Robert Fordham was delighted to inform members that a new awning is in place and a temporary handrail is in place as a new one is being made. The cupboard doors at the back of the hall have been repaired. Robert thanked Phil O'Loan for his work on both of these projects.

Robert announced a working bee to be held on 14 July where plans include cleaning the gutters, fixing some leaks, weeding and a general clean. There are two extra bookings – one for the Meccano Club and the other for Sydney Voice.

WEBSITE

Phil Virgona has donated some photographs of cars which are posted on the website and people have been invited to provide any information about the cars.

GENERAL BUSINESS

Vale Dick Tunbridge

Barry Shinfield spoke about Dick’s long association with the club. He paid tribute to his service to the club and he was much appreciated by club members. Dick regularly inspected cars on the north side for registration. He willingly shared his expertise. At all times Dick was a thorough gentleman and nice guy. Condolences were sent to Norma and his family.

Feedback

The President requested feedback on the role statements published in Spit and Polish and members thoughts on ideas for meetings. John Fryirs pointed out a discrepancy in the cost of Dating Certificates.

The raffle was drawn.

MEETING CLOSED AT 9:10 PM.

Doug Fulford
President

Louise Yeomans
Secretary

**VETERAN CAR CLUB OF AUSTRALIA (NSW) INC
NOMINATION FORM FOR 2018/2019 MANAGEMENT COMMITTEE**

OFFICE BEARERS	NOMINEE	PROPOSER	SECONDER	ACCEPTED
President				
Vice-President				
Vice-President				
Secretary				
Treasurer				

Committee Members

1.				
2.				
3.				
4.				
5.				

Note 16 (1) Nominations of candidates for the election as office bearers of the Association or as ordinary members of the committee

- a. Shall be made in writing, signed by two ordinary members of the association and accompanied by the written consent of the candidate (which may be endorsed on the nomination form), and
- b. Shall be delivered to the Secretary of the Association not less than 7 days before the date fixed for the holding of the Annual General meeting at which the election is to take place.
- c. Nominations will be accepted on the night.

Events Calendar - Club Events

JULY 2018

- 17th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm & **AGM**
26th Committee Meeting starting at 6.45pm
26th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2018

- 5th **The combined Veteran Car Club and Antique & Classic Motor Club Navigator's Social Day**
See Page 7 for details.
5th **Newcastle Branch outing to the Orange orchard, Milbrodale.** *See Page 7 for details*
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
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
23rd **64th Annual General Meeting.**
24th - 26th **President's Rally - Picton** *See page 7 for details*

SEPTEMBER 2018

- 2nd **Sydney North Breakfast Run.** *See Page 8 for details*
7th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
23rd - 28th **National Rally - Forbes**
27th No Committee Meeting. Due to the National Rally at Forbes
27th No Monthly Club Meeting. Due to the National Rally at Forbes

Events Calendar - National Rallies

SEPTEMBER 2018

- 23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in **Forbes**. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad, Calendar on the back of the toilet door, or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.
Expression Of Interest form on our web site and was also in October 2017 Spit and Polish
Entry Form in January Spit and Polish and also on our web site.
More information on Pages 8

APRIL 2020

- 1st - 7th 1 & 2 Cylinder National Rally - Charleville Qld. Hosted by the VCCA (Qld)Inc.

Events Calendar - Invitation Events

Expression of interest form in May Spit and Polish.

SEPTEMBER 2018

- 15th -16th Clarendon Classic - Machinery, Truck & Hobby Show. Hawkesbury Showground, Racecourse Rd, Clarendon. please see the web site for more info, and register when closer to the event.
www.SydneyAntiqueMachineryClub.com

Events Calendar - Invitation Events (cont.)

OCTOBER 2018

14th - 20th **Willys Overland Roundup 2018** to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc
Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest. Typical mileage will be 200 kms per day.
See September 2016 Spit and Polish for more information and Expression of Interest Form
or contact Les Johnson Mobile 0419 288 383 Email: frogshollow1@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA
For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.
Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

Coming Events

Ph 61 422 219 911 or email:
russell@oldworldlamps.net *Expression of*

Newcastle Branch Outing to Milbrodale Orange Orchard.

Sunday 5th August 2018
Meet at John & Kelly Burkes'
at 9.30am - 10am for morning tea

Interest form in June 2016 S & P

COMBINED NAVIGATOR'S SOCIAL DAY SUNDAY 5th AUGUST 2018

Veteran Car Club & Antique & Classic Motor Club

START: From 10.00am onwards ANZAC PARK,
Cnr. Wattle St. & Anzac Ave. West Ryde,
for morning tea & *THE BOX*

DEPART: 11.00am

FINISH: PROSPECT RESERVOIR, William Lawson Drive, Off
Reservoir Rd. Prospect.

Bring your own everything including chairs, morning tea & lunch

DETAILS: John Gocking A.C.M.C. Events Director
Ph: 9945 0488 m: 0405 658 275 (or Les Ph: 9838 8063)

President's Picton Rally

Friday 24th, Saturday 25th Sunday 26th August.

Based at the Picton Valley Motel
1665 Remembrance Drive Picton NSW 2571
Phone: 4677 2121 Fax: 4677 1922

Accommodation: Picton Valley Motel, has been booked for the event. book direct with Matt.

NEW CATERERS FOR MEALS AT THE RESTUARANT - dinners have been sampled.

Delicious and very well priced. Full programme details will follow in next Spit and Polish.

Viv for Doug(Mr President).

Entry Form on Page 21

Coming Events (cont.)

Sydney North Breakfast Run

2 September 2018

The annual Father's Day BBQ will be held at Lane Cove National Park at Casuarina Point – the same place as last year. The gates open at about 8:30am.

What better to start Father's Day than spending time with your mates talking about veteran cars!

Please let me know by Friday 31 August if you are coming for catering purposes.

Louise: Mobile 0488 082 611 or email: louise.yeomans1@gmail.com

2018 V.C.C.A National Rally

Forbes N.S.W. 23/09/18 – 28/09/2018

The latest newsletter has been sent to those who have entered or submitted an E.O.I. It is also available on our website. For those members who still wish to enter, the closing date is the **30th June 2018**

The meal form, which should only be submitted by those who have entered is also available on the website.

For those who may not have heard, any passengers under the age of 18 are FREE to enter and they will also receive their meal package at NO COST (FREE).

As of the 7th June 2018 we have received 107 entries.

For any enquiries contact me via our email address:

forbes2018@bigpond.com or on 0412 138 063

Graeme Newman

Rally Secretary

Welcome New Members

Samuel Rocco Movizio & Vicki (1136)

71-73 Brolen Way

CECIL PARK NSW 2178

Associate

Ph: (H) 9826 1887 (B) 9649 3000

(M) 0412 022 220

Email: sam@supercardelegance.com.au

Richard James Seton Bremner (1137)

140 Gormans Hill Road

BATHURST NSW 2795

1908 BSA Tourer

(Chassis N^o:- 122 Engine N^o:- N48301P)

Ph: (H) 6332 2837 (B) 6332 4730

(M) 0400 764 000

Email: bathurstbremners@gmail.com

Applications for Membership

Martin McCarthy

121 Parishes Road

HILLDALE NSW 2420

Associate

Nominated: John Burke

Seconded: Allen Dunlop

Anne Irish

15 Anne William Drive

PENNANT HILLS NSW 2125

Associate

Nominated: Robert Fordham

Seconded: Phillip O'Loan

Voting for the above memberships will take place at the meeting on the 26th July 2018

Change of Postal Address.

Andrew Benoit

PO Box 862

CROWS NEST NSW 2065

Change of Address.

Malcolm Johns

Room 17 BUPA St Ives

120 Killeaton Street

ST IVES NSW 2075

Editorial

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

A few reports on events and other things this month. A report from Jenny Fawbert on the library update. Outing reports from John Fryirs on the Steam rally, Newcastle Branch Singleton weekend from the Editor, a report from Louise Yeomans on the Sydney North Breakfast run, plus photos from Andrew Yeend. Some photos from Les Watton on the MaSH Branch Northern Coffee run. Again some light hearted humour from Ron Hattersley.

In last month's magazine there was a photo from Leon Smith wanting to know what make of car? I have only received 1 answer which is 1913 Audi.

Coming events for the next month or so are: The Combined Navigator's Social day, the Newcastle Branch Milbrodale run, MaSH Branch Morning Tea run and Northern Coffee run. The Sydney North Breakfast run. The President's Picton Rally in August. The National Rally, Forbes with some information on where and what to find on our web site.

Just remember that if you wish to compete for the Hattersley' Cup, articles on outings and a list of those attending must appear in Spit and Polish.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. I would prefer to get more reports on outings attended. 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



Membership fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of 2018-2019. If you have paid for three years in advance your fees will not be due this time. A renewal notice will be sent in the June copy of *Spit and Polish*.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth Branch: Wynyard Sydney NSW
BSB: 062009 Acc number: 28023425
Any unidentified payments will be considered as a donation.

Geoff Yeomans
Honorary Treasurer

2018 National Rally Forbes NSW

The link for the on line entry form is www.vccansw.com/forbes2018
The link for the printable copy of the form is www.vccansw.com/entrypdf
There is also a page on the club website with the information about the rally, which is www.vccansw.com/forbes

Graeme Newman
Rally Secretary

V.C.C.A. Library UPDATE.

The Library Committee has recently:

- Submitted to the National Library of Australia an application for a 2018 Community Heritage Grant to fund a professional Significance Assessment of the collection. Such an assessment would guide our conservation program by prioritising important and fragile items for conservation and will further assist us in implementing appropriate collection management procedures.
- Established links with the National Motor Museum, Birdwood, SA, which shared its library classification system based on the Beaulieu System (National Motor Museum, UK). We have adapted that system to suit our collection and offer it to other veteran car clubs for their libraries.
- Re-organised the library items on the open shelves according to the new classification system.
- Arranged for the binding of the last few years of *Spit and Polish* and re-shelved all library collection copies in one location.
- Begun gathering all VCCA archives, eg. Minutes Books, Membership records, into one location.
- Assessed the suitability of the storage units currently in the library with particular attention to preservation, conservation and security requirements, and discussed more appropriate and contemporary on-site storage options with a specialist.



The yellow labels on the shelves are temporary signs indicating the location of re-shelved items – we ask that members do not move any of the labels or books until we have completed the re-shelving.



We need the assistance of VCCA Members:

Books, manuals or catalogues We have previously asked members to look at home and in their shed and see what VCCA Library items they may have borrowed, possibly over a number of years, that really should be returned so that the Library Committee can properly organise and assess the collection.

Unfortunately to date no missing library items have been returned (a list of missing items was published in the Spit & Polish May 2018 issue - please check this list and see what you may have – no names, no pack drill!)

It has been drawn to our attention that some items may be with past Club members or even with the families of deceased members – if you are in contact with anyone in those categories please ask do they have any VCCA books, manuals or catalogues, and request/facilitate their return.

Photographs The Veteran Car Club once had a significant collection of photographs, including irreplaceable and unique period photos from the earliest years of motoring in NSW, and photos of members, their vehicles and Club and other events since 1954.

In the course of reviewing and reviving the Club's Library it has become apparent that photos that were once and should be stored in the Library are not.

It's most likely that photos needed for various publications or perhaps to assist with vehicle restorations or identification have been borrowed from the Library over many years - but unfortunately not returned.

If you have any of the Club's photographs, or know where they are, especially the historic period photos that may now be well over 100 years old and thus needing sympathetic and correct curating, please expedite their return to the Club so that these visual records may be conserved and preserved for the use of all VCCA members.



55th Echuca-Moama Steam Rally. 9th-10th June 2018

John Fryirs

At the Goulburn Swap Meet in March, I met up with 2 mates from the Morris Register, Malcolm who owns, along with his vintage cars, a veteran 1914 Morris Oxford, and his wife's cousin Peter who has a vintage and post vintage Morris. These 2 told me they were going to the Steam Rally in Echuca on the Queen's birthday weekend in June, as the Victorian branch of the Morris Register had been invited to put on display there, and said to me "Why don't you come".

I thought about it and realised it would be a good opportunity to catch up with Victorian friends from the Register that I don't see very often.

On enquiring through the Victorian Register, I was told they hoped to get at least 20 vehicles, and at that stage had 15, I told them I'd enter with a 1908 Renault, but not with a Morris, and was still made very welcome.

Entry was free, with 2 free weekend passes, which was quite a pleasant surprise, so I booked into the same motel as the others, and looked forward to a great weekend.

I travelled down on the Thursday to Cobram calling in on a few car mates on the way. Friday from Cobram to Echuca was heavy rain, arriving at 11am, I checked into the motel then went to Rotary Park, the Rally venue, to book in. What a mud bowl! The display entrance was a mud track already chopped up by the heavy vehicles carrying the huge steam tractor engines, so slip and slide up I went with trailer behind to register and get my pack.

That night was a dinner get together for our little group at the local hotel in town.



Saturday, up early with a heavy fog lay over the whole area. I unloaded the Renault and wondered if I should light up the lights, but not much in the fog, and as I was the only one who'd registered the day before, I knew the way, so I had to lead 22 Morris from 1914 to 1960 along the Main Street, up another main road to the right, to the northern highway, and left into the showground, where they all discover we were there for the day, too far to walk back to town.

It was freezing, and the fog didn't lift till well after midday but, despite the weather there was so much going on and so much to see, the time was taken up with sloshing around in the mud to look at the displays, watching the steam vehicles being driven around, checking out the stalls seeing what was for sale, and at 1.30pm we were part of the grand parade, and, oh dear! the Renault was the oldest in the "Morris display" so I had to lead. Stephen Hands (VCCA Victorian Member) was asked to do the commentary as we passed, and of course his humour made comment of a Renault leading the Morris, and its driver having the car from new.

Saturday night another meal with Victorian friends in town and another Morris Club friend Helen McKee who lives in Echuca joined us, so I invited her to come in the Renault next day.

Sunday dawned a better day and I took off a bit earlier to pick Helen up on the way, her neighbours turned out to flag us off.

Sunday was the better day of the Rally with more people, clubs and displays, much more interesting with more activity, including tractor pulls, grand parade, and they set fire to an old dunny and a horse drawn steam operated fire pump is driven in to put it out, the blokes all in uniform, brass helmets and all.

This day I met up with Aden Auditori who is also a member of the VCCA Vic. With his Vulcan, which he had on display as well as his Leyland 8 ton steam wagon

Everytime I went to the Renault to get something, I was besieged by a number of people asking questions, telling stories, wanting things explained. It was a wonderful way to meet people and even promote the Veteran Car Club and movement.



The Veteran cars were :- my 1908 Renault - Malcolm Noad 1914 Morris Oxford - Aden Auditori Vulcan and in the Military vehicle display there was a wonderful 1915 Model T Ford – first world war military vehicle.

All in all a great weekend, despite the cold and the mud it topped off, as usual with good company, it was well worth the effort - what effort? You should see my Renault, I still have to wash the mud off.



Newcastle Branch - Singleton Tour. 15th-17th June 2018

The Editor

Our start as usual was at the Burke's residence at Nulkaba, a great spot for parking car trailers. With a fine sunny day and a cool breeze, we enjoyed our morning tea, thanks to Joan and her helpers, before heading off to Singleton.



Some of the cars at the start.

A short briefing was given by our tour organiser before heading off on our journey to Singleton. We were still a couple short on the number of starters as the FN of Duncans was having starting problems at home and the Yeomans had not appeared.

Travelling along Wine Country Drive and then some quiet back roads through Rothbury, Deasy Road, Hermitage Road to Belford, then a short distance on the highway before heading around through Corinda, Lower Belford, past Kirkton Public school, where the children enjoyed being out of class to cheer us as we went past. On through Stanford and on to Branxton for our lunch stop. A little difficult to find somewhere out of the wind to enjoy lunch, but we managed.



Enjoying the warm sun at the start.

The afternoon trip was out through Elderslie, Glendon across the new Redbournberry Bridge and into Singleton and our 2 overnight stop at the Charbonnier Hallmark Motel. Interesting to note that the towels in the bathroom were all labeled Molley Morgan Motel. Yes they own both motels. The evening meal was enjoyed as a group in the motel dining room.



Friday lunch stop at Branxton.

Saturday's run took us out past the Army base, along the Golden Highway to Mt Thorley, then down the Putty Road to Bulga and Milbrodale and then across to Broke for our morning tea stop. Always an enjoyable drive from Milbrodale to Broke through vineyards and farming country. I just had to make sure that my veteran didn't turn right at Milbrodale and head up to Cameron's orange orchard, which is where the Newcastle group go in August for the orange orchard run. Unfortunately Allen's Cadillac failed to proceed just after leaving the motel but was able to get it back to the motel and then travelled modern in Barbara's car to the morning tea stop at Broke and then managed to get a ride in a veteran to Wollombi and back, even if it was not in a Cadillac.

We then headed across to Wollombi, through Paynes Crossing for our lunch stop. A very popular town with tourists and a very enjoyable lunch stop in a very nice park. An enjoyable drive except for the last few kilometres where the road is rather narrow and a fair drop of the edge into the Wollombi Brook. (originally known as Cockfighter Creek)



Cars at the motel.

After lunch we retraced our steps back to Broke. There seemed to be some type of motorbike meeting being held on the road side along the way, not sure what it was all about.

From Broke then along Charlton Road to the Putty Road. Some of us then drove across Wallaby Scrub Road to Warkworth. This road is going to be obliterated due to coal mining, (called progress or government greed) then on to Mt Thorley and back to Singleton. Unfortunately this extra distance meant that Alan Miller ran out of fuel. Thankfully I was able to siphon fuel from my tank which gave him enough to get back to Singleton.



Saturday, morning tea stop at Broke.

Evening meal and awarding of prizes was enjoyed in the motel dining room, to finish off an enjoyable day of veteran motoring.

Prizes winners of several categories.

- | | |
|------------------------|---------------------|
| First Timers | Malcolm & Julie Roy |
| Hard Luck..... | Allen Dunlop |
| Special Effort..... | Alan Miller |
| Warmest..... | Nev Preston |
| Coldest | Malcolm & Julie Roy |
| Director's Choice..... | The Grant's Empire |

For those that have attended 20 years of the Singleton Rally as an entrant in a veteran were John Burke and Nev Preston. A few others have been there 20 times but not always in their veteran. All entrants this year received a bottle of "20th Anniversary Singleton Tour" Rich Tawny Port.

Raffle Winners

Denise Bendeich & Louise Yeomans

Thanks to Betty Cherry & Pat Wilson for the raffle prizes.



Allen, Catherine & Barbara enjoying lunch at Wollombi.



Saturday, morning tea stop at Broke.



Saturday, lunch stop at Wollombi



Max, Alan, Geoff & Louise enjoying lunch at Wollombi.

Sunday was a short run through Sedgefield, Elderslie to Branxton and our morning tea stop and the official end of the weekend tour. By this time the wind had become stronger and much colder.

Thanks to John for organising the weekend, and at least we had fine, rain free weekend, although a little on the cool side. 14 Veterans enjoyed the weekend of motoring and 1 modern.

- | | |
|------------------------------------|----------------|
| John & Kelly Burke | 1916 Buick |
| Allen Dunlop & Barbara Barski | 1912 Cadillac |
| John & Sue Wards | 1916 Benz |
| Max & Joan Burke | 1910 Hupmobile |
| Neville Preston | 1913 Talbot |
| Geoff & Louise Yeomans | 1914 Wolseley |
| John Brumby | 1917 Maxwell |
| Mick & Denise Bendeich | 1913 Chalmers |
| Alan Miller | 1914 Oakland |
| Jeff & Kaye Palmer | 1908 FIAT |
| Chris Duncan & Catherine Strutt .. | 1911 FN |
| David & Betty Cherry | 1916 Chevrolet |
| Darren & Brad Grant | 1911 Empire |
| Malcolm & Julie Roy | 1910 Hupmobile |
| Doug & Dianne Marshall | Modern |



Wallaby Scrub Road to Warkworth.

Northern Sydney Breakfast Run. 1st July 2018

Louise Yeomans

When the radio alarm stridently woke us up it was tempting to stay snuggled up and warm in bed. According to Macca's callers there was frost across the state and the temperatures had plummeted well below 10°C during the night, even Sydney's temperature had dropped below 5°C in places. Not discouraged, we were soon up, the coffee made and the Wolseley warmed up ready to go.

First stop was at David and Kate Norton's in Pymble as we had arranged to travel together. They too were rugged up. Kate even had a hot water bottle to keep her feet warm! The men noticed that one of the Wolseley's tyres needed air so the route needed to pass by a petrol station. At the third petrol station an air pump finally worked and the tyre was filled. The cold weather must have kept others in bed as there was relatively little traffic on Pacific Highway and Pennant Hills Road.

When we arrived at the Carrs Road entrance to Fagan Park, David McCredie, Phil O’Loan, Les Watton and Andrew Yeend had claimed a table in the sun. Soon there was the tantalising smell of cinnamon, from the raisin toast that ever-resourceful Les was cooking on the BBQ. Soon others joined us and we enjoyed the morning tea. There was a wonderful spread of fruit, sandwiches, cheese and biscuits, slices, and assorted cakes. It was great to have Anne Irish join us and to catch up Ian Streatfeild with all his girls. All looking well. Mike and Denise had already taken the Chalmers to a car display at North Rocks.

The only other activity in Fagan Park was dogs walking with their owners. A pack of beagles (on leads with their owners) without any sign of a fox enjoyed a brisk morning walk and disappeared quickly.

As well as being the beginning of a new financial year it was the start of another year for Barry Shinfield. Of course, we sang him happy birthday and gave him three cheers!

People drifted off home or to their other Sunday activities. With the Nortons we drove home in convoy in glorious sunshine and left them turning off the Comenarra.

Our next run will be on 2 September for the Father’s Day BBQ at Lane Cove National Park at Casuarina Point – the same place as last year. The gates open at about 8:30. Please let me know by Friday 31 August if you are coming for catering purposes.

Attendance

- | | |
|--|----------|
| Mick and Denise Bendeich | Chalmers |
| Laurie Garrod | Modern |
| Anne Irish | Modern |
| David McCredie | Modern |
| David and Kate Norton | Ford |
| Phil O’Loan | Modern |
| Neville Preston | Modern |
| Barry, Dorothy, Ian and Jackson Shinfield | Talbot |
| Leon Smith | Modern |
| Ian, Jenny, Zoe, Aura-Belle and Phoebe Streatfeild | Modern |
| Les Watton | Modern |
| Andrew Yeend (Antique and Classic Car Club) | Modern |
| Geoff and Louise Yeomans | Wolseley |



Jenny, Louise & Denise.



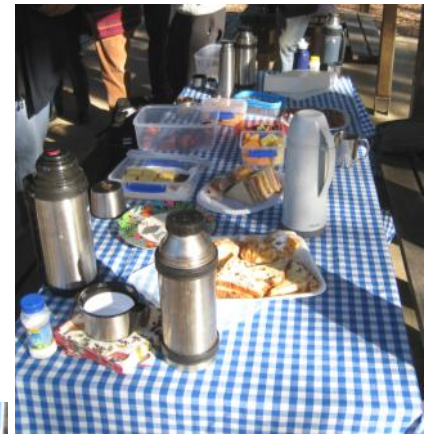
Dorothy & Kate.



Anne & David



Mick’s Chalmers



Plenty to eat.



Geoff’s Wolseley & David’s Ford T



Barry’s Talbot

Some photos courtesy of Andrew Yeend.

MaSH Branch Northern Coffee Run. 29-6-2018

Les Watton



Les, Graham, Alan, Geoff & Helen at morning tea at Curry Reserve



Helen with her lunch at Campbelltown Golf Club.



Alan making sure his steak is OK, at Campbelltown Golf Club.



Graham about to consume his lunch, at Campbelltown Golf Club.



Les with his lunch, at Campbelltown Golf Club.



The waitress with someone's small lunch.

CHAMBERS

“The All - Irish Car”

by Michael Worthington-Williams

My thanks to John Chambers of Leamington Spa, Jack Chambers of Cerriceferges, and John S. Moore of Holywood, Co. Down, (whose excellent book Motor Makers in Ireland has just been published), for information and the loan of photographs.

If success be measured in terms of longevity alone then, certainly, the Chambers vehicles built by Chambers Motors Ltd., of Cuba Street (and later University Street) Works, Belfast from 1904 until (on paper at least) 1929, must qualify for the title of Ireland's most successful. If, on the other hand, total production is the criteria to be measured, then the Chambers would hardly bear consideration alongside the more exotic products of the flamboyant John DeLorean, probably no more than 500 ever having been built.

Not only was the company long-lived, however, its cars were also built to last. Typical is the 12/16 h.p. 1915 model which turned up in the Australian outback at Urana Station, New South Wales in 1957. It had been a present to a prominent Australian, Sir Samuel McCaughey, who originally hailed from Ballymena, commissioned by his relatives in Ulster on the understanding that it should be delivered to him on or before Christmas 1915.

Even allowing for the fact that sending a motorcar to the other end of the earth was fraught with difficulties under normal circumstances there was the added complication of the war in Europe, and many vessels had been commandeered by H. M. Government for troopship and other duties.

Eventually, however, shipping agents William McCalla & Co secured a place for the car aboard the P & O steamer "Maloja", together with berths for J. H. and Mrs Chambers who felt that personal delivery of the car might influence further orders. The car was driven to London, there crated, and then delivered to Tilbury.

Having secured a passage, however, there was still the hazard of German U-boats, and although the "Maloja" did successfully complete delivery, she was sunk by a German torpedo on the very next voyage. On the way out, J. H. Chambers took the opportunity to visit another customer in Singapore(!) to whom delivery had been effected eighteen months previously, and was entertained by an obviously contented owner.

On arrival at Sydney, the car was disembarked. Chambers managed to short circuit the usual regulations concerning driving tests, sorted out import duty, number plates and other formalities, and proceeded to drive the car several hundred miles across atrocious desert roads from Sydney to Narrandera on the Murrumbidgee River. There, on Christmas Eve, the car was eventually handed over to a delighted Sir Samuel.

What kind of company was Chambers Motors, therefore, that they would go to such lengths to accommodate purchasers of their cars? Little is generally known about Irish motor manufacturers, so it might be an objective exercise to examine the career of one, which, if it didn't set the world on fire, certainly lasted the longest.

The company was formed by Robert, John and Charles Chambers in May 1907 but the story doesn't start there, really dating from 1897 when Robert and Charles had set up as general engineers and millwrights under the title of Chambers & Co. The main business conducted at this time was the manufacture of a machine (patented by the brothers) which wired the corks into lemonade and other aerated mineral water bottles.

A year earlier, John (known as Jack) had been appointed first Receiver and then Managing Director of the London-based Vauxhall Iron Works, marine and steam engineers heavily involved with Thames Lighters and other small vessels. Whilst there, he was responsible for the design of the first Vauxhall car - a horizontal engined twin



The 1915 12/16 h.p. two door laudalette, given by his relatives to Sir Samuel McCaughey, and personally delivered by John (Jack) Chambers, was found at Urana Station in the Australian outback in 1957 and removed for restoration.

cylinder 6 h.p. model- which was placed on the market in 1903.

A year later, and following some disagreement, Jack left Vauxhall and joined his brothers and by Easter 1904 the first Chambers car - a 7 h.p. model bearing a strong resemblance to the Vauxhall - was on the road. He did not relinquish his London domicile, however, working for Alford & Alder of Newington Butts (who secured the agency for the Chambers car in 1905, and for whom he designed an unsuccessful commercial vehicle, the Newington, using a larger version of the Chambers engine).

A feature of the Chambers which, together with its horizontal engine, likened it to many of the robust American runabouts then on the market, was its patented epicyclic gearbox. Unlike other cars available with this feature, however, the Chambers located this in the rear axle.

Initially, the intention had been to call the car the C.C.C. but this title having already been coined by the Chassis Construction Company of Taunton, the prototype ran under the name The Downshire when entered for the Small Car Reliability Trials in August 1904. At Olympia in February 1905, however, it had been re-christened the Chambers and such it was to remain.

Suspension on this first model was, in common with the Vauxhall and the Brush Runabout but nevertheless unusually, by coil springs, and the basic layout and specification characterised additional 8 h.p., 10 h.p. and 10/12 h.p. models up until 1910. They differed from the 7 h.p. type only in having a separate chassis supported on conventional semi-elliptic springs in place of the flitch plate strengthened body-cum-chassis of the smaller type.

Design work on a four cylinder model had, however, commenced in 1906, following regular competition in the Irish and Scottish Reliability Trials with the twin-cylinder 10 h.p. and 10-12 h.p. models which amply demonstrated their limitations.

At first, experiments were carried out with a horizontal four cylinder model but this proved unreliable, and it became obvious that not only was a new design of engine required but also shaft drive to replace the chain of the early models. Deciding to concentrate their energies on a new live rear axle, a 2089cc vertical four cylinder engine

was 'bought in' from Coventry Climax and installed in a 12/14 h.p. model which was listed from 1909 alongside the earlier types.

The horizontal four was continued for a time as the 12/16 but, since the 12/14 hardly covered itself in glory in the 1909 Scottish Trial the company set to and designed its own vertical four. The final configuration depended to an extent on the fact that the cylinder blocks had to fit the largest milling machine in the works capable of milling the crankcase inspection plate and sump faces.

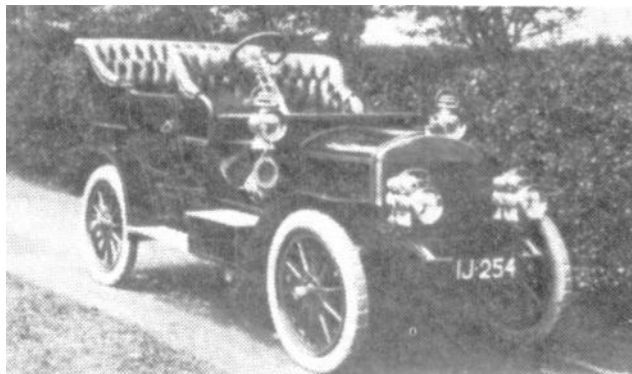
What resulted was a robust 3 3/8" x 4" (2370cc) fixed head monobloc which remained in service from 1910 until 1924, and which was also dubbed the 12/16. A large inspection plate in the crankcase enabled the pistons to be

removed periodically for cleaning and adjustment of the bearings without the necessity for draining the oil or removing the sump!

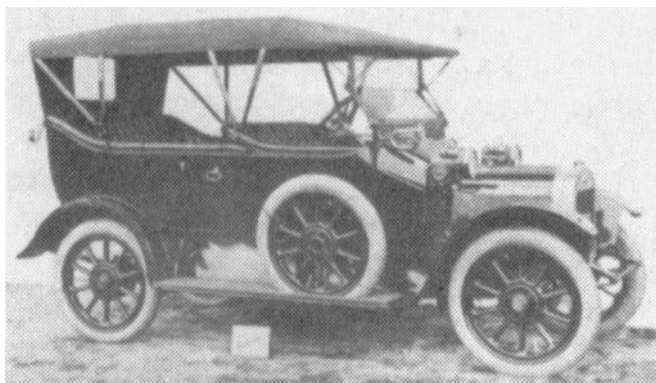
This model, together with the old twin cylinder 10 h.p., constituted the whole range for 1910, and even the latter was dropped for 1911. A year later, however, a smaller chassis powered by a similar engine to that used in the 12/16 but with a reduced bore giving 2052cc joined it. This too was available until 1924 and was known as the 11/15 h.p.

The versatility of these two basic models can, perhaps, be appreciated by the fact that ambulances, lorries and vans were built on the same chassis as tourers, landaulettes and saloons, and, interestingly, virtually all bodywork was constructed by Chambers Motors themselves using seasoned Irish oak. An exception had been an 8 h.p. type built in 1906 for an Indian Prince and named the Kisar-i-hind, a kind of Surrey-with-the-fringe-on-top and a wicker seat on the running board to accommodate a servant.

Commercial vehicles first made their appearance in about 1908 and, in the manner of the day, several were supplied with alternative four seater tonneau bodywork which could be removed or fitted, as the occasion demanded, in a few minutes. One 10 h.p. model supplied to a Belfast bootmaker, with a 3cwt carrying capacity, covered no less than 50,000 miles in two years on delivery work.



This is one of the early two cylinder cars - probably a 10 h.p. or 10/12 of about 1908.



Chambers Motors made most of the bodies for their own chassis. This is the 1913 12/16 of the Earl Of Rodens.

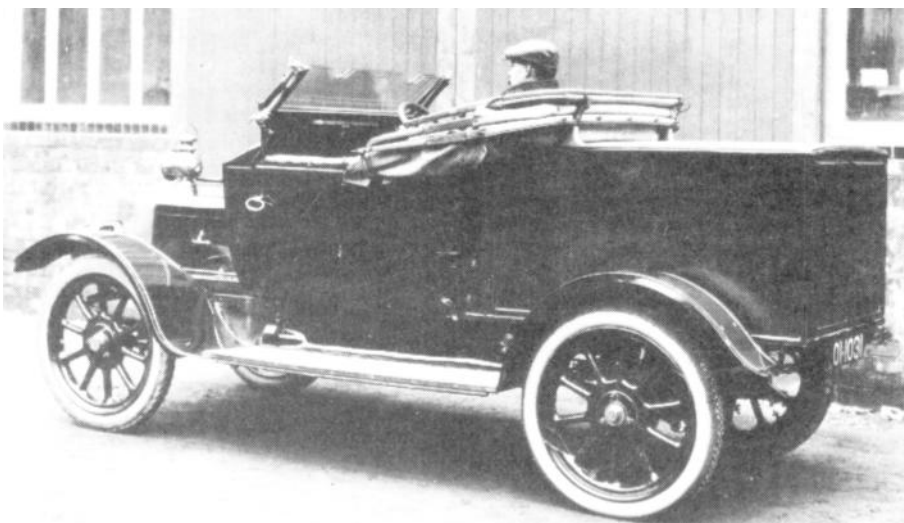
Such a record, during a period when reliability in small vehicles was rarely achieved, is commendable particularly when it is remembered that the design was unorthodox and even the larger cars relied upon an epicyclic gearbox located in the rear axle. Doubtless it was this dependability which influenced the Ulster Liberal Association and other bodies in their choice of chassis for the fleet of ambulances donated to the Red Cross and the Ulster Volunteer Force upon the outbreak of war in 1914.

Although a number of ambulances were thus built during the period of hostilities - and some private cars too (witness the car which was sent to Australia) - the company's main activity during the war was the manufacture of 18lb shellcases. By 1918, these were being turned out at the rate of some 18,000 per week and taking into account profits on war contracts the period from 1910 until 1918 was probably the most profitable in the history of the company.

Increased activity during this period had seen the expansion of the body and repair shops into separate premises in Newtownards Road, the opening of a showroom in Chichester Street (centre of the motor trade) and the eventual removal of the works from Cuba Street to much larger premises at 126 University Street previously occupied by R. Corry & Co., builders.

There comes a time in every successful business, however, when the decision has to be taken on whether to stay small or to become very big. Costings showed that an increase in production from fifty units per annum to five hundred would bring down the unit cost of each vehicle and increase profits, but such expansion could only be financed at the expense of a public flotation.

This would inevitably have meant a loss of control over the business so far as the three brothers were concerned, and on this point they were adamant. So the company remained private, and in the light of subsequent events, it is probably better that such should have been the case.

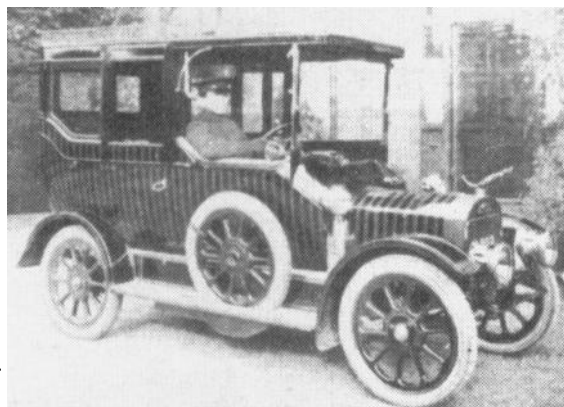


The 10 h.p. Chambers Traveller's Car built for R. T. Harpur, a Belfast bootmaker in 1908. It had a side entrance tonneau body, interchangeable with the 3 cwt box worn here and covered 50,000 miles in two years.

Following the Armistice and a general reluctance on the part of the Ministry of Munitions to settle outstanding accounts promptly (it took Chambers Motors six years to obtain all that was due to them) exacerbated the inherent problems within the company, and the resultant cash flow crisis hit the firm just when they ought to have been re-equipping the works as a prelude to the return to peacetime activity.

Electric lighting and starting having become pretty well standard on cars by 1918, Chambers were forced to rely to an increased extent on outside suppliers and this, together with post-war inflation, increased the cost of the cars. No quantity orders being possible because of the low rate of production, no large discounts could be obtained from suppliers and this placed the Chambers car at a marked disadvantage alongside well-made and much cheaper mass produced vehicles.

Although Chambers made their own engines, they relied upon Coventry for their castings albeit made to their own design. The prolonged moulders' strike of 1921 prevented the supply of castings and played havoc with the company's policy of allowing castings to 'age' for a year before using them. This policy in itself tied up a great deal



Virtually the same body but fitted with the factory's detachable top. This is the circa 1911 12/16 Chambers of Mr Stewart Kelly which wore stripes and a larger alligator or crocodile mascot.

Before the Great War it was not unusual for very small companies like Chambers to make not only their own engines but a large proportion of their other major and minor components too. In the context of mass production, manufacturing rather than pure 'assembly' relied upon a far greater volume than the Chambers brothers were capable of producing and, whereas other firms compromised by buying major components from specialist suppliers during the twenties when labour and material costs were rising, this the Chambers brothers at first refused to do.

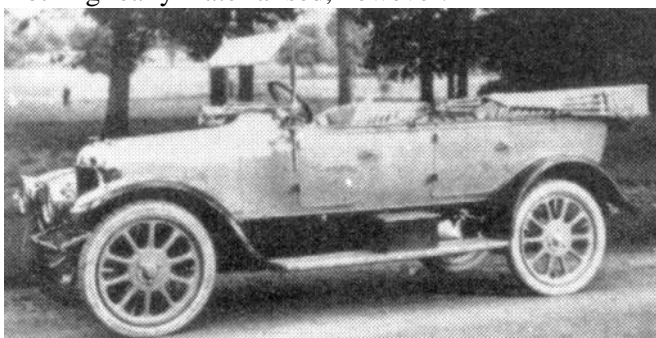
Cancellation of all war contracts

of capital and dictated a long period between receipt of an order and delivery of a car. In the heady days of the early twenties many customers, starved of new vehicles during the four years of the war, were not prepared to wait that long.

With competition from the mass-producers, however, came the pressure to conform and, although one or two vehicles were built to pre-war specification to use up old stocks of pans, early 1920 saw the final abandonment of the rear axle-mounted epicyclic gearbox in favour of a conventional midships located Panhard type.

It was also evident, once the post-war boom of 1919/20 was over, that a replacement should be found for the ageing fixed head power units. The company had toyed with an experimental 90 x 130mm 20/30 h.p. engine in 1915 and later looked quite seriously at an unconventional six cylinder two-stroke design.

Developed by Charles L. Deland and W. F. Wege of Adelaide, Australia, this Wege engine was basically two three cylinder units joined together on a common crankcase. The three cylinder Wege was actually built into a Wege car and extensively tested in Britain. Sir Frederick Young, the agent-general for South Australia placed his private London garage at the disposal of the team and numerous parties of interested engineers had the vehicle demonstrated to them (principally up the notoriously steep Fitzjohns Avenue). Apart from a brief flirtation with Arrol-Johnston of Dumfries - with Captain Heenan of Heenan and Froude (of dynamometer fame) the matchmaker - nothing really materialised, however.



Chambers adopted a slightly "bullnose" radiator for a time. This is a 1915 12-16 tourer.

Having rejected the Wege design, Chambers were eventually left with no alternative but to buy both engines and gearboxes ready-made from specialists, and although such a course was anathema to Robert Chambers, agreement was eventually reached with Henry Meadows of Wolverhampton for the supply of their six cylinder EN type unit (69 x 120 : 2692cc) rated at 17.9 h.p. and four cylinder EH (75 x 120 : 2121cc) with an RAC rating of 13.9 h.p.

The larger engine was used in the model designated the 18/48 which was listed as being available from 1925 until 1928 (in fact only nine were made and the last of these left the works in 1927), whilst the smaller type

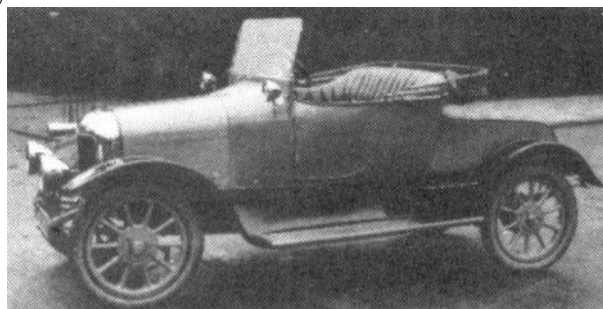
appeared only in 1925 as the 14/34 and only two cars found customers.

If such an output sounds less than the minimum required to sustain the business through this period it should be borne in mind that for some time the company had engaged in the renovation and conversion of private cars to commercial vehicles. This work, which involved vehicles of Chambers manufacture only, included lengthening chassis and totally reconditioning all mechanical parts so that each completed chassis could be sold with a new vehicle guarantee.

From 1920, the company were also agents for Karrier commercial vehicles and had purchased a large number of ex-W.D. chassis of this make. These were also rebodied with civilian commercial and charabanc bodywork. Gradually the emphasis passed from actual manufacture to that of a conventional retailing business and in 1928 (after the last new Chambers had left the works) a Renault agency was taken.

At the same time, part of the works were let to the Belfast Omnibus Company and other engineering of a general nature was undertaken - including the manufacture of bakery equipment. Bearing in mind the company's origins, this is logical and quite natural from a team who, over the years, and in addition to car building, had patented a foot pump, a machine for cutting the soles of clogs(!) and various designs of epicyclic gearing.

All three brothers were approaching retirement age, and had "groomed" no one for the reigns of office, so the voluntary liquidation authorised on 14th August 1929 was, perhaps, inevitable. After the closure, however, Robert Chambers set up in pact of the University Street works to manufacture bakery equipment, and Charles commenced a repair garage in another pact, the successors of which, Chambers & Johnston, still thrive in Agincourt Avenue, Belfast.



A 1919 12-16 two-seater. Electric lighting and starting had become pretty well standard a year earlier.

2018 President's Picton Run

Friday 24th – Sunday 26th August 2018

Entry Form

Entrant:

eMail: Phone:

Passengers (and age if under 16):

.....

.....

Please advise of any special dietary requirements:

Rally Entry (per car) @ \$25.00 per entry = \$25.00

FRIDAY

Belgenny farm vist and afternoon tea @ \$ 20.00 per head = \$

SATURDAY

Morning tea at Bargo

P-Lunch and high tea at Mount Hunter @ \$30.00 per head = \$

TOTAL = \$
=====

Please send completed entry forms to Doug Fulford by email to dougf@people.net.au or by traditional mail to 31 Hill Street CAMDEN NSW 2570.

Please remit entry fees to the VCCA (NSW) Inc by electronic transfer to:

BSB: 062-009 Account No: 28023425 Account Name: Veteran Car club of Australia (NSW) Inc.

Or, alternatively, send a cheque to the treasurer 134 Queens Road FIVE DOCK NSW 2046

Accommodation should be booked directly with Picton Valley Motel on (02) 4677 2121 and remember to tell them that you are with the veteran car club. You will be able to charge any breakfast or evening meal to your room account (unlike last year).

If you have any queries about the event contact Doug Fulford on (02) 4555 7944 (work) or (02) 4654 5432 (home) or email to dougf@people.net.au.

We are planning to leave Picton Valley Motel around 1:00pm on the Friday for our “shakedown run” / Belgenny Farm tour / afternoon tea. If you are driving your veteran from places to the north you might like to meet us at Belgenny Farm around 1:30 – 2:00.

This is a veteran vehicle rally so please make every effort to come with your veteran. But I am pretty confident that seats will be available in veteran cars if you can't.

2018 V.C.C.A National Tour
Forbes N.S.W

WANTED – Helpers & Sponsors

We are looking for people who may be able to assist at Forbes with some of the daily duties. This may be assisting with entrant registration, helping with parking vehicles, assisting at meal venues or various other tasks that will arise.

Our hope would be that we could get these jobs done and still enable people to participate in the daily runs in their veteran.

We are also keen to identify businesses that may be able to assist us with sponsorship or by providing items suitable for inclusion in the rally bags. These might be some type of food or drink products, or other lifestyle or motoring products that are relevant to our vehicles or people.

If you are able to assist in some way, please contact me via the rally email address: forbes2018@bigpond.com, by phone: 0412 138 063 or 4392 1035 (AH) or talk to me at a club meeting.

Graeme Newman
Rally Secretary

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise.

For Sale:

Enclosed Trailer suit small Veteran.

Inside dimensions 3.9 Metres X 170 Centimetres 145 Centimetres
Five years old with very little use. - Registration renewed on 26/3.
Professionally built for transporting an Austin 7. Interior lighting -
Combined tailgate and ramp.

Located in Picton area. PRICE \$7,400

Contact: Rob McCarthy Ph: 4886 4472, Mob: 0428 461 431 or
Email: libbery@bigpond.com

[6-18]



Wanted

For 1908-09 4 cylinder 10 hp Renault motor. Cast sump and manifolds also clutch parts.

Contact: Adam Marwood 0401 653 871 or email marwooda@yahoo.com.au

[6-18]



Wanted

A set of hood irons for a Buick E45. (1918)

Contact: David Salter. 0428 952 899. Email: da5053@outlook.com

[6-18]

Hi Folks - I'm trying to trace the new owner of a **1904 Humberette** that was purchased from a deceased estate in South Australia in the last couple of years. I knew the car and I have some information that the new owner may well find useful. I think it's in the Blue Mountains somewhere. Thanks Alan Boman

Contact: Alan Boman 0408 014 234 email: alan@boman.com

[6-18]

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events. It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)

kazngraeb@bigpond.com or events@vccansw.org or contact us via the website.

Light-hearted Humour

Ron Hattersley

The light turned yellow, just in front of him. He did the right thing and stopped at the crosswalk, even though he could have beaten the red light by accelerating through the intersection.

The tailgating woman behind him was furious and honked her horn, screaming in frustration, as she missed her chance to get through the intersection.

As she was still in mid-rant, she heard a tap on her window and looked up to into the face of a very serious police officer. The officer ordered her to exit her car with her hands up. He took her to the police station where she was searched, fingerprinted, photographed and placed in a holding cell.

After a couple of hours, a policeman approached the cell and opened the door. She was escorted back to the booking desk where the arresting officer was waiting with her personal effects.

He said —I am very sorry for the mistake. You see, I pulled up behind your car while you were blowing your horn, giving the guy in front of you the finger and cursing him. I noticed the _What Would Jesus Do sticker, the _Choose Life licence plate holder, the _Follow Me to Sunday-School sticker and the chrome-plated Christian Fish emblem on the trunk, so naturally I thought you had stolen the car.

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