

# 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.



Print Post Approved  
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**SPIT & POLISH the journal of the Veteran Car Club of Australia (N.S.W.) Inc.**  
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**Articles and Letters appearing in Spit & Polish reflect the opinion of the Author.**  
**They are not necessarily the opinion of the editor or the committee**  
**nor are they any indication of club policy.**



# SPIT AND POLISH

WEB PAGE: [www.vccansw.com](http://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](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:-

*His Excellency General The Honourable David Hurley AC DSC (Ret'd)  
Governor of New South Wales, his Daughter, Caitlin (the Bride), her chief  
bridesmaid and his wife Mrs Linda Hurley,  
in President Doug's 1915 Studebaker.*

*Photo courtesy of His Excellency on his Daughter's wedding day.*

## Committee of Management

### OFFICE BEARERS:

		<b>HOME</b>	<b>BUSINESS</b>	<b>FACSIMILIE</b>
PRESIDENT	Doug Fulford	4654 5432	4655 7944	
		Email: <a href="mailto:president@vccansw.org">president@vccansw.org</a>		
VICE PRESIDENTS	Phil O'Loan		Mob: 0400 730 071	
		Email: <a href="mailto:vicepresident1@vccansw.org">vicepresident1@vccansw.org</a>		
	Peter Martin	4657 2994	Mob: 0418 865 235	
		Email: <a href="mailto:vicepresident2@vccansw.org">vicepresident2@vccansw.org</a>		
SECRETARY	Louise Yeomans	9884 9314	Mob: 0488 082 611	
		Email: <a href="mailto:secretary@vccansw.org">secretary@vccansw.org</a>		
TREASURER	Geoff Yeomans	9884 9314		
		Email: <a href="mailto:treasurer@vccansw.org">treasurer@vccansw.org</a>		

### COMMITTEE MEMBERS:

EDITOR	Neville Preston	4352 1533	Email: <a href="mailto:spitandpolish@vccansw.org">spitandpolish@vccansw.org</a>	
EVENTS CO-ORDINATOR	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: <a href="mailto:events@vccansw.org">events@vccansw.org</a>		
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Robert Fordham	9899 4395	Email: <a href="mailto:hallrentals@vccansw.org">hallrentals@vccansw.org</a>	
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: <a href="mailto:webcoordinator@vccansw.org">webcoordinator@vccansw.org</a>		

---

### 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: <a href="mailto:hupmobile@bigpond.com">hupmobile@bigpond.com</a>	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: <a href="mailto:kazngra@bigpond.com">kazngra@bigpond.com</a>	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: <a href="mailto:doug@people.net.au">doug@people.net.au</a>	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: <a href="mailto:kboardman13@bigpond.com">kboardman13@bigpond.com</a>	
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



**Other:**

Allan Foy – request for information  
John Prentice – donation of library book  
Phil Virgona – donation of photographs  
Richard Payne – clarification of address  
VCCA(Vic) – vale for Stuart Mc Nally  
CMC report  
FIVA Charter of Turin

**OUTWARDS CORRESPONDENCE**

Noel Cather  
VSCC renting space for library  
Moved: Bruce Kinnear      Seconded: Neil Martin

**TREASURER'S REPORT**

The Treasurer reported on balances.  
Balances are:                    \$  
Ordinary account:            57,500.12  
Term deposit 1                28,883.30  
Term deposit 2                30,000.00

The cleaner and the printer have been paid. Rents are being received for last quarter.  
Moved: Lynette Martin                      Seconded: Bill Betts

**MAGAZINE**

The Editor requested more reports on outings especially from MaSH, Newcastle and Sydney branches. He would like a report on the Cobram 1 & 2-cylinder rally. Articles are needed to keep the magazine going!

**EVENTS**

Doug Fulford reported that he and Vivian very much enjoyed the 1 & 2-cylinder rally at Cobram. They then travelled to Deloraine, Tasmania to the rally. At Cobram there were over 70 cars with a large number from NSW and at least 30 cars at the Tasmanian event. Both events were well organised. Vivian hitched a ride in a steam car!

Graeme Newman reported on the Newcastle Branch outing the Hunter Valley Zoo at Nulkaba on 15 April. It is great place for young families to visit as entry is cheap, it's not crowded and has a good mixture of exotic and Australian animals.

Coming events include the MaSH coffee runs; National Motoring Heritage Day on 20 May (see CMC website for details) the Birthday Run on 20 May and the Singleton Weekend 15 to 17 June. The entry form is in *Spit and Polish*. Andrew Benoit has information about an event in Winton so contact him for more information. On 15 July a ride on an historic rail motor from Patterson to Dungog is planned. It fits up to 70 people so let Graeme or John Burke know if you are interested. It will start from Patterson at about 9:30 am. The next Sydney North Breakfast Run is on 6 May to Appletree Bay in Ku-ring-gai Chase National Park. Details are in *Spit and Polish*. So far there are 80 entrants in the National Rally with 40 EOI. The meal package and newsletter should be sent next week.

We have not received any information to date about the Shannon's Classic at Eastern Creek to be held on 12 August and this will be followed up. The President's Picton Run will be held on 24-26 August. Details will be in *Spit and Polish*. Accommodation can be booked at the same venue and the good news is there are new people running the restaurant!

**PERMIT TO MOVE/REGISTRATION**

Two permits have been renewed for Andrew Benoit and Graham Weekes.

**LIBRARY**

The President congratulated and thanked the library team for their work. A submission is almost ready for a National Heritage Grant. Members were asked to check at home for any titles on the red list. Items can be placed in the box in the club rooms or posted to Neville Preston – no questions will be asked. As none of the missing titles has been received to date, members are welcome to donate any of the missing titles.

**DATING** Nothing to report

**MEMBERSHIP**

Noel Cather was voted into the club and the President welcomed Noel.

### CMC

Norm Mitchell read highlights from the last CMC meeting. A full account can be read on the CMC website.

### HALL

Robert Fordham reported that the small hall has been let for a further five years to *Sydney Voice*. To register the lease, the club needs to supply a certificate of title. The Treasurer is locating this.

### WEBSITE

Graeme Newman has uploaded some copies of programmes and photos of early Blue Mountains rallies, especially the 1958 one. He was pleased to relate that some cars such as the Martin's Fiat are still in the club. Abbey has rejigged the banners. Graeme requested more items for the website.

### GENERAL BUSINESS

#### National 1 & 2-cylinder rally

As our club is responsible for organising this event in 2022 Robert Fordham has volunteered to form an organising committee and would like other interested people to join his committee. Anyone interested needs to contact Robert.

#### Techie Talk

Barry Shinfield discussed the use of non-metallic materials for making straight cut gears (such as camshaft timing gears and speedo drive gears) which have several advantages including the reduction of gear noise. He first used a cotton reinforced phenolic resin (essentially bakelite). Trade names for this type of material include Tufnol and Novatext. The material was supplied as a sheet and it is imperative to cut the gear in the right orientation or the cotton reinforcement won't work. His experience with gears made from this material was not 100% satisfactory although some of the problems were caused by other failures, notably the associated thrust bearings. He subsequently shifted to using MC901 grade impact modified nylon rod which proved to be a better, more robust material for his applications. Barry showed samples of both materials together with gears cut from them including examples of gears that had failed in service.

The meeting closed at 9:10 PM

Doug Fulford  
President

Louise Yeomans  
Secretary

## Events Calendar - Club Events

### MAY 2018

- 24<sup>th</sup> Committee Meeting starting at 6.45pm  
24<sup>th</sup> Monthly Club Meeting at Club Rooms, Fivedock at 8pm  
25<sup>th</sup> - 27<sup>th</sup> **1 & 2 Cylinder Rally - Yamba.** *See Page 6 for details*

### JUNE 2018

- 8<sup>th</sup> **MaSH Branch** Morning Tea run. *Check with Greg Roberts*  
15<sup>th</sup>-17<sup>th</sup> **Newcastle Branch Singleton Weekend.** *See Page 7 for details. Entry form in March Spit and Polish*  
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*  
30<sup>th</sup> **Closing date for Entry Form to be in for the National Rally - Forbes.**

### JULY 2018

- 1<sup>st</sup> **Sydney North Breakfast Run** *Details to follow*  
13<sup>th</sup> **Combined MaSH Branch run/meeting.** *Check with Doug Fulford*  
15<sup>th</sup> **Newcastle Branch Social Day.** Motor Rail ride from Paterson to Dungog. *See Page 7 for details*  
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*

### AUGUST 2018

- 5<sup>th</sup> The combined Veteran Car Club and Antique & Classic Motor Club Navigator's Social Day  
Details to follow.  
24<sup>th</sup> - 26<sup>th</sup> **President's Rally - Picton** *See page 8 for details*

## Events Calendar - National Rally

### SEPTEMBER 2018

23<sup>rd</sup> - 28<sup>th</sup> 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 7*

**Entries Close 30<sup>th</sup> June 2018**

### APRIL 2020

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

*Expression of interest form on page 21*

## Events Calendar - Invitation Events

### SEPTEMBER 2018

15<sup>th</sup> -16<sup>th</sup> 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](http://www.SydneyAntiqueMachineryClub.com)

### OCTOBER 2018

14<sup>th</sup> - 20<sup>th</sup> **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

**30<sup>th</sup> August - 6<sup>th</sup> 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)**

**Ph 61 422 219 911 or email: russell@oldworldlamps.net** *Expression of Interest form in June 2016 S & P*

## Coming Events

Veteran Car Club of Australia (NSW) Inc.

### **1 & 2 Cylinder Rally for Veteran Cars and Bikes**

**Yamba NSW**

**Friday 25<sup>th</sup> to Sunday 27<sup>th</sup>. May 2018**

The rally will be based at the Calypso Tourist Park in the centre of Yamba. There are good facilities with plenty of trailer parking.

Please tell the reception you are Veteran Car Club and Rod Holmes name.

**CALYPSO TOURIST PARK**

PHONE (02) 6646 8847 [calypsoyambaholidaypark.com.au](http://calypsoyambaholidaypark.com.au)

**Contact:** Rod and Ruth Holmes (E:) [rod\\_ruth\\_holmes@gmail.com](mailto:rod_ruth_holmes@gmail.com) (P) (02) 6657 2765 (M) 0427 572 765

***DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION***



## Coming Events (cont)

### Newcastle Branch - June Tour Singleton

This year the event will be held on the Weekend of the **15<sup>th</sup> to 17<sup>th</sup> June**.  
(Friday, Saturday and Sunday) which is the weekend after the long weekend.

#### Motel

Charbonnier Hallmark Motel, Singleton.

(02) 6572 2333

*mention the Veteran Car Club when booking*

Dinner and Breakfast available in motel Restaurant

Any queries contact John Burke

Ph (02) 4991 1806 (AH) 0412 821 945 (M)

***Entry Form in March 2018 Spit and Polish***

Newcastle Branch VCCA

### Rail Motor outing

When: Sunday 15<sup>th</sup> July 2018 Departing mid morning, returning mid afternoon

Where: Departing Rail Motor Society, Webers Creek Road, Paterson

We will travel from Paterson to Dungog where we will disembark for lunch. Lunch is B.Y.O. picnic or visit one of the local pubs, clubs or cafes

We will be travelling on two 1923 model CPH Rail Motors which can comfortably seat 70 people. Everyone welcome, bring you family & friends.

The cost will be determined by the number of people who attend, so the more who attend the lower the cost.

Please contact John Burke for further details or to make a booking

Contact John at: [hupmobile@bigpond.com](mailto:hupmobile@bigpond.com) or on 0412 821 945

### 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 **30<sup>th</sup> 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 4<sup>th</sup> May 2018 we have received 91 entries.

For any enquiries contact me via our email address:

[forbes2018@bigpond.com](mailto:forbes2018@bigpond.com) or on 0412 138 063

Graeme Newman  
Rally Secretary

## Coming Events (cont.)

### President's Picton Rally

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

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).

## 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 Les Watton who caught up with Dirk and Trudy Regter on their world tour in their 1915 T Ford at the rest area on the M1 at Hawkesbury River, an article from Graeme Newman on the Newcastle Branch outing to Hunter Valley Zoo. A report from Andrew Benoit on the 1&2 Cylinder Rally at Cobram. All very welcome.

There is also an article 'Astahl is Born', which is a reprint from the Automobile. I have to use this type of article to help fill the magazine.

Coming events for the next month or so are: The 1&2 Cylinder Rally at Yamba, the MaSH Branch Morning Tea run and Northern Coffee run. The Newcastle Branch June Tour to Singleton and a proposed social day with a rail motor ride from Paterson to Dungog. The President's Picton Rally in August. The National Rally, Forbes with some information on where and what to find on our web site. **Please note that 30<sup>th</sup> June is the closing date for Entry Forms, after that date there is a late fee.**

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. Newspaper clippings with pictures are not the best, as the equipment that I own is not real good at reproducing this type of material.

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*



## Welcome New Member

Noel Cather & Edda (1135)  
7 Victoria Street  
WARRIMOO NSW 2774  
**1910 Stanley**  
(Chassis N<sup>o</sup>:- 5592 Engine N<sup>o</sup>:- 966.4)  
(H) 4753 6773  
(M) 0405 173 124  
(E) noelcather@yahoo.com.au

## Change of Address

Allen Davis  
73 Bulwer Street  
MAITLAND NSW 2320

## 2018 National Rally Forbes NSW

The link for the on line entry form is  
[www.vccansw.com/forbes2018](http://www.vccansw.com/forbes2018)

The link for the printable copy of the  
form is [www.vccansw.com/entrypdf](http://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](http://www.vccansw.com/forbes)

Graeme Newman  
Rally Secretary

**Role statements  
of the  
Committee Members  
of the  
VCCA(NSW)Inc**

**POSITION DESCRIPTION - PRESIDENT**

*(to be read in conjunction with the club's rules)*

**Basic Functions:**

- Chair committee meetings and club meetings
- Represent the club when and where required either in person or by correspondence
- Provide a degree of leadership / vision
- Liaise with members and seek their opinions both formally and informally
- Ensure visitors and new members are made to feel welcome
- Thank members (and others) who make particular contributions to the running of the club
- Attempt to grow the club and ensure its long- term viability
- Encourage the organisation of suitable events for club members and encourage member participation in them
- Foster a sense of friendship within the club
- Endeavour to make it easier for members to preserve, restore and use their vehicles including maintaining good relationships with authorities, service organisations and the general public.
- Prepare annual report for AGM and for AVCCA
- Ensure members feel that the president and committee are approachable by all

**Authorities:**

- Can exercise a second or casting vote if a vote in committee is tied.
- Usually a co-signatory on the club's bank account and can co-sign for duly authorised expenditure
- Can commit the club to minor appropriate expenditure for items such as thank you presents for rally organisers, condolence flowers etc up to \$100 for any one event and up to \$200 before getting committee approval.
- Exercise sufficient authority at club and committee meetings to ensure that the club's business is dealt with efficiently but at the same time fairly.

**DUTIES OF THE SECRETARY**

1. Prepare and distribute the agenda for the committee meeting.
2. Prepare run sheet for committee and general meeting for president.
3. Prepare a copy of the committee and members' meeting minutes for the president to sign and date.
4. Email copies of the minutes of the committee and members' meetings to the committee members.
5. Receive, compile, table, file and respond to correspondence. Keep correspondence for the committee to committee matters. Some correspondence can be dealt with quickly and the email/letter and reply tabled at the next meeting. If the matter has to go to a meeting, advise the sender of the delay in reply. If the matter is urgent, email committee members to get a consensus. There must be at least 5 responses two of whom must be office bearers – president, vice-presidents or treasurer. Hall correspondence is passed on to the Hall Co-ordinator and the sender is advised. Any financial correspondence is given to the Treasurer. Any flyers and events information are given to the Events Co-Ordinator. Anything for the magazine or website is passed on to the Editor of *Spit and Polish* and the webmaster.
6. Prepare, circulate and file attendance sheets for the committee and members' meetings.
7. Keep minutes of committee and members' meetings.
8. Keep records of postage.
9. Facilitate information on new members, change of membership details to the editor of *Spit and Polish*, membership officer and distributor of *Spit and Polish*. Keep applications for membership.

10. For new members,
  - a. ensure the form is complete, present to the committee for approval.
  - b. Provide details of membership to the Editor, Membership Co-ordinator and Dating Committee Chairman.
  - c. Details of the application are published in the next edition of Spit and Polish for voting.
  - d. On receipt of the application send an acknowledgement letter and include in Correspondence Outwards.
  - e. After voting, send a welcome package to the new member with club rules, safe driving brochure, calendar. Note the level of membership: ordinary member – owns veteran known to club or needs to have vehicle inspected for eligibility; associate member or junior member.
  - f. Communicate with the Chairman of the Dating Committee information regarding new members and authentication of vehicles
  - g. Organise badge for new member and partner if applicable.
11. Communicate with the Chairman of the Dating Committee on requests for dating and 100 years' certificates.
12. Liaise with the Association of The Association of Australian Veteran Car Clubs and state representative.
13. Prepare the agenda, nomination forms and voting forms for the Annual General Meeting.
14. Record minutes for the Annual General Meeting and forward relevant reports and minutes from AGM to Editor of S&P.
15. Prepare Secretary's Report for AGM.
16. Email important information to members.
17. Order and distribute membership badges.
18. Track membership payments and distribute membership cards
19. Liaise with the library committee.

#### **DUTIES OF THE TREASURER**

1. Maintain accounts so all moneys are accounted for.
2. Pay accounts on behalf of the club using cheques.
3. Receive and bank income received by the club for members' fees, club events, rent, advertising and other miscellaneous items.
4. Organise annual fire inspection of the premises.
5. Pay insurance for club events (CMC), premises (GIO) and rallies.
6. Reconcile accounts with bank statements using an excel spreadsheet.
7. Monitor bank investments.
8. Prepare the accounts for the annual audit.
9. Prepare a budget.
10. Prepare a monthly treasurer's report for the committee and members meetings.
11. Follow up overdue payments of membership dues, advertisements and rent.

#### **DUTIES OF THE EDITOR**

The Editor's role is to receive and collate information received for the magazine *Spit and Polish*. This information is to be received by the first Wednesday of the month.

Set all the information up into a 24 - page contents or multiples of 4. There are at least 2 pages which are standard in each publication, plus the index page, along with a section near the rear of the publication which is the *For Sale and Wanted* section which can vary in the number of pages from time to time.

A cover photo is forwarded to the printer, by email, so as they can set up the cover ready for printing. The photo is forwarded usually the first Wednesday of the month.

Once all the contents are completed, it is forwarded to the printer as a PDF file, again by email, generally this is done by the second Wednesday of the month.

A second complete magazine is set up, including the covers, converted to a PDF file and forwarded to any members overseas, other clubs by request and also to the webmaster to be placed onto our web site. Financial figures are removed from copies for other clubs.

Each year a literary award is presented at the AGM, which is the Editor's choice, general rule is that it is given to the member who has supplied the most number of articles during the year. Generally, this is for the most number of reports on outings.

Equipment required is a computer, printer and scanner and a connection to the internet.



### **DUTIES OF THE EVENTS CO-ORDINATOR**

Co-ordinate events between the parent body and branches.

Ensure that NSW events don't clash with National Events (all veteran – not so much the 1 & 2cyl or other restricted entry events).

Ensure Club events are listed in *Spit and Polish* and on the club website.

Encourage event organisers or participants to write reports to be used in *Spit & Polish* and on the website (or write it yourself when no one else will).

Present a report at monthly meeting regarding upcoming and past events (or find a participant who is prepared to say a few words).

Co-ordinate the Hattersley Cup.

Attend events, and encourage others to do so.

Assist in organising events and providing advice and guidance to other members who are doing so.

### **HALL RENTAL AND MAINTENANCE**

1. Keep track of all hall bookings.
2. Keep updated this usage on the computer program so the information can be used to generate the quarterly invoices to tenants.
3. Keep in touch with the cleaner to make sure the building is cleaned and solve any problems arising.
4. Purchase any supplies required.
5. Observe and fix any problems that maybe developing through the use of the building.
6. Keep the peace on the use of the car park.
7. Deal with any enquires from the tenants or outside parties.
8. Organize the carpet cleaning in January.

### **MAILING SPIT & POLISH**

1. Using the computer program keep the mailing list up to date.
2. Send the mailing list to the printers at the end of the first week of each month.
3. Delivery will be made to your home. Put S & P and address sheet in plastic envelope with the front of the magazine covered by the address sheet. Seal the envelope.
4. All the interstate and overseas magazines need to be separated from the NSW magazines.
5. Count the magazines and place them in the 3 mailing boxes with the Print post stamp at the end of the box marked Stamp. The post office will reject them if you don't.
6. Place the interstate and overseas magazines in a bag to keep them separate from the others.
7. Complete the Print post sheets under details & decoration section. Don't separate the white & yellow sheets.
8. Complete the Full rate statement for the overseas magazines
9. You are now ready to go to the mail exchange.
10. Ask for 3 new boxes at exchange for next time.
11. Take receipt to next meeting for refund.

### **ROLE OF CHAIRMAN OF THE INVESTIGATION AND DATING COMMITTEE**

Over the past decades the dating of our club vehicles has been carried out on a voluntary basis by a committee as a service to the club members.

Over the years various people have given their service to the committee and have studied and refined the investigation and dating of veteran vehicles following on the sound and solid basis of our club founders.

The continuity of service by this group has ensured a consistency of results over this long period of time.

The basic method of determining the date of manufacture of a particular vehicle is initiated by the committee receiving a dating application, lodged by the owner and/ or custodian of the vehicle giving dimensions, identifying numbers and unique details of the vehicle.

The Dating Committee will, on receipt of this information, consult various publications such as:

Autocar 1900 -1919	La France 1898 -1912
Omnia 1904 -1919	Motor (GB) 1902 -1913
Motor (USA) 1902 -1911	La Auto 1903 -1907
Horseless Carriage Vol.#12 on	Antique Automobile Vol.# 12 on
Veteran Car (GB) 1938 on	Many one-make books
Catalogue and press releases 1900-1920	

The above lists some of the source material available to the committee, who may also consult other members for specific information and assistance.

Once this detailed information has been carefully examined, an appointment with the owner is made, and the vehicle in question is inspected by a majority of the committee members to determine that the information provided is accurate and to check for any additional detail. The sum total of this information is then collated and compared with standard publications, both private and contained within the club library. From these investigations and comparisons, a conclusion can be deduced in accordance with the information provided. The result of the conclusion reached by the committee is then conveyed to the owner and/ or custodian of the vehicle.

Arrangements are then made for the issuing of the appropriate certificate at no fee, and if required by the owner, the manufacture of a brass dating plate, at the owner's cost. The accumulated information is filed in the records section of the club library for future reference.

*Compiled 20 June 2017. updated 27 February 2018*

*Members are asked for any comments on the above roles.*

## **Light-hearted Humour**

### **On a less serious side ...**

One evening, after the honeymoon, Tom was working on his Norton motorcycle in the garage. His new wife was standing there by the bench watching him. After a long period of silence she finally said, "Honey, I've just been thinking, now that we are married, maybe it's time you quit spending so much of your time out here in your garage. You probably should also consider selling your Norton and all your welding equipment, along with your gun collection, and your fishing gear, and the boat; and lose all those stupid model airplanes, plus dump that vintage hot rod sports car, and your home brewing equipment ..."

Tom got a horrified look on his face.

She said, "Darling, what's wrong?"

He replied, "There for a minute, you were starting to sound like my ex-wife."

"Ex-wife!?" she screamed, "YOU NEVER TOLD ME YOU WERE MARRIED BEFORE!"

Tom replied, "I wasn't."

*Courtesy of Rod Holmes*

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## **Not always as it seems:**

A woman was flying from Melbourne to Brisbane. Unexpectedly, the plane was diverted to Sydney. Along the way the flight attendant explained that if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight. The pilot approached her and calling her by name, said, "Kathy, we are in Sydney for almost an hour. Would you like to get off and stretch your legs?" The blind lady replied, "No thanks, but maybe Buddy would like to stretch his legs".

Picture this: all the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog! The pilot was even wearing sunglasses.

People scattered. They not only tried to change planes, but they were trying to change airlines!

True story! Have a great day and remember ... things aren't always as they appear.

*Rotary Club of Darwin Sunrise, NT*

## Model "T" World Tour. 80,000 Miles - 50 Countries.

Article contributed by Les Watton

Dirk & Trudy Regter are a Dutch couple driving around the world in their 1915 "T" Model Ford raising money for the SOS Children's Villages International. As of February 2018 they have raised \$55,800 (45,500 Euros)

Starting in the summer of 2012 Dirk & Trudy left the Louman Museum in the Hague in Holland for their journey around the World. The first leg of the trip took them from Holland through 17 countries in Europe & Africa to Cape Town, South Africa . 15,000 miles in 160 days.

2013 Saw them travelling through the U.S.A. & Canada passing through 22 States in the U.S.A. & from the West to the East Coast of Canada. 17,000 miles in 180 days.



*The 'T'*



*The result of the accident*

2014 The third leg of their journey took them through South America. Starting in Cartagena Columbia they then passed through Ecuador, Peru, Bolivia, Chile, Argentina & Uruguay. 16,000 miles in 180 days.

2015 Dirk & Trudy took time off to return to the Netherlands to spend time with family. During this time they were returning home from a sponsoring event in Luxembourg with the "T" Model Ford on a trailer when they were hit in the rear by a truck. The "T" was severely damaged & the towing Land Rover overturned. This forced the cancellation of The World Tour.

2016-2017 After two years of hard work the "T" was finally restored & was ready for the next part of the World Tour.



*The recovery after the accident*

2018 & Onwards will take them through New Zealand, Australia, Asia, Central Europe & back to the Netherlands. The plan is to travel via the Himalayas to China & Mongolia to visit two of their charity projects then through Central Europe & back to the Netherlands.



*Les and the 'T'*





I spent time with Dirk & Trudy at the Hawkesbury Bridge rest stop on the 13th April 2018 while they were waiting for their guide to arrive to help them drive into Sydney. This was a well prepared "T" Ford for the world tour with hydraulic shock absorbers, strengthened front suspension, safety brakes on the rear, extra gearing, plenty of extra lighting, larger tyres, electric fan & a large

air cleaner for protection of their engine in the dusty conditions. Their guide arrived in a "A" Model Ford to help them through the traffic to arrive in Sydney. I wished Dirk & Trudy & their back up team all the best & safe travel for the rest of their World Tour.

This article with permission from Dirk & Trudy Regter, April 2018  
Les Watton



*Support vehicle*



*Trudy and the 'T'*



*The 'T'*



*The 'T', Dirk & Les.*



*Another mishap - broken king pin.*



## Visit to Hunter Valley Zoo - Nulkaba

Graeme Newman

On Sunday the 15<sup>th</sup> of April quite a few members, their families and friends paid a visit to the Hunter Valley Zoo in Nulkaba. We paid a visit many years ago, on the 26<sup>th</sup> of April 1998 in fact, when it was known as Rusa Park Zoo. With different owners there has obviously been a considerable investment of both time and money as the facilities are far more impressive now.

We met at Max & Joan's place where Joan treated us to morning tea of her usual high standard. After a bit of chit chat, and an inspection of Max's shed by some, we travelled the two miles or so to the Zoo. It was more of a social gathering than our usual monthly events given we only travelled a short distance together in the cars, and five of the seven cars were from the Burke Collection.



*Abbey at 6 months at Rusa Park Zoo  
Sitting on Grandma's knee (Alma Newman)  
& a slightly younger author looking on.*

In order to boost the number of cars taking part, Karyn and I accepted John's offer and drove his 1916 six cylinder Buick, whilst Lauren and Abbey drove our Talbot. After parking we made our way to the undercover picnic area we had reserved, where we were able to leave our eskies and other bits and pieces whilst we had a look around.

Whilst obviously not as large as many of the major zoos, this one is very family friendly being relatively level and more condensed. Most of the enclosures are of the standard expected in this day and age, and they have an ever increasing list of residents that includes the very popular meerkats, white lions, capybaras, some different types of monkeys, lots of alligators as well as a comprehensive collection of native Australian animals.

Everyone had a good look around and most of the group spent a few dollars to buy food for the camels, goats, sheep, kangaroos and various other animals that seemed to have appetites that couldn't be satisfied. Abbey was quite disappointed though that she couldn't entice the resident llama to move from its spot in the shade to where she was standing trying to tempt it with a handful of rice puffs.

By early to mid afternoon most of our group had seen enough and we departed for home.

A great venue, and worth a visit if you are visiting the Hunter Valley with children or grandchildren.

Attended by:

Max & Joan Burke	1912 Model 20 Hupp
John & Kelly Burke	1911 Model 20 Hupp
David, Emma, Payton & Ruby Burke	1916 Model N Hupp
Matt Burke & Yvette & friends	1913 Model 32 Hupp
Graeme & Karyn Newman	1916 Buick
Chris Duncan, Catherine, Jennifer, Isaac & Heather Strutt	1911 F.N. 2400
Lauren & Abbey Newman	1914 Talbot

Modern

Doug & Dianne Marshall & Great Grandson Phoenix  
Betty, David & Martine Cherry  
Kevin & Narelle Spackman  
Daniel, Marnie & Olivia Wren



*Abbey and 'spirit animal' 2018*



*Karyn & Lauren at Rusa Park 1998*



## Annual 1&2 Cylinder Rally - Cobram. 15<sup>th</sup>-18<sup>th</sup> March 2018

Andrew Benoit

This year's VCCA Victoria one and two cylinder rally was held in Cobram and based around the RACV resort. There were a wide variety of cars, including an 1898 Renault prototype from Perth, several steam cars and quite a few high-wheelers. Renault AXs outnumbered the other cars by a wide margin.

The rally kicked off on Thursday afternoon with a short shakedown run to Thompson's Beach. A few of the more eagle eyed motorists spotted a lone koala, perched high in a gum tree, totally oblivious to the fine fleet of cars below.

The big run of the weekend was on Friday, a circuitous route of 120kms to Rich Glen Olives (17km as the crow flies). At the morning tea stop in Tungamah, the local primary school children were let out of class to inspect the cars. Hopefully it has inspired a few future veteran motorists. The lunch stop at Rich Glen Olives provided a welcome rest from the heat and sun.

The cars were put on display on Saturday morning at Cobram Markets. At 10am the cars set off for Finley via The Drop at Berrigan. Lunch was held at Finley Historical Museum which has a terrific collection of heritage items. After lunch a local engineering business opened up their workshop and started up a 1911 Single Cylinder Hornsby stationary engine.

The Sunday was a leisurely drive out to Monichino Wines at Katunga. Although it was only a 28km drive to the winery a very strong headwind made it hard going for a lot of the cars.

On a personal note, this was my first real chance to take the Le Zebre out for a long drive. In spite of having owned the car for two years the furthest I had ever driven it was 20km, from Silverwater to Parramatta and back. Before the rally I was pretty confident I had all the bugs ironed out. The magneto had been rebuilt by Chris Zoch and the Koala



*John Fryirs & Bill Heeney*



carburettor replaced by an Amal Concentric along with a few other improvements. The engine was reliably starting on the first swing of the crank and I seemed to have come up with the right concoction to fill the clutch with. Overall the car ran very well, the only incident was the muffler coming loose towards the end of the second day. Fortunately I found some suitable wire on a nearby fence and managed to secure the muffler to the frame for the trip back to Cobram.

The NSW entrants as listed in the rally books were:  
 Andrew Benoit, ..... 1911 Le Zebre  
 Bill & Robyn Betts ..... 1908 Renault AX  
 Euan & Wilga Coutts ..... 1911 Renault AX  
 Rob & Sandy Duffy ..... 1905 Black Runabout  
 John Fryirs ..... 1908 Renault AX  
 Doug & Vivian Fulford ..... 1911 Clement Bayard  
 Bill & Carol Heenev ..... with John Fryirs  
 Russell & Chris Holden ..... 1902 Thomas  
 Alan Miller & Peter Small ..... 1910 Brush  
 Jane & Evan Quarmby ..... 1911 Renault AX  
 Geoff Simmons & Anna Bonnici .. 1909 Delage  
 John & Sue Wards ..... 1909 Sizaire et Naudin

Many thanks to Andrew and Frances McDougall for organising a fantastic event.



Bill & Robyn Betts



Alan Miller (pilot) & Peter Small

## ASTAHL IS BORN

An Edwardian Voiturette

By Michael Worthington Williams

Re-born, actually, and it is a fact that in just over four years *The Automobile* has amply demonstrated again and again that the incidence of survival of any small production marque bears little or no relation to the numbers originally produced.

Take the Astahl, for example. This is one of those ephemerals for which Doyle's *The Worlds Automobiles* gives no listing whatever, and Ceorgano's *Encyclopaedia* can give no makers name or address. If we refer to *The Motor Trader* for November 7th 1906, however, we do at least learn that the Astahl was built at 111, Rue de Labourdonnais in Paris. It would probably be a quite fruitless exercise to search for a survivor in France, however, since it was designed primarily for the British market.



Taken in a Hertfordshire lane, this picture could - apart from the colour - date from 1906

*The Motor Trader* indicated that the marquee was to make its debut at Olympia in 1906, but a diligent search of the SMM&T catalogue for that event discloses no trace of the marque - even on the stands of coach builders or accessory manufacturers - and no advertisements, either. The Astahl did, however, make an appearance at the 12th Cordingley Show at the Agricultural Hall in April the following year.

It was shown by the Century Motor Company on Stand No.62 but warranted only seven lines of text in *The Automotor Journal* of April 20th 1907 in which a report of the show appeared. Cordingley was primarily a publisher, and his *The Motor Car Journal* was a weekly rival to *The Automotor Journal* costing only 1d to that journal's 3d (pre-decimal). This may account for the fact that the latter's report of the Show was in some respects less than flattering, but Cordingley's event was in any case always a poor second to the SMM&T's Show at Olympia and by 1907 was beginning to lose its influence.

Be that as it may, we do know that when the Astahl was first announced in 1906 three separate models were available. Of these, the two smaller types were powered by 6 hp and 8 hp De Dion Bouton single cylinder engines, and a 10/12 hp four cylinder model carried a monobloc (unusual for that period) unit by Amstoutz, an engine builder we have not encountered previously. It was this four cylinder model which was exhibited at the Cordingley Show, and despite its advanced monobloc cylinder casting it also boasted the (by then) rather old fashioned atmospheric inlet valves.

High tension ignition by magneto was, however, employed and driven from an extension of the pump spindle, and other mechanical features included a cone clutch, sliding pinion gearbox and shaft drive to a live rear axle. The reporter commented that the Astahl "is the same as the Helbé car in France", an enigmatic statement which doesn't help us much.

The Helbé, so Georgano tells us, took its name from the initials (L et B) of its makers Levêque et Bodenréder of Boulogne sur Seine. It was a light 'assembled' car - i.e., it utilised components bought-in from other proprietary manufactures - and was offered with 4½ hp, 6 hp and 9 hp single cylinder De Dion engines. No mention is made of engines by Amstoutz, although in 1907 a four cylinder engine of 12 hp was added to the range.

Apparently the first Puch cars were based on the Helbé, and some of the components of the latter were made for them by Delage who, at that time, were conveniently close in the Boulevard de Verdun at Courbevoie, also on the Seine. Delage et Cie had been established only since 1905 and they, too, commenced manufacture with a small shaft-driven 6½ hp De Dion engine runabout which was marketed in England by Charles Friswell as the Baby Friswell.

When Delage eventually offered four cylinder models a few years later, they were, however, to espouse units by Ballot rather than Amstoutz and there is nothing to connect either the Astahl or the Helbé with Delage other than the fact that Delage were, initially, more concerned with the supply of parts to other manufacturers before concentrating upon cars bearing their own name. Any firm buying-in components would, therefore, have had the opportunity to avail themselves of this service.

The Helbé, however, enjoyed but a brief existence from 1905 until 1907, and the Astahls demise would appear to have coincided with this latter date. Puch commenced manufacture proper (there had been a couple of prototypes from this bicycle manufacturer in 1901 and 1903) in 1906, but the specification of this first production model included a Vee-twin 904 cc voiturette and this does not indicate that the Puch's built by Helbé followed the design of those cars offered under Helbé's own name.

What the early Delage and Puch cars had in common with the Helbé and the Astahl, however, was that all four were in the voiturette class, and all showed a certain sporting potential. Puch's second model offered in 1908, and also a twin with 9/10 PS engine, was available in sports form, and as early as 1906, Delage showed an interest in racing. In that year, the make took second place in the Coupe des Voiturettes, and this was followed in 1908 by an outright win on a single cylinder car with Causan-designed engine.

That the Astahl made no lasting impact upon the British market is apparent, but in addition to the four cylinder Amstoutz- engine example exhibited at the Cordingley Show, the Century Motor Company must have succeeded in selling at least one of the single cylinder models, too. We know this, since in mid-1980 enthusiast Nick Boyd acquired what is very probably the sole surviving example of the marque.



Despite its condition when found, it could not have been all that bad a car because notwithstanding its obvious antiquity it bore a registration number dating from around 1918-1919. MC 4940 is a Middlesex registration in a series which cannot be earlier than 1917, and it seems likely, therefore, that after being laid up for the duration of the Great War, the little car was re-registered and pressed back into service.

It is not known how long it was used after that, but the fact that it was found, as a virtually intact chassis, sometime in the fifties



would indicate that it probably survived as some kind of farm hack for off-road use until well into the thirties. Its saviour was a Northaw General Practitioner, who spotted it laying in a field in Potters Bar, Hertfordshire and arranged for its removal to his own dry storage.

Like many enthusiasts he had more than one vehicle, and being a busy medical man with a far flung rural practice he didn't get as much spare time as some. He fully intended to restore the car 'one day', but never managed to get around to it. Matters came to a head when, following the doctor's death, his widow moved house. At that time Nick came into the picture and, thinking that the Astahl might make a change from his Edwardian 17 hp sports Maudslay, he purchased it.

Like all his other cars, Nick entrusted the restoration of the Astahl to John Foy whose workshops at The Forge, Barley, have turned out a steady stream of well-restored veteran, vintage and classic cars over the years (including two Angus-Sandersons!) and John seems to enjoy those which present him with a real challenge. From the outset, and since the Astahl (a) had no bodywork and (b) belonged so obviously to the voiturette class, it was decided that it would be fun to re-create a sporting voiturette in the same idiom as those by Puch and Delage to which the Astahl was so closely related.

Despite its parlous condition, the Astahl was pretty well mechanically complete, and the lid of the gearbox proclaimed quite clearly its makers name. The single cylinder De Dion engine was pretty far gone, however, and it was therefore decided to replace it with a twin cylinder type from the same maker which would also enhance its eventual performance.

As can be seen, the chassis - although providing enough for a pattern - was rotted through completely in a number of places, and this was, therefore, replaced by an exact modern replica. Similar attention to detail was paid throughout the restoration, even down to the hub caps. Only one original Astahl cap remained with the car, and this was carefully copied for the other three and the spare wheel carrier and the petrol filler. The engraving 'Astahl' in its original script was also faithfully copied, and since the radiator badge was missing (and all attempts to locate one of the correct type had failed) the same script was repeated on the brass radiator surround.

The original artillery wheels were in very poor condition, having rotted right through at the bottoms where the car had been standing in its field, and these were therefore replaced with wire wheels of the correct type - which also gave more of a sporting appearance. Bodywork, if such it can be called, consists of twin bucket type seats and a bolster tank with spare wheels mounted at the rear.



The steering rake has been increased, and wings are 'military type' straight, and flat topped, almost identical to those used by Cissac on his single cylinder Alcyon which finished fourth in the 1907 Coupe des Voiturettes. The 'bodywork' echoes that espoused by Airoldi on his twin cylinder De Dion Bouton in which he finished fourth in the 1908 Sicilian Cup.

The result is eminently pleasing, and makes a welcome change from the usual 'sit-up-and-beg' two seater bodies with which small Edwardians are invariably endowed. On its inaugural trip to Prescott the Astahl did not disgrace itself, and 38 mph is possible. More importantly, it's back from the dead - doubtless at a cost nudging its present value - because Nick Boyd and John Foy are true enthusiasts for whom the pleasure of resurrection (and I use the word deliberately) far outweighs the importance of the finance.



The two seater small Edwardian is a neglected animal. Until recently you could buy an up and running example for £4,500 upwards. That figure has leaped ahead in recent months, but its still well below £10,000. Up and down the country there are dozens of cars which, like the Astahl, have been preserved by enthusiasts in an unrestored state for years, simply because the cost of restoration has risen at a rate disproportionate to their restored value. Never mind. Get them restored - you're only here once - and if the cost of a full-blown body daunts you, the Astahl is a good example of what can be done on a limited budget, and what's more it's fun to own, which is what veteran motoring should be all about.

*(The above article was copied from The Automobile, Vol 5, N° 2, April 1987.)*



Rally Headquarters: To be announced

email: [Charlevillerrally2020@gmail.com](mailto:Charlevillerrally2020@gmail.com)

Members of the Qld Veteran Car Club have recently visited Charleville the chosen destination for the next 1 & 2 Cyl National Rally in 2020.

We have explored many places, roads, visited many interesting venues. We are planning an "Outback Adventure"

The support from the local people, the Mayor and council has been very encouraging. We certainly have fired up a lot of excitement in the town, the bush telegraph worked like a bush fire. Most locals knew who we were and the reason we were in town. Most encouraging.

As we all know, the farmers & country towns are all doing it tough these days and this is one way we can help our country friends.

We have 2 years to get everything finalised. You also have 2 years to have your vehicle ready for this exciting experience.

The committee has chosen a very diverse and interesting program for you to enjoy during the next National 1&2 Cyl Rally. So why not complete an Expression Of Interest form and email it through, we are waiting to hear from you.

Don't forget to apply for leave from work or hobbies, this will be an Adventure not to be missed.



These are photos of the journey the Cobb & Co coaches travelled, and the bridge the coach would have passed over. You may not have the opportunity to view these, but we thought you may like to see the photos.

The 2020 Committee: Graham & Irene Donges, Merv & Margaret Thompson, Ross & Rhonda Guthrie

Graham & Irene Donges, Rally Directors, 10 Havenhill Court, Murrumba Downs 4503  
Graham 0417718617 • Irene 0419751324 • [charlevillerrally2020@gmail.com](mailto:charlevillerrally2020@gmail.com)



Veteran Car Club of Australia • Queensland  
*Outback Adventure* ... *Charleville Western Queensland*  
**2020**  
*1 & 2 Cylinder Rally*

**Expression of Interest**  
*1<sup>st</sup> - 7<sup>th</sup> April 2020*

First Name \_\_\_\_\_ Last Name \_\_\_\_\_  
Address \_\_\_\_\_  
Town/City/Suburb \_\_\_\_\_ Postcode \_\_\_\_\_ State \_\_\_\_\_  
Telephone \_\_\_\_\_ Mobile \_\_\_\_\_  
Email Address 1 \_\_\_\_\_  
Email Address 2 \_\_\_\_\_

**VEHICLE**  
Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
Permit/Reg. No \_\_\_\_\_ Club \_\_\_\_\_  
Passenger Name/s (opt) \_\_\_\_\_  
\_\_\_\_\_

By returning this form and you will automatically be on the mailing list to receive all news and updates relating to the 2020 National 1&2 Cylinder Rally, your Outback Adventure in Charleville.

Signed \_\_\_\_\_ Date \_\_\_\_\_

Please return the completed and signed  
EOI form to:  
charlevillerally2020@gmail.com

Or mail to:  
2020 National 1&2 Cylinder Rally  
PO Box 74 Tweed Heads NSW 2485

Graham & Irene Donges 2020 National 1&2 Cylinder Rally Directors,  
Graham 0417 718 617 • Irene 0419 751 423.



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](mailto: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:**

**12-16 Sunbeam.** With great reluctance for medical reasons I must offer for sale my 12-16 which I have owned for more than 50 years. Original Sunbeam coachwork. Restoration needs completion. All work done to the highest standards. Engine machining completed and only needs assembly. New terne plate fuel tank. New clutch basket prepared by 3D printing. New radiator core. Headlamps, side lamps and tail lamps. Restored Sunbeam speedo and other dash fittings including CAV switch box. Retimbered. Needs skinning, trim, hood covering and paint. Well over \$100,000 invested. View coachwork and rolling chassis by appointment at Umina and engine at Wetherill Park by appointment. \$45,000

**Contact:** Malcolm Johns 0414 283 841 Email: [malcolmnjohns@gmail.com](mailto:malcolmnjohns@gmail.com)

(note: this email came from STD Register)

[3-18]

**1907 "REO"**

Two cylinder tourer, V.C.C.A.(NSW) dating certificate. Starter / generator fitted, some spares and literature. Includes covered dual axle trailer. \$55,000 ONO

**Contact:**

Don Liddle (02) 9631 7971 or 0409 041 474

[3-18]



### **Wanted**

T Ford 1913 motor block.

**Contact:** Adam Marwood 0401 653 871 or email [marwooda@yahoo.com.au](mailto:marwooda@yahoo.com.au)  
[5-18]

**Any parts for 1915-16 or 17 Caddy.**

**1916 Cadillac** parts for restoration of original racer, anything and everything?

**Contact:** Russell Holden, 0422 219 911 Email: [russell@oldworldlamps.net](mailto:russell@oldworldlamps.net).  
[2-18]

### **Give Away**

Two large spider rims and tyres of veteran car or truck. Hub size would have been 30 inches (inside diameter of rim). Pick up from Wagga Wagga NSW. **FREE**

**Contact:** Malcolm Nixon - (02) 6921 6011  
[2-18]



### **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](mailto:kazngraeb@bigpond.com) or [events@vccansw.org](mailto:events@vccansw.org) or contact us via the website.

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