

# SPIT AND POLISH

PATRON

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

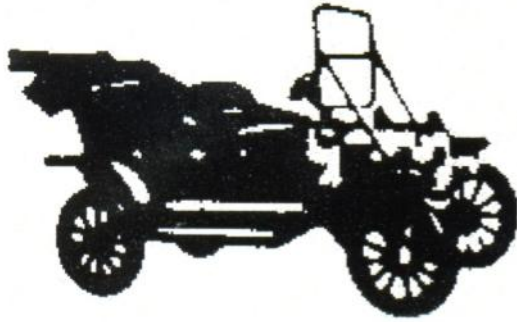
The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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# SPIT AND POLISH

WEB PAGE: [www.vccansw.org](http://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](mailto: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:-**

*Alan Barker's 1906 Darracq.  
At Weari Tea House  
on the MaSH Branch Ramble - Mittagong  
February 2015*

## Committee of Management

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	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449		Mob: 0488 248 177
	Neville Preston	4352 1533		
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### 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 25<sup>th</sup> February 2016

### ATTENDANCE

Committee: 9      Visitors: 4      Members: 16      Family members: 4

Apologies were received from Dennis Ballard, Laurie Garrod, Les Johnston, Don Liddle, Norm Mitchell and Barry Shinfield.

Visitors: Robert Freeland and Ken Warburton (Cronulla Rotary Club)

### MEETING OPENED AT 8: 20 PM.

### PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members and the visitors Bob Freeland, Ken Warburton and Victoria Fulford.

### MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Lyn Martin      Seconded: Doug Fulford

### INWARDS CORRESPONDENCE

#### Invitations

Tea Gardens Hawks Nest Motor Club- Motorfest 2016 - 12 March 2016

Goodwood 2016 Tour – 2 spots available

Shannon's Sydney Classic 14 August \$20 entry

#### Flyers:

All Australian Journeys      Linton Gardens

Biddingonline      Aria Park Hotel

Blacktown Swap Meet 3 July

Kool Kruisers Annual Charity Car Show 20 March

Shannon's 2016 Melbourne Late Summer auction

#### Other Club publications:

Veteran Torque      Bulletin of VCCA (SA)

Motorlife News      Small Torque

Early Auto      Brass Notes

The Edwardian (online)      The Preserve (online)

Retronauts (online)

### OUTWARDS CORRESPONDENCE

Letters to Robert Freeland, Graham Weekes, Robert Fordham and Jill and Greg Roberts

Dating forms to John Burke

Annual fire safety statement to Canada Bay Council and Fire Brigade

Get well cards to George Gillott and Keith Holmes

Emails – coming events

Moved: Phil O'Loan      Seconded: Peter Weir

### TREASURER'S REPORT

Balances are:      \$

Paid: The cleaner, hall administration costs, printer, water rates and Energy Australia. Jill and Greg Roberts were reimbursed for their expenses for the Mash Mittagong rally. Income: Rent received from most of our tenants for the last quarter. An inspection for fire safety for Canada Bay City Council was completed on Tuesday 23 February and the annual fire safety report (15A) has been lodged with Canada Bay Council and the Fire Brigade. Advertisers been invoiced and some payments received.

Moved: John Fryirs      Seconded: Neil Martin



**MAGAZINE** Nothing to report

**EVENTS**

Graham Weekes advised members that the Wallerawang rally had been cancelled due to lack of interest. He thanked Euan and Wilga Coutts for their efforts and time to organise the rally and apologised for the inconvenience caused to them. He reminded members of the coming 1 and 2-cylinder rally to be held in May and asked any one interested to contact Russell Holden directly for an entry form. Entries are being collected for Shannon's Sydney Classic to be held on 14 August at Eastern Creek. The entry fee is \$20 and must be paid to the Treasurer by the next meeting. A combined Sydney Newcastle run will be held on 13 March and the details are in *Spit and Polish*.

Euan Coutts spoke about his enjoyment of the Mittagong MaSH Ramble -the RSL looked after people and the weather was good. Nineteen cars participated.

Doug Fulford announced that the Friday MaSH run would proceed tomorrow and Alan Miller would distribute the run sheets. Unfortunately he won't be attending due to his broken leg. Doug described the Tasmanian rally. Highlights for him included the wind generators, the run up and down to the Great Lake, and visiting the most southern point of Tasmania, Cockle Bay. The route tested some cars, which had to be towed home. Despite his broken leg, Doug did participate in the last MaSH Friday run on which anything that could go wrong did. Despite the challenging conditions, everyone enjoyed themselves.

Ken Warburton on behalf of Cronulla Rotary Club invited members to the Pre World War II Day to be held on 20 March at Cronulla Plaza.

**PERMIT TO MOVE**

Neil Martin reported that 2 permits had been issued this month and he has received another 2 to process.

**LIBRARY** See General Business

**DATING**

Ian Streatfeild reported that the Dating Committee had held a meeting on 13 February. Keith Holmes' 1908 Albion and Rod Holmes' 1911 Albion have been issued with 100-year-old badges. Currently the Dating Committee is working on the dating for the Carden's 1914 Clement Bayard and will work on dating the Froud motorbike.

**MEMBERSHIP**

Membership application from Robert Freeland.

**CMC**

Norm Mitchell sent his apologies and his report was tabled. Minutes are published on the CMC website. Registration forms for Shannon's Sydney Classic 14 August are available. Applications for Robert Shannon Foundation close 30 May 2016. A new Classic Vehicle scheme starts this year for cars 30+ with or without modification on white and green C plates with a 60-day logbook only. See RMS website under VS16. Applicants must be a member of an ACMC affiliated club. This is independent to the HCRS scheme.

In regard to the HCRS- an additional 60-day log book trial is in operation and will operate over 2 years. The fine for not completing the logbook is \$410. It must be completed before the driver leaves home.

**HALL**

Robert Fordham had a quiet month with hall. Two WRX CV joints have been in the hall for the last two months. Robert would like further information about these parts.

**WEBSITE**

Peter Weir directed members to the CMC website for their minutes.

**GENERAL BUSINESS**

**Library**

Phil O'Loan is seeking direction from members as to the future of the club's library so directions can be given to the librarian. The Committee has discussed options and would like members to think about how they would like the library to function. Some of the books are very valuable and rare to lose and are too fragile to loan to members. The options include more extensive cataloguing items so members are aware of what is in the collection and /or scanning the more valuable items so members have access. Both options could be expensive.

### Logbook folder

Bruce Kinnear has an A5 folder that fits his logbook. It is available from OfficeWorks.

### Presentation of historical clothing by John Fryirs

John has an extensive collection of clothing, mainly for men, from the Edwardian era. Many of the items were worn in earlier times by family members. This included his grandfather's wedding suit coat and grandmother's Honiton lace wedding veil. They married in 1913.

Some of the collarless skirts with studs at the back belonged to his uncles. Other items included *after 6 wear*, top and opera hats, and furs. John also has many accessories including a collar box, studs, shaving set, 1911 Gem razor, cravats, and brush for top hats, silk scarf, toiletries set and walking cane. All items had an interesting history. Members thanked John with a round of applause.

The raffle was drawn.

**MEETING CLOSED AT 9:10 PM.**

**Peter Martin**  
President

**Louise Yeomans**  
Secretary

## Events Calendar - Club Events

### MARCH 2016

- 24<sup>th</sup> Committee Meeting starting at 6.45pm  
24<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm.  
*Guest Speakers Robyn & Bill Betts on period costume.*  
25<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### APRIL 2016

- 3<sup>rd</sup> - 9<sup>th</sup> **RACV Veteran Car Club National 1 & 2 Tour.** Lartrobe Valley, Morwell. *See National Rallies*  
8<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
17<sup>th</sup> **Newcastle Branch outing to Newcastle area.** *Meet at McDonalds, Hexham at 9.30am*  
19<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
28<sup>th</sup> Committee Meeting starting at 6.45pm  
28<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm.  
29<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

### MAY 2016

- 1<sup>st</sup> **Sydney North Breakfast run.** *See Coming Events for details.*  
13<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
13<sup>th</sup> - 15<sup>th</sup> **1 & 2 Cylinder Rally Mudgee.** *See Coming Events for details.*  
15<sup>th</sup> **Newcastle Branch Birthday run.** *Meet at John Burke's at 9.30am. Further details to follow.*  
17<sup>th</sup> Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm  
26<sup>th</sup> Committee Meeting starting at 6.45pm  
26<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm.  
27<sup>th</sup> **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

## Events Calendar - National Rallies

### APRIL 2016

- 3<sup>rd</sup> - 9<sup>th</sup> **RACV Veteran Car Club National 1 & 2 Tour** To be held at Lartrobe Valley, Morwell.  
*Registration form in April 2015 Spit and Polish*  
or you can register on line at <http://veterancarclub.org.au>

## Events Calendar - National Rallies (cont.)

### OCTOBER-NOVEMBER 2016

30<sup>th</sup> - 4<sup>th</sup> **The National Veteran Tour in Tasmania.** To be held in Ulverstone, which is situated approx. 30km west of Devonport. Expression of interest form was in *August 2015 Spit and Polish* or can be obtained from John Biggelaar Email: [biggelaarj@gmail.com](mailto:biggelaarj@gmail.com) or by post mail addressed to:  
The Secretary National Veteran Tour 2016.  
PO Box 170,  
Riverside, Launceston,  
Tasmania, 7250.

Information will be sent at regular intervals to those sending in their completed expression of interest form.

### SEPTEMBER 2017

17<sup>th</sup> - 22<sup>nd</sup> **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>  
Held in South Australia's glorious Barossa Valley. <http://www.barossa.com/>  
Centred on The Barossa Tourist Park, Nuriootpa, South Australia. <http://barossatouristpark.com.au>  
tel. 1800 251 634  
The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites. There are numerous accommodation options in the region if you're looking for something different - try <http://www.barossa.com/> or the Barossa Visitor Information Centre tel. 1300 852 982.

## Events Calendar - Invitation Events

### APRIL 2016

24<sup>th</sup> 43rd Annual General Motors Display Day of Cars and Commercials.  
Buick, Oldsmobile, Cadillac, Chevrolet, Oakland, Pontiac, Vauxhall, Opel, Bedford, 48 & FJ Holden only.  
At the Museum of Fire, Museum Drive, Penrith. Gates open 8.00am. Coffee and hot food available.  
Spectators free admission, excluding museum. Contact Ray on 9631 6896

## Coming Events

### “Northern Coffee Run” Good Friday 25th March 2016

I have been discussing March MaSH Branch “Northern Coffee Run” with people to see if there is interest given that it will fall on Good Friday.

There is and it's ON and as a result we plan to have hot cross buns for morning tea at Curry Reserve Elderslie and buy fish and chips (optional) at our destination.

Doug Fulford

### 1 & 2 Cylinder Rally - Mudgee

13th to 15th May 2016

For more information contact Russell Holden

Phone: 0422 219 911



## Coming Events (cont.)

### SYDNEY NORTH BREAKFAST RUN

Sunday 1 May 2016

Crosslands Reserve

Berowra Valley National Park

**Location:** end of Somerville Road, Hornsby Heights

**Access:** sealed road, gate at entry

Gate opens: 8am

Please note: Dogs are NOT permitted in Crosslands Reserve Park

### Application for Membership

Robert Freeland  
56 Priam Street  
Cherster Hill 2162  
**Associate Member**  
Nominated: John Fryirs  
Seconded: Neil Martin

Voting for the above applications for membership  
will take place at the Monthly Meeting  
on the 24<sup>th</sup> March 2016

### Change of Email Address

Ian Streatfeild  
istreatfeild@bigpond.com

## Editorial

Again, thanks to the members for the articles which they have supplied for this edition of **YOUR** Spit and Polish.

A few outings reported on this month, reports from Fay and Rob McCarthy on the MaSH Ramble held at Mittagong and Abbey Newman with an article on the Maasai Warriors cricket match held at Bradman Oval in Bowral. A report from Doug Fulford on the Peter Waddle Memorial Tour in Tasmania. Newcastle Branch Breakfast outing at Cooranbong from the Editor. Vivian Fulford's report on the MaSH Branch northern coffee run. An article from Keith Holmes on some aspects of the 1956 Blue Mountains Rally. An article from John Burke on the Buick's he owns and an article from Bill Heeney about Overland and Willys. Also some light hearted humor that came from Ron Hattersley, Malcolm Bailey and Barry Shinfield.

Coming events are the MaSH Branch Northern Coffee run, the 1 & 2 cylinder rally at Mudgee and the Sydney North Breakfast run. Also on page 4 a request from Vice President Doug for interest in short presentations on topics of interest to club members that will hopefully make coming to the meeting that much more worthwhile.

**The first one will be in March by Robyn and Bill Betts, our award winning couple from the recent nationals, on period costume. Then in April a trip down memory lane.**

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. 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*



## The 'Brush Runabout' Everyman's Car 1907 to 1913

I have spent the last 6 months researching the history of A P Brush and the Brush Runabout, contacting 187 possible Brush Owners around the world, with the aim to produce a Brush History Volume of 220 pages including a catalogue of the Brush Runabouts alive and well in this world in 2016.

### *The 'Brush 'Runahout 'Everyman's Car 1907 to 1913*

A Tribute to Alanson P Brush, Self taught Engineer, Designer and Manufacturer of The Brush Runabouts, with details of Models, Historic Photos and Expeditions. and 2016 World Wide Photo Catalogue of many Brush Runabouts and their Owners

I am the Mentor/Historian for The Brush Owners of Australia - a growing association of Brush Owners - 30 at present - I volunteered to prepare this Volume on an honorary basis as an infinitesimal payback for 37 years enjoyment driving my 1910 D26 in, around and across Australia. The number of Australian Brush owners is increasing each year, influenced by the history of the Brush with Ferguson & Birtles achieving the first West to East crossing of Australia in 1912, our 2012 Centennial Perth to Sydney Expedition, by the number of Brush Runabouts being sold in the USA and because it is a historic and strong 1 or 2 cylinder veteran car to use in the increasing number of 1 & 2 cylinder rallies held in Australia.

This is a Not for Profit Project, the cost being only printing, packaging and postage - printing \$27 postage and packaging dependent on location of the interested party.

The Volume is now in final editing - printing scheduled for early March and mailing early April. There are 220 pages - 110 double sided pages with 110 pages of Brush History and 110 pages of Brush Owner's photos and story of their Brush. There are Brush Owners in England, Spain, Norway, Poland, Austria, China, Alaska Canada, Australia, New Zealand and USA - and in Museums and Historical Societies - such as "The Bathurst Brush" on display at the Bathurst Tourist Information Centre.

There are 150 Volumes and orders must be sent by email to me, Bob Lamond, [lamond2@bigpond.com](mailto:lamond2@bigpond.com) with \$27 plus P & Postage by PayPal at my email account. The Volumes are available to Brush Owners, veteran motoring enthusiasts, Libraries, Historical Societies, Museums, Motoring Clubs and Mediai.

Thanks

Bob

Bob Lamond 0409 712 101

"Solbakken"

267 Upper Piambong Rd

Piambong 2850 AUSTRALIA

### March Club Meeting

March club meeting (**Robyn and Bill Betts on period costume**) It would be fantastic if club members who can come dressed in period costume.

### April Club Meeting

April club meeting Nostalgia Night - honouring some of our long term members. It would be great if members bring along some photographs from the early decades of the club's history

Doug Fulford  
Vice President

## MaSH Ramble - Mittagong. 5<sup>th</sup> to 7<sup>th</sup> February 2016

Fay and Rob Mc Carthy

Once again the annual MaSH Ramble for 2016 was planned by Greg and Gill Roberts to make use of some great back roads of the Southern Highlands.



*Well trimmed hedges at the Red Cow Farm*

They also had plants for sale, some quite rare, which they propagate themselves.

Dinner that night was in a room kindly set aside for us at the RSL Club, and this gave dinner a lovely personal feel.

The future of our club is with the younger folks and it was good to see the Hobson clan, Phillip, Kellie, Tyler and Teagan. Also Wilga and Euan's son Ross with a friend. Newcastle young folk were also well represented with the Newman clan, Graeme, Karyn, Lauren and Abbey, along with Sarah (Dianne) and Christopher Gotley.

On Saturday we travelled to the picnic area at Fitzroy falls. The weather was once again overcast and quite cool. Greg Roberts had a great time lining up all Talbots in attendance including of course our editor Neville and his much travelled trusty 1913 Model. I think Talbots outnumbered the T Fords.

The ladies (Gill Roberts, Robyn Betts, Kris Boardman and Jean Tobler, apologies to anyone overlooked) did a great job with slices and mince pies to have with our tea and coffee.



*Morning tea stop at Fitzroy Falls*

After going over the railway line at Bundanoon we passed Rosnel Hostel formerly a guest house and used on several occasions as a venue for a number of Veteran Car Club weekends. For those who remember those weekends it was about fifty years ago.

On Friday afternoon when we met at Mittagong RSL Club the weather was fairly overcast but relatively fine. It was good to catch up with Enid Manhart who came just for the afternoons run to Red Cow farm. Great over the weekend to see Jenny Grant and the boys, Brad and Darren.

Graham and Kerry Sawyer, from Sussex Inlet, were there with their 1916 Overland and although they have had it for fourteen years it was only its second outing and it is indeed a magnificent restoration.

The garden at Red Cow Farm is absolutely fantastic, with a large number of focus areas, which made it very interesting. Many of us wondered how the two owners had the foresight and commitment to bring the property to its present high standard from virtually a barren paddock in 1991. Just to keep the hedges trimmed (about five times a year the owner told us) seemed to be a mammoth task.



*Tony's guard dog keeping guard on the Chandler*

We left the morning tea stop and travelled along the Nowra Rd to Werai passing some huge properties, but thankfully very little other traffic.

From Werai we travelled on the road which was on the single line section of the main South railway as it gradually climbed to Exeter.

The railway station at Exeter and the oval were featured in many movies including Babe.



Lunch was at the Bundanoon Club, and although the menu wasn't extensive many members remarked that it was the best grilled fish they had tasted.



*The Austin, Renault and Vauxhall at Canyonleigh General Store*

The Bundanoon Club is within the grounds of the recreation area well known for the annual Scottish festival, Brigadoon.

On leaving the lunch stop most of the travelled back to the RSL through Berrima Village.

Dinner was once again at the RSL Club. The queue to order meals went on for ever but did seem to move fairly quickly..

We sat around talking with old friends - most of the conversation being about, you've guessed it, Cars! and old times and people from the Club.



*Morning tea at Canyonleigh General Store*

Sunday saw a large contingent of Veterans making their way through Moss Vale and Sutton Forest, over the Main South Freeway to Canyonleigh. There, at the General Store we had morning tea, great scones, with, of course jam and cream (most certainly the non fattening type). Sitting around in the sun talking was very pleasant and relaxing.

Left Canyonleigh and drove to Berrima. At Berrima the group moved to various parts of the village to take in the shops and variety of foods available for lunch.

Then back to Mittagong.

Special thanks to Greg and Gill for organising a great Rally

List of Participants in 2016 MaSH Ramble

- Greg & Gill Roberts ..... 1913 Talbot
- Bill & Robyn Betts ..... 1908 Renault
- Peter, Regina, Georgia & James Weir ..... 1908 Vauxhall
- Graeme, Karyn, Lauren & Abbey Newman ..... 1914 Talbot
- Sarah & Christopher Gotley ..... 1914 Talbot
- Euan & Wilga Coutts ..... 1910 S.C.A.T.
- Denis & Jean Tobler ..... 1913 Darracq
- Antony Wood ..... 1918 Chandler
- Graham & Kerrie Sawyer ..... 1916 Overland
- Bob & Elizabeth Hobson ..... 1915 T Model Ford
- Phillip, Kellie, Tyler & Teagan Hobson ..... 1913 T Model Ford
- Rob & Fay McCarthy ..... 1911 Martini
- John & Sue Wards ..... 1916 Benz
- Neville Preston ..... 1913 Talbot
- John Fryirs & Bob Freeland ..... 1908 Renault
- Kevin & Kris Boardman ..... 1914 Talbot
- Alan Miller ..... 1914 Oakland
- Bill & Carol Heeney ..... 1913 Austin
- Peter & Sally Kable ..... 1913 Model T Ford
- Darren, Brad & Jenny Grant ..... Modern



*At the start on Saturday morning*



*At the start on Saturday morning*



## The Maasai Warriors

Abbey Newman

When we heard that the Kenyan Maasai Warriors Cricket Team were visiting Bowral during the February MaSH run, we were quick to start trying to track them down. After an unsuccessful attempt to attend a ‘meet and greet’ at the bowling club on Saturday night, we eventually managed to view the second of two cricket matches being played at the Bradman Oval on Sunday along with Bill and Robyn Betts. The Maasai Tribes are most known for their jumping dances, and traditional red outfits. The Warriors cricket team play in their traditional dress, and travel the globe raising both funds and awareness of many different social issues, such as poverty, environmental conservation, human rights, and cultural awareness. The Warriors played with great enthusiasm, and were very entertaining to watch – most of all due to their conflicting outfits, which included full leg padding and gloves alongside sandals! The Warriors played two matches, winning the first and losing the second. Nonetheless, their presence drew a large crowd from the local area, and their speeches after the match thanked the community for their support. They encouraged locals to visit them in Kenya, and the last living wild White Rhino who lives at their home ground. It was truly a once in a lifetime experience!



.....  
: I feel like my body has gotten totally out of shape, so I got my doctor's permission to join a fitness club and :  
: start exercising. :  
: I decided to take an aerobics class for seniors. :  
: I bent, twisted, gyrated, jumped up and down, and perspired for an hour. But, by the time I got my leotards :  
: on, the class was over. :  
.....

## Peter Waddle Memorial Tour of Tasmania. 7-15 February 2016

Doug Fulford

2016 being the 60<sup>th</sup> year of the VCCA (Tasmania) it was decided to make this tour which is normally a weekend event into a week long tour. The route was from Woolnorth in the far north west of the state all the way to “The End of the Road” at Cockle Creek in the far south east via the Great Lake. An opportunity not to be missed, so Vivian organised time off work and I made the bookings. However miss it I very nearly did as I broke my leg a couple of weeks before we were due to leave. Vivian rang Steve Fleming, who was also doing the tour and the conversation went like this:

**Vivian:** How's the Studebaker going, Steve?

**Steve:** Its a bit broken

**Vivian:** So's my husband

So it was decided that with our car and Steve's legs in full working condition that we could all do the trip (together with Steve' friend Max) if we combined resources. Just getting to the boat in Melbourne was a bit of an adventure but we made it.



The tour was fantastic, wonderfully organised by Jill Hawkins and her helpers, and Steve, Vivian and Max looked after me all the way. The rally packs were amazing with hand knitted beanies and scarves – Tasmania is a trifle on the chilly side, just check out the locals' wood piles, and a fantastic rally badge. Our fellow veteran enthusiasts were a very friendly and interesting bunch. The tour route was quite challenging – Tasmanian's clearly love their hills – and with four adults on board we did make quite extensive use of second gear. Of the 24 cars that set out to conquer the route only 12 made it without retiring or spending some time on one of the tail end Charlies' (there were three of them) car trailers.



The Studebaker acquitted itself with honours and was one of the twelve who made it all the way under its own steam. Talking of under its own steam that would have made an ideal caption for the two cylinder Renault when it suffered a cracked block.

Like all good things the tour ended. Everyone got a prize many of which were hand made by Jill's handcraft group. All too soon it was time to get back to the boat. The Studebaker clearly wanted to stay on in Tasmania because it suddenly tried refusing to start. But start it did when it realised that it was needed to tow a friend it had made on the tour (a 1905 1 cylinder Cadillac with a broken crankshaft) onto the boat. Mind you the Cadillac was not only replete with passengers and baggage but was also carrying the cracked Renault block. The TTLLine staff looked a trifle sceptical but were very helpful. We all made it onto the boat and off again – the latter operation not without considerable drama.



Vivian, Steve, Max and I will all be at the Veteran Nationals in Tasmania based in Ulverstone later this year. If it's half as good as this tour it will be an event not to be missed. And I'm determined to do it on two legs this time. I hope to see you there.

Finally my thanks once again to Jill and Peter Hawkins and their myriad of helpers for organising a truly outstanding tour and to Vivian, Steve and Max, my own personal support crew, who made it possible for me to do the tour despite my broken leg.

*Steve, Max, Vivian & Doug*



## Newcastle Branch Breakfast Run. 13th February 2016

The Editor

Only a 35 minute drive from home to the venue for our breakfast outing at Cooranbong Park. When I arrived Betty Cherry and Narelle and Kevin Spackman were already there and had the BBQ's already cleaned up and ready for our use.

There was a steady stream of veterans and moderns arriving to swell our numbers. Although our numbers were a little down on previous times but were helped by our Sydney visitors of Ian and Tim Streatfeild and Lyn and Neil Martin who arrived modern. Although I think we had all finished our breakfast by the time Lyn and Neil arrived.

John arrived with the sausages for breakfast and those that wanted something more supplied and cooked their own, bacon, eggs, tomatoes etc. I do hope that those that had cereal were having something that was produced by Sanitarium, being at Cooranbong.

After breakfast the group seemed to be contented just sitting around and chatting. About 11am they slowly started to disperse and head for home. Although there were a few who did not seem to be in a hurry to head home. So the Martins, the Heeneys and myself stayed and had our lunch before heading home.

During the morning the dating committee held a meeting to finalize the dating of the Holmes' brothers Rod and Keith's Albions.

In all an enjoyable half day outing, and thanks to those who attended.

### Attendance

John & Max Burke & John Brumby .. 1916 Buick  
Kaye & Jeff Palmer ..... 1908 Fiat  
Sue & John Wards ..... 1909 Sizaire-Naudin  
Dianne & Doug Marshall & Joanne .. 1912 F.N.  
Bill Heeney ..... 1911 Triumph M/c  
Nev Preston ..... 1913 Talbot

### Modern

Betty Cherry, Narelle & Kevin Spackman  
Allen Dunlop & Allen & Eliza Davis  
Ian & Tim Streatfeild.  
Carol Heeney  
Neil & Lyn Martin.



*The ladies enjoying a chat.*



*Tim, Ian, Max and Allen posing for the camera.*



*Triumph M/c, F.N., Fiat, Buick, Sizaire-Naudin & Talbot*



## MaSH Branch “Northern Coffee Run” - Friday 26 February 2016

Vivian Fulford

After surviving last month's deluge in “the garden of Eden” we felt we were due a problem free run this month. The weather was certainly co-operative. However Doug, still on one leg, had to take our daughter, Victoria, to university as a result of some recent surgery. Alan Miller, armed with biscuits and water, stepped into the breach, collected sets of route instructions and waited patiently for “customers” to arrive. As the apologies list grew Alan had a lot of time to explore Curry Reserve and found a power outlet so maybe we can take a kettle and less thermoses in future. Doug rang through to say that he and Victoria should be able to make it to our destination, Teas and Greens at Bingara Gorge and Kath and Bruce Kinnear would meet us there. That meant I could hitch a ride in Alan Miller's lovely 1914 Oakland tourer although unfortunately due to an unexpected problem at work I did delay him considerably. A woman's prerogative perhaps? Another old car I have been in that Doug hasn't. I reckon that I have a pretty unassailable lead by now.

The Oakland is indeed a credit to Alan. He restored it to its present glory from a pile of bits some 16 years ago. Travelling with the top down I was admiring the lovely Huon Pine dash he made together with all the jewellery. The left hand drive Oaklands had the gear change in the centre but they shifted it to the right hand side of the vehicle for the right hand drive model. Alan was telling me that this arrangement is a trifle inconvenient. For the driver, perhaps, but I was thinking how much more convenient and roomy for a lady in a full dress with a crinoline, parasol, reticule etc. Us ladies sometimes have a different perspective on things. Alan was regaling me with stories about the Oakland's restoration as we travelled along Morton Park Road. I had forgotten just how far we had to travel along this road and was a trifle worried that we were lost. Alan reassured me that we were on route. Apparently Doug, Victoria and Kath and Bruce Kinnear, who were by that stage happily ensconced in Teas and Greens (and attacking their delicious burgers) were having similar thoughts and were wondering whether they should consider sending out a search party.

By the time we arrived I was rather hungry and I guess Alan was too. Lunch was fantastic and very reasonably priced as well. Bruce had us all laughing with funny stories about truckies, weighbridges and police and RTA staff. I was waxing eloquently about how nice Oaklands are and how smoothly they change gear. Alan, being the only one in a veteran and having the greatest distance to travel was the first to leave. We all lined up to give him a royal send off. Down the hill he went, around the roundabout at the bottom and back up the hill. Was he showing off how well Oaklands climb hills holding on to second gear just a bit longer? Then came a little crunch. I assured the others, who were by now giggling at my comments about the smoothness of Oakland gear changes, that that was the only noise that had emanated from the gearbox all day.

A big thank you to Alan Miller for taking the lead on this run. It was a most enjoyable day with a lovely meal and scintillating company.

## Memories of Old Times

Keith Holmes

In 1956 Golden Fleece sponsored the first Blue Mountains Rally from Lidcombe to Katoomba and return. There were 28 entries with 23 starters. I was No. 6 in my 1908 Albion lorry and my brother Sandy No. 7 in Fifty Bob the 1912 Vauxhall. B. Perdriau was No. 21 in his 1908 Le Zebra. Barry has a short memory of his wife Patricia having to push Le Zebra up steep hills. My clearest memory of that Rally was that it was the only time that my old Albion ever overtook another car. Going up Boddington Hill near Leura with two cylinders chugging in first gear I slowly passed the Le Zebra with a young lady out on the road pushing hard the Le Zebra and its driver to the top. Next day, with the Albion in neutral gear and me hanging on to the handbrake we were as fast as any of the other cars coming down Boddington Hill! The winner of that Rally was Sandy in Fifty Bob.



In the last Spit and Polish it was great to see Barry and the old Le Zebra still going strong. My Albion lorry is also going to local events "as sure as the sunrise". He spends his time in the shed with my brother Rod's 1911 Albion car, Blue Bell. We are hoping for some little Albions.

## My Teen Buick's

John Burke

It all started with my father Max many years ago (in about 1960) acquiring and commencing the restoration of a four cylinder 1924 Buick touring. As the restoration commenced it became known that there was no Vintage car club in our area (Hunter Valley NSW) only a Veteran car club which catered for older vehicles, so the search began and in about 1965 Max discovered a 1916 model N Hupmobile. This car was restored and participated in the 1970 International Rally held in Australia I was seven.

Since then Max has restored several Veteran cars and motorcycles and carried out the lion's share of the work on my brothers and my Vintage bikes and cars. This brings us to the Buick affair.

The 1924 Buick restoration was completed (Photos attached) in the mean time I had purchased the remains of a 1913 model 31 from a property in the north of the state at Fox's Lane. (This car is now assembled less body so parts do not become misplaced, it is awaiting restoration.

Max had acquired a 1914 Roadster it also is assembled less body awaiting restoration .

I along with Max attended an auction in Sydney where several veteran and vintage cars were being sold, we were there under instruction of a friend to buy a particular vehicle for him but the bidding started at about what we thought the sale value should have been, after watching the bidding for some time the 1916 D45 was presented, it was seized, no top, the pinion was loose in the differential, the paint was poor as was the upholstery , the front axle was fitted incorrectly (backwards) and the rear guards were all wrong. All the same if the price was right I would try to buy it, I did. A trailer was organised and the D45 had a new home. Max got to work doing his magic on the mechanicals whilst I started on the upholstery, trim and making the top. (We had the irons but no timber) Timer bows were made by laminating thin ply wood using techniglu a two part epoxy that works great for this application. During this time the opportunity came my way to purchase from a good friend (and past member of this group) the parts he had collected for a D34 and his partly restored E34 Buick's. These projects were put away for latter. The D45 was given a quick coat of paint (Green as in Irish and that is what it is known as by the family the "IRISH BUICK"). Unfortunately for dad I purchased what I thought was a reasonably restored 1911 Model 20 Hupmobile to compliment my 1913 model 32 Hupmobile, the model 20 Hupmobile then took all attention for close to a year before the work on the two Buick roadsters commenced.

The E34 was on wheels but no rims or tyres, a set of rims was ordered from Dick Pakeman in Helidon Queensland and tyres purchased to push the rolling chassis onto the trailer along with the D34 chassis and parts. Once home it was decided to restore them side by side, this took a lot of time so a decision was made to progress the D34 first then finish the E34. One big stumbling block was the fact that there was no body for either car, fortunately I discovered the whereabouts of a D34 body and with the exchange of some E45 parts I had collected I had a rough but restorable body, including original boot lid. (The second body for the E34 was replicated from the original body). Whilst the restoration was underway I heard of the remains of an E35 in Queensland, another trip north and these parts had a new home along with an four cylinder E engine on the return trip.

The restoration of the D34 was a huge undertaking, the engine required re-sleaving and new pistons fitted, new valves made, overhaul the plunger type oil pump, re-poor and line bore main bearings and big end bearings, overhaul gearbox, reline clutch, overhaul differential, re line brakes, make a set of wheels, floor, doors, etc etc. Once the mechanicals were sorted the body took some work, it was an original D34 body that had been converted to a utility some time previous with the use of a large axe and hatchet. The original sides had been kept and welded back into place sometime later, this repaired body was then used to re-engineer the timber work from inside the metal body. New guards made and fitted, new fuel tank made and fitted, all upholstery completed including the top and side curtains, all painting completed, Bright Nickel plating farmed out to local platter (all other work completed in-house).

The D34 covered 40klm on its maiden voyage the day before being loaded onto a trailer and taken to Victoria for the 2013 National Veteran Car rally. It performed well even in the rain which persisted all week, a real test for my side curtains and top.

The E34 was the next project, John Wilson had started some work on the E, this provided a slight head start, the scuttle had been repaired and undercoated, the new timber floor had been made and the chassis was on its wheels. The radiator had been repaired and painted, the windscreen frame was complete, and new wheels had been made along with a new petrol tank. The rest of the mechanicals were as per the model D full restoration required. A replica body was produced from the original D body, new doors made and fitted, new valences made and fitted, a set of mudguards was acquired on a trip to New Zealand which saved making new ones in-house.

The E34 was driven 15 kilometres before it was loaded onto the trailer and participated in the 2015 National Veteran Car rally along with the D34. Where apart from some vacuum tank issues they both performed well.

1916 Buick model D34

Car number **239869** Engine Number **292545**

1916 Buick model D45

Car Number **189624** Engine Number **189624** (This seems unusual but is on the chassis plate and the engine)

1918 Buick model E34

Car number **416874** .Engine number **417297**

1924 Buick Model 24-35X

Car number **601106** Engine Number **1143921**

Differences between D34 and E34

Windscreen vertical on D, sloped on E, Plunger oil pump on D, Gear driven on E, Rear springs longer on E, Rear springs front spring mount to chassis strengthened on E, no dash oil sight glass on D, No amp meter on D, Two switch ignition and lamps on D, Two switch ignition and lamps with amp meter on E., DELCO starter generators have slight differences, as do original distributor housing. Gear box housing reinforced on E, plain on D. Right hand controls (handbrake and change lever) on D, Centre control on E. Light fabricated stater pedal on D, heavy cast pedal on E.

My E should have crowned mudguards; I obtained a set of flat top guards from NZ and used those.

The early engine has large tappets that run directly in the crank case; latter engines have smaller tappets that run in a sleeve secured in the crank case.







My wife has now successfully mastered the D45 and finds it very easy to drive, this is great and we really enjoy motoring in our veteran Buick's.





## Overland and John N Willys

Bill Heeneey

In FEBRUARY'S Spit & Polish the article on OVERLAND was most interesting, as some 40 plus years ago I owned a vintage Overland, I read as much as I could find on the marquis .

Now to the point, I have some where an article on the purchase of Overland by WILLYS, very similar to what is now available on the Internet but with a lot more intrigue.

It did not appear as neat & tidy as I can find now. There was not only unpaid WAGES, BANKS but SUPPLIERS of parts. The car bits at the factory were not all there, unpaid suppliers were very reluctant to commit any further, they needed their money and did not want to get in any deeper.

THE BIG CON as I recall was not as history recalls it. My recollection of what I read some 30 plus years ago. ( I would appreciate comment on how wrong I got it )

After his first visit to Overland's on his return JOHN not only did he have limited cash and securities guarantees, also his ACE in the pocket, he took with him a good friend as a financial adviser. A wealthy business man and financial backer. This came in handy as he was assumed he was the main backer of the project, Not so.

Firstly he had to reassure the company about the way forward and get there backing, then give assurance to the employees who were virtually unemployed and destitute that if they completed the cars on hand that they would get paid and have a future, and each completed car would be collateral for loans to keep thing going.

Then there was the unpaid suppliers who were not at all sure of the outcome, but with lots of encouragement and guaranteed contracts for the future and they would be paid in instalments as money came in.

This whole process then had to go back to the financial backers & reassure them and get the longer term backing to let it happen, this was not going to be happen quickly. His main card was he could guarantee sales as he had taken deposits on these cars and possible more. IT DID WORK.

Years later the WILLYS Company's ups and downs could be seen by the sales of his WILLYS car the top of the line expensive model, were there in good times and gone in bad, this happened quiet often. Also through the 20's things like gauges would change brands through the same year, this could have been availability or just plain hard cash problems.

If anyone has this article I would like to read it again as there was more to it and I could have it all wrong.

White washing history,

I read a history once on HENRY FORD reading between the lines he was a depicted as a ruthless tyrant and a crook. Then I was given a copy of HENRY'S WONDERFUL MODEL T by FLOYD CLYMER I found it to be a wonderful book well worth keeping, in it I got the impression that HENRY could not walk on water because he was always 2 foot above it.

All comments welcome.

### Light Hearted Humour

An Airplane was about to crash; there were 5 passengers on board but only 4 parachutes.

The first passenger, Holly Madison said, *"I have my own reality show and I am the smartest and prettiest woman at playboy, so Americans don't want me to die."* She took the first pack and jumped out of the plane.

The second passenger, John McCain, said, *"I'm a senator, and a decorated war hero from an elite navy unit from the United States of America."* So he grabbed the second pack and jumped.

The third passenger, Donald Trump said, *"I am going to be the next President of the United States, I am the smartest man in our country, and I will make America great again".* So he grabbed the pack next to him and jumped out.

The fourth passenger, Billy Graham, said to the fifth passenger, a 10-year-old schoolgirl, *"I have lived a full life and served my God the best I could. I will sacrifice my life and let you have the last parachute."*

The little girl said, *"That's okay, Mr. Graham. There's a parachute left for you. The smartest man in America took my schoolbag."*

### Attention

Members can now access CMC meeting minutes.  
Log into the CMC web site <councilofmotorclubs.org.au>  
or select links on the VSCC home page, then select Council of Motor Clubs  
From the side panel select "Document Centre",  
From the choices select Minutes of AGM's and GM'sm  
Select the desired meeting date.

**Retroautos Publication**  
is available *free* on line at  
<http://issuu.com/retroautos>  
or go to [www.retroautos.com.au](http://www.retroautos.com.au)

### WANTED: Members to attend monthly club meetings

The committee would like to have more members attend our monthly club meetings. From the March meeting we will organise short presentations on topics of interest to club members that will hopefully make coming to the meeting that much more worthwhile. Our first presentation will be made by Robyn and Bill Betts, our award winning couple from the recent nationals, on period costume. Its amazing what can be done with a bit of ingenuity and a few items from the local op shop. In April we plan to have a bit of a trip down memory lane and celebrate a few club milestones. Other items in preparation include veteran motorcycles and mechanical music making machines. But we welcome your suggestions as to topics of interest. You might even like to volunteer to give a presentation yourself.

Doug Fulford  
Vice President

### FAULT-FINDER

#### A HANDY DIAGNOSTIC CHART

CUT THIS OUT AND KEEP IT IN YOUR CAR. YOU NEVER KNOW WHEN YOU MIGHT NEED IT.

SYMPTOM	PROBABLE CAUSES
ENGINE COUGHS AND SPLUTTERS .....	<ul style="list-style-type: none"><li>• COUGHY SPLUTTERY ENGINE</li><li>• WORN OR DAMAGED COMPONENTS</li><li>• FAULT IN ENGINE SYSTEMS</li></ul>
ENGINE FAILS TO START .....	<ul style="list-style-type: none"><li>• STARTER FAULTY</li><li>• ENGINE FAULTY</li><li>• NOT YOUR CAR</li></ul>
LIGHTS DO NOT WORK .....	<ul style="list-style-type: none"><li>• SWITCH TURNED TO "OFF"</li><li>• LIGHTS BROKEN</li><li>• OTHER FAULT</li></ul>
CAR GETS HOT .....	<ul style="list-style-type: none"><li>• ENGINE OVERHEATING</li><li>• BRAKES "ON"</li><li>• WINDOWS SET TO "SHUT"</li><li>• CAR ON FIRE</li></ul>

(from "Punch")

### Definition of "OLD"

I've sure gotten old!

I have outlived my feet and my teeth I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts.

Have bouts with dementia.

Have poor circulation; hardly feel my hands and feet anymore.

Can't remember if I'm 85 or 92.

Have lost all my friends.

But, thank God, *I still have my driver's license.*

Reporters interviewing a 104-year-old woman:  
"And what do you think is the best thing  
about being 104?" the reporter asked.  
She simply replied, "No peer pressure."

## 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:

**1911 Le Zèbre** Type A Series 3. The time has come. Recently my wife, Patricia and I moved to Carrington Centennial Care in Camden and it has become necessary to reluctantly part with this unique car. The front cover of the January 2016 edition of Spit and Polish featured a photo of my car and on page 18, can be found a full description and its history.

#### 1911 LE ZÈBRE ENGINE

Makers HP 4 HP @ 1200 rpm  
Cylinders 1 x 600 cc  
Cooling Water  
Ignition H T Magneto  
Bore & Stroke 85 mm x 106 mm

#### CHASSIS

Clutch Multiplate  
Gearbox 2 speed progressive plus reverse  
Brakes expanding  
Wheels artillery converted to 3.25" x 19"

The price is \$34,000 which includes a two year-old, fully galvanised single axle trailer with disc brakes and a capacity of 1500kg.

The car is temporarily housed here at Carrington.

If interested, please contact Barry

**Contact:** Barry Perdriau on 4655 4949

[2-16]



**1918 veteran Model T Van** In excellent condition. Bob Croft reconditioned engine. Electric start. Near new tyres. Car has done less than 2000klms since restoration. Engine No C152609 Veteran Car Club Rego 31550H.

**PRICE: \$A18,500**

**Contact:** Greg Roberts 4861 2023

Email: [gillandgreg@bigpond.com](mailto:gillandgreg@bigpond.com)

[3-16]



**1912 FIAT Tipo 2** Complete car disassembled, includes original Rudge Whitworth wheels, Headlights and sidelights. \$8000.00

**Contact:** John Hermann 0412 901 570

[3-16]



**For Sale:** (cont.)

**1913 Hupmobile HR Roadster.** Photo is attached. Motor and Gearbox requires rebuilding. New parts already brought. Other spare parts available. Have photos of initial rebuild also most of the Hupmobile Register newsletters. The car has been dated and has the 100 year badge. Price \$22,500 Negotiable. More information contact Bob Dunk

**Contact:** Bob Dunk 0427 002 947

[2-16]



**Lucas 722 RHS sidelamp,** good overall condition, complete except for clamp screw, has incorrect handle, \$190 [1]

**Rotax "Clearway" brass double twist horn,** firewall mount, has reed but no bulb stem or bulb, some minor denting in body, \$175 [2]

**Victor 8" acetylene headlamp,** made by the Cincinnati Victor Co., dual gimbal mount, crack in reflector otherwise complete and in excellent condition, \$250 [3]

**Split rim spreader** in excellent condition, \$250 [4]



[2]



[4]



[1]



[3]



[3]

**Contact:** Jeff Palmer (02) 49591256 or email [jasper.1912@bigpond.com](mailto:jasper.1912@bigpond.com).

[2-16]

**B.F. Goodrich Silvertown Cord tyres.** 4 only 32 x 4½ in near new condition. They have straight sided beads with dog bone pattern suitable to veteran cars. They were wrongly fitted to a 12/50 Alvis. Well below retail price @ \$100.00 ea.

**Contact:** Dave Stuart on 0428 282 360.

[3-16]

**Wanted:**

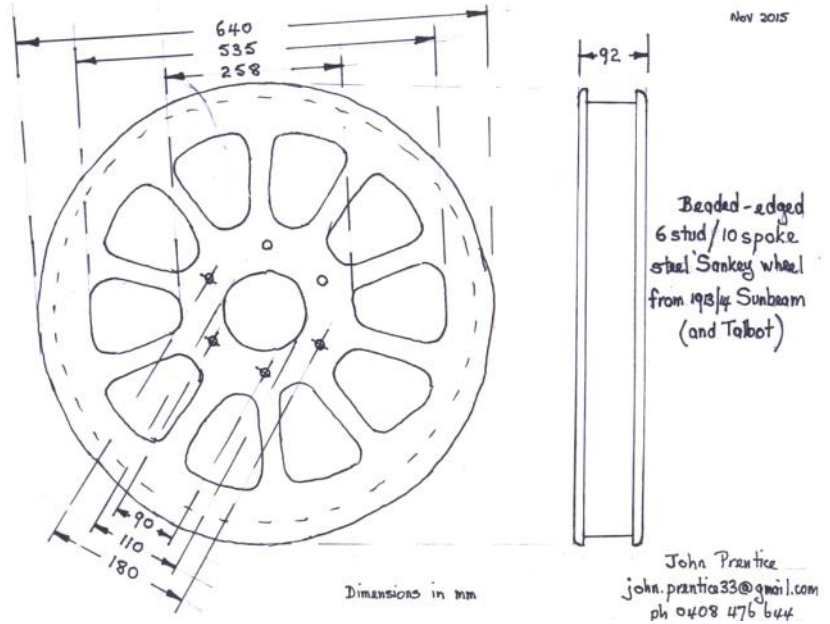
**Swivel drive and cable for Jones speedometer.** I have a Stewart swivel unit and speedo in useable condition available for swap if appropriate.

**Contact:** Jeff Palmer (02) 4959 1256 or [jasper.1912@bigpond.com](mailto:jasper.1912@bigpond.com)  
[2-16]

**T model** two piece windscreen frame.

**Contact:** Malcolm Ph: 0418 462 005  
[1-16]

**Sankey steel 815x105 BE wheels** for our 1913 Sunbeam. They were also fitted to Talbots and presumably other cars. See the attached photo and drawing for details. One or more, and any condition considered, to help its restoration.



**Contact:** John Prentice 0408 476 644  
Email [john.prentice33@gmail.com](mailto:john.prentice33@gmail.com)  
[1-16]

**Services**

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

Please remember support those that support the club!

<u>Name</u>	<u>Service</u>	<u>Contact</u>	<u>Phone Number</u>
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