

SPIT AND POLISH

Journal of the Veteran Car Club of
Australia (NSW) Inc.

September 2021



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ON THE COVER:

1912 F.N 1600

Restored by Eric Barlow of Newcastle and later owned by Frank Craze. Now in the U.K.

Club Information

Club Management and Contact Details

OFFICE BEARERS

President	Phil O'Loan	0439 223 031	president@vccansw.org
Vice President	Graeme Newman	0412 138 063	vicepresident@vccansw.org
	Peter Martin	02 4657 2994	vicepresident2@vccansw.org
Secretary	Louise Yeomans	0488 082 611	secretary@vccansw.org
Treasurer	Geoff Yeomans	02 9884 9314	treasurer@vccansw.org

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Hall Lettings	Robert Fordham	02 9899 4395	hall@vccansw.org
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Web Co-Ordinator	Abbey Newman	02 4392 1035	web@vccansw.org
Committee Member	Ian Shinfield	0411 214 495	ivselectric@optusnet.com.au
Committee Member	Andrea Holden	0434 680 777	hall.av@vccansw.org

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	Neil Martin	0417 236 495	
	Max Roberts	02 6545 3410	
	Ian Streatfeild	0488 238 177	
	Neville Preston	02 4352 1533	

BRANCH CHAIRMEN & SECRETARIES

Newcastle Branch

Chairman	John Burke	0412 821 945	hupmobile@bigpond.com
Secretary	Graeme Newman	0412 138 063	kazngrae@bigpond.com

Macarthur and Southern Highlands Branch

Chairman	VACANT		
Secretary	Kevin Boardman	02 4654 5499	kboardman13@bigpond.com

Legal Advisor	Andrew Aitken	02 8987 0000	
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SPIT & POLISH the journal of the Veteran Car Club of Australia (NSW) 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.

Minutes

Minutes of Monthly Club Meeting held on 26 August 2021. Held via Zoom.

ATTENDANCE All the meeting was conducted on zoom.

Committee: 7 Members: 30 Family: 1 Visitors: Elizabeth, Richard Hattersley and Dr Darryl Hodgkinson.

APOLOGIES: Abbey Newman, John Radzevecius and Graham Weekes

MEETING OPENED AT 8:05 PM

PRESIDENT'S OPENING REMARKS

The President, Phil O'Loan, welcomed all members to the meeting. One minute's silence was held to remember Bob Hobson and John Pickup who have died. John Hewitt, David Norton and Neil Martin spoke about how both men were a real loss to the club. Bob Hobson was remembered as a gentleman with a wonderful family. The President advised of a change of format for the meeting and introduced the guest speaker, Dr Darryl Hodgkinson who spoke about the history of Lalique car mascots and showed his extensive collection of Lalique car mascots. The presentation was recorded and will be available to members.

MINUTES PREVIOUS MEETING

Matters arising from minutes:

- a. Defibrillator - under investigation
- b. Club rules have been loaded onto the website

Corrections to the minutes: Nil

Moved: Robert Fordham Seconded: Euan Coutts

INWARDS CORRESPONDENCE

Brass Notes Veteran Torque

2021 Shannons Spring Times Auction 31 August – 7 September 2021

VCCA(Vic) – cancellation of National Rally at Swan Hill

John Bisley – request for more information in Spit and Polish on the preservation and restoration of veteran cars

Andrew Benoit – Fair Trading changes to VCCA(NSW)Inc rules

City of Canada Bay – request to update information, survey on community planning Max Vorenstein – request for membership form

John Bisley – request for more on preservation and restoration in S&P

OUTWARDS CORRESPONDENCE

Phil Campbell – invitation to AGM to recognise 50 years of membership City of Canada Bay – updated website

Flowers - Elizabeth Hobson

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Max Vorenstein – membership form sent
TAVCCA- Nomination for Montagu Award
John Bisley
Email – Vale Bob Hobson
Response to survey on Longevity Project of Australian clubs and museums.
Proposer: Lauren Newman Seconded: Lynette Martin

TREASURER'S REPORT

The Treasurer's report was tabled.

Moved: John Wards Seconded: Jenny Fawbert

MAGAZINE

The Editor, Lauren Newman, reported that Spit and Polish has been printed but due to COVID restrictions is still at the printers due to problems with couriers. It is available on the website. Lauren requested more articles on the preservation and restoration of veterans and it is an ideal time to do this!

EVENTS

Due to COVID restrictions the following events have been cancelled or postponed: Swan Hill National Rally, the Newcastle Tour and Saddles. Refunds will be arranged to entrants. The future of the National High Wheeler Rally, Mt Gambier, SA is unknown. If COVID restrictions are reduced, it provides opportunities for members to arrange local events quickly. Let Graeme as Events Coordinator know and Louise to circulate the details in FFAF.

The President read an email from Mal Garthon outlining what is planned for the Premier Rally 11 - 13 March 2022 based at the Red Leaf Resort at Blackheath. It will be a hub rally starting in Sydney, if entrants wish. On Friday afternoon there will be a short local run. On Saturday the rally will visit either the Megalong or Hartley Valleys and, on the Sunday, hopefully the Zigzag Railway will have reopened for use. Mal asked for members to contact him if they had any reservations. The president thanked Mal for taking on the role of organiser.

PERMIT TO MOVE/REGISTRATION One permit issued, three renewals processed and no movements were recorded.

LIBRARY Louise Yeomans thanked members for the generous donations received with their membership renewals. The donations will be used to repair some of the existing collection and to purchase some new books. The support is much appreciated.

DATING Nothing to report

MEMBERSHIP No new applications have been received.

CMC Phil Virgona is aware that all meetings have been cancelled. The committee meetings are happening on zoom. Information is available through its website, Facebook and The Preserve. The CMC had been advising that normally historic registration needs to be renewed before 3 months have elapsed and said that the RMS had given an extension time for renewals. Jenny Fawbert clarified the situation. After contacting the RMS, it has not granted an extension for renewing historic registration. The best way to renew an historic registration is to get a pink slip, write a cheque and post the paperwork to the RMS in Parkes.

HALL Due to COVID, the hall is not being used. Sydney Voice have not been in contact about the rent. Phil Virgona offered to help with the hall as he lives near it.

WEBSITE Abbey is loading more onto the website. The Peter Simms photo album, scanned by Alan Foy, has been added. A donation from Scott Davey is photographs from 1956 Blue Mountains Rally which will be loaded onto the website. Some other early Blue Mountains and Newcastle rallies have also been added. Currently there are 30 Veteran Profiles with 17 different makes of vehicles and the proforma will be published in Spit and Polish. This is one of the most often visited places on the website.

GENERAL BUSINESS

1. 1-2 Cylinder National Rally 2021 and 2022 - Robert Fordham

Robert was disappointed that Leeton Council have not yet started the restoration work of the Roxy Theatre, one of the proposed venues to visit on the rally. However, Leeton Council will close the street in front of the council chambers for a display. Robert will be looking for helpers to assist at the rally.

2. Role of TAVACCA

John Wards questioned the value of TAVACCA as all national rallies were organised by states with no apparent support from TAVACCA. It does supply the signage. It was pointed out by the President that others had raised similar objections.

3. Future of MaSH Branch - Phil O'Loan

Following the last meeting when the President indicated that a discussion on the MaSH Branch would occur at a later date, an open letter to members will be published in Spit and Polish for members to

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have their say about the viability of the MaSH Branch. Responses need to be received by the Secretary by 8 November 2021. Later there will then be a discussion.

THE MEETING CLOSED AT 9:16PM.

Phil O'Loan
President

Louise Yeomans
Secretary

Minutes of the 67th Annual General Meeting

Minutes of VCCA (NSW) AGM held on 26 August 2021. Held via Zoom.

The meeting opened on zoom at 9:17pm by the President Phil O'Loan who welcomed all present.

1. PREVIOUS MINUTES

The previous minutes were published in November 2020 edition of *Spit and Polish*.

Matters arising: Nil

Moved: Lauren Newman Seconded: Graeme Newman

2. COMMITTEE REPORTS FOR 2020/2021

The President, the Secretary and the Treasurer presented their reports. The report from the Dating Committee was read by the Secretary. All of the reports will be published in *Spit and Polish*.

Moved: Graeme Newman Seconded: Euan Coutts

3. GENERAL BUSINESS

a) Presentation of Annual Financial Statement as required under Section 26(6) of the Associations' Incorporation Act 1984.

The Treasurer presented the financial statements as circulated to members in the August 2021 edition of *Spit and Polish*.

Moved: Geoff Yeomans Seconded: John Wards

b) Presentation of Awards

AWARD	RECIPIENT
Literary Award for the most consistent contributor	Jennifer Fawbert
Literary Award - Editor's Choice	David McCredie
Hattersley Cup	Neil Martin
Veteran of the Year	1913 Carbine JAP restored by Max Burke

When presenting the Literary Awards, Lauren Newman commented that since April there have been 26 contributors to *Spit and Polish* and she thanked them for their contributions. As Events Co-ordinator,

Graeme Newman, reminded members that the Hattersley Cup, kindly donated by Ron Hattersley, is to encourage members to participate in club events. Members need to use their cars, attend meetings, and write an article to share the experience. Past winners for the last 3 years and the Events Co-ordinator are not eligible. Of 192 members, 103 members scored points. Twenty-one members had over 30 points. Neil Martin collected 85 points, Louise Yeomans 62 points and Neville Preston 56 points.

c) Presentation of 50-Year badge

Phillip Campbell (member number 532) has been a member for 50 years. A certificate and badge will be mailed to him in recognition of his length of membership.

4. ELECTION OF OFFICE BEARERS AND THE COMMITTEE MEMBERS FOR 2021/2022

The President thanked all committee members for their support. The President declared all of the positions vacant.

John Wards, a previous President, took the chair and conducted the elections. As all positions has nominees, he declared the positions filled nominations as follows:

POSITION	OFFICE BEARER
President	Phil O'Loan
Vice Presidents	Graeme Newman Peter Martin
Secretary	Louise Yeomans
Treasurer	Geoff Yeomans
Committee Members	Robert Fordham Andrea Holden Neil Martin Abbey Newman Ian Shinfield
Dating Chairman	John Burke

John congratulated the new committee members. The new President, Phil O'Loan, took the chair. He thanked John for conducting the election and congratulated the new committee members.

5. OTHER GENERAL BUSINESS Nil

THE MEETING CLOSED AT 9:45PM.

Phil O'Loan	Louise Yeomans
President	Secretary

President's Report 2021

By Phil O'Loan

It certainly has been a challenging and difficult year for the Veteran Car Club. Covid has affected all our lives in some way and has had a severe impact on our ability to enjoy not only our cars but the friendship and social interaction with fellow club members. Many calendar events have been cancelled with the latest casualty just announced being the National Rally in Swan Hill that had four years in the planning. We feel for the Rally organising committees, and I very much appreciate the time and effort that has gone into planning many of these events for our enjoyment. It would be particularly frustrating to future event organisers to have this uncertainty, not knowing if all their planning and hard work will eventuate in their event proceeding.

A number of valued members have passed away this last year. Many had strong ties with the Club and formed great friendships with many members after years of sharing their motoring experiences. Bob Hobson was one of these members, he was a well-respected and highly regarded member of our club. He served as president of our club, ably supported by his wife Elizabeth. Bob was known as an authority on veteran vehicles, especially Model T Fords. He willingly shared his knowledge and expertise with other enthusiasts and encouraged members in their restorations of vehicles. Thank you and farewell Bob.

Our Committee has adapted extremely well with the Covid restrictions with Video Conferencing technology introduced this year, enabling the Committee to meet and our monthly meeting to proceed aiding in communication and contact. It is still not the same as face to face, but at least we can maintain contact with members and in particular our regional members that have difficulties with distance.

I would like to acknowledge the hard work and commitment of our Committee, especially Louise Yeomans. I think you all would agree she is making an outstanding contribution to our club, she goes well and beyond the responsibilities of her position. Her dedication and work load has enabled the club to prosper even under difficult conditions and we all have benefited by her efforts. I would also like to personally thank each individual committee member for their contribution, each have their own skills and talents and sets us up for a very strong future, it of particular note the strength of our female members that would be the envy of most car clubs.

A warm welcome to Ian Shinfield that joined the committee, he is a tremendous addition and we look forward to working closely with him over the coming years.

What about the future, where do our efforts need to be focused? The Hall is in good shape with major renovation been completed over the past twelve months. The Library has never been so well organised. The income generated from the current tenants has put us in a very strong financial position, albeit now we have tax responsibilities. Covid permitting I believe we need more organised events and member participation. What events - what do people want? Is it more one day events/weekend events/

breakfast runs/dinner engagements/display days? With the clubs financial position we could subsidise some of these events to encourage participation- wouldn't it be wonderful to re-establish the desirability to join the Veteran Car movement and thus growing our membership and ultimately increasing the value of our investment.

We cannot do this without the help and participation of our members.

Finally, thank you to all those who have offered me their support over the past few months ,my appointment to the role was under difficult circumstances, but I see a very positive future of this very unique car club of which I'm very proud to be a member.

Secretary's Report 2021

By Louise Yeomans

It's been another year of COVID and restrictions. Just when life appeared to become more normal with face-to-face club meetings and opportunities to take the veteran out there has been another lockdown. Technology has become a more important link between members and member participation in meetings has increased with the use of zoom. The weekly Friday's Fact and Fiction, Spit and Polish, social media, the club's website and regular zoom club meetings continue to improve communications and broaden the club's audience. Guest speakers have spiced up the meetings, although lengthening them.

Throughout the year the committee has continued to work tirelessly on your behalf to make the club relevant and to focus on preserving and using our historic vehicles. Our website was acknowledged with a highly commended award in the National Trust Heritage Awards. Submissions have been made on your behalf to a review of NSW National Heritage Review and the Commonwealth Australian Heritage Strategy. It is important that anybody interested or owning a veteran vehicle become a member of the VCCA(NSW)Inc to make us a stronger combined body to represent the interests and concerns of veteran vehicle owners to government bodies to keep our veterans on the road.

Despite welcoming seven new members into the club (William Garthon, Garry Canton, Col Harmer, Inez Mitchell, Melinda Kovacs, Rod Wise and John Hewitt) our membership has declined from 196 to 192 members. Sadly, over the year we lost Enid Manhart, Denis Tobler, David Revell, Richard Bransgrove, John Pickup and Michael Trethowan. There were five resignations for varied reasons. It is pleasing to see that more women are joining the club. David Norton willingly keeps the database of members up-to-date and checks the details meticulously to keep the roster current. Thank you, David, for your patience and diligence with the roster.

There have been some changes in the library. The compactus is full, new library furniture in place and the hard work of labelling and shelving the items starts. Your donations are most welcome and help to make the collection more relevant as a source of historical information and record of club events. The

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information on the website furthers the objective to disseminate information on veteran vehicles more widely. Thank you to Jenny Fawbert for her advice and expertise in automotive libraries. Thank you to our younger members Andrea Holden, Abbey Newman and Lauren Newman for their wonderful contribution in moving the club into the 21st century with technology. Also, to the so many nameless volunteers who contribute to our club. Your efforts are appreciated.

In what has been a difficult and, at times, an unpleasant year, the integrity, loyalty and dedication of your committee members who are volunteers needs to be recognised as it continues as a team to focus on what we like to do together- drive veteran cars! Thank you for your ongoing support.

Treasurer's Report 2021

By Geoff Yeomans

The annual financial report for 2020-2021 has been published in the August 2021 edition of Spit and Polish for members' inspection. I would like to acknowledge the ongoing help and support from Laurie Garrod with the accounts. He has been helping treasurers for last 17 years to assist and prepare AGM financial statements. Many thanks Laurie!

With the loss of income from the lack of tenants and the reduction in rent from Sydney Voice during the COVID virus restrictions, the club has drawn on its reserves. Robert Fordham and Phil O'Loan have managed the ongoing maintenance of the hall, implementing a COVID plan with tenants and tracking the constant changes in hall users. I thank them on your behalf.

Over the last 12 months the club has installed and updated the IT access to the hall giving members greater access to meetings and the bathroom renovations have been completed. Some tenants are hiring the facilities which helps offset the running costs.

The club has enlisted the help of Trood and Pratt to give advice about our not-for-profit status ie the not for profit taxable component of club income and to do the last three years tax returns. Fortunately, the club is in a sound financial position with enough reserves to cover these unexpected expenses. Although the cost of printing Spit and Polish in colour has increased, the club has not increased membership fees.

The new ongoing costs are for the internet provider, Web hosting fees and the zoom subscription improving communications to members.

I would like to thank the committee and club members for their support during the year.

Dating Committee Report 2021

By John Burke - Dating Committee Chairman

There has been very little activity for the dating committee over the past 12 months.

Nil requests for official dating were received. A secondary role of the committee is to authenticate vehicles or parts of vehicles for proposed membership. The current five from seven parts is still the rule to constitute a veteran vehicle for membership.

The Dating Committee has issued two 100 year badges under the new TAVCCA rule of not requiring official dating to obtain a 100 year badge.

The TAVCCA Dating Committee consisting of dating chairman from each state is currently working with Russell Holden and the HCCA to establish communication lines with international clubs to assist in dating if required, in particular the HCCA Foundation.

To obtain official dating of your veteran vehicle, fill in the dating request form available from the secretary, gather up your supporting documents and photographs and return all information to the Secretary for forwarding to the Dating Committee.

For 100 year badges simply request a badge from the Secretary in writing, the Dating Committee will check some details and issue a badge to compliant veteran vehicles.

TAVCCA

Although the National Rally again has been cancelled the TAVCCA team have been busy with confirming dating roles and aligning all states to one process and certificate for dating within Australia.

TAVCCA has been reviewing the constitution and although not all changes have been approved some progress is being made.

In general, TAVCCA have placed this year on hold and hopefully next year will see the running of the National Rally in Busselton WA and the 1- and 2-cylinder event in NSW.

Events Calendar

Club Events

All listed events are scheduled pending potential COVID restrictions that may be in place at the time. Please contact the organiser of the event if in doubt of the event occurring.

SEPTEMBER

- Thursday 16th **Committee Meeting**
- Tuesday 21st ****CANCELLED** Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 23rd **Monthly Club Meeting** - 8:00pm. To be held via Zoom.
Guest Speaker - Peter Weir: Restoration of 1908 Vauxhall
- Friday 24-26th ****CANCELLED** Newcastle Tour** - Morpeth NSW

OCTOBER

- Saturday 9th **Southern Highlands Motor Festival** - Bowral. Contact Graeme Newman for details
- Tuesday 19th **Newcastle Branch Meeting** - Westlakes Mining Museum, Teralba. 7:30pm
- Thursday 28th **Monthly Club Meeting** - 134 Queens Road, Canada Bay. 8:00pm

CHANGE OF ADDRESS

Rob McCarthy
Kerrowgair
24 Grampian Street
Yass, NSW 2582

CHANGE OF ADDRESS

Elizabeth Hobson
4 Cavalli Way
Claremont Meadows
NSW 2747

Remembering John Pickup

1932-2021. Taken from Friday's Fact and Fiction

John joined the VCCA (NSW) Inc in 1961 and owned many Veterans in his time. John ran a successful engraving business in Hornsby until he retired and moved to the country. John made the club's first name badges using a technique called pantograph engraving. Most recently John lived in a retirement village in Mudgee where he was an active member of the Men's shed.

Throughout his life, John owned a 1910 Overland, 1915 Studebaker, 1910 Renault, 1913 Humberette, 1916 Morgan Grand Prix and a 1917 Model T Ford.



Major Events

SEPTEMBER 2021

Friday 24th-26th ****CANCELLED** Newcastle Tour** - Morpeth, NSW
Entry form in June Spit and Polish. *Enquiries: Graeme Newman*

OCTOBER 2021

Sunday 10th - 16th ****CANCELLED** RACV National Veteran Vehicle Rally** - Swan Hill, Victoria. *Enquiries: Michael and Claudia Holding*

Sunday 17th - 22nd ****CANCELLED** National Veteran Motorcycle Rally** - Manjimup, Western Australia *Enquiries: Sharon Rudler. Hosted by the Indian Harley Club (Bunbury) Inc.*

NOVEMBER 2021

Monday 22nd - 26th **National Highwheeler Rally** - Mount Gambier, South Australia
Enquiries: Noel and Sue Holbrook

MARCH 2022

Friday 11th-13th **2022 Premier Event** - Blackheath, NSW
See July Spit and Polish for details. More information to come.

APRIL 2022

Wednesday 20th-23rd **Brush National Rally**
Postponed from 2021 Contact Alan for an entry form
Enquiries: Alan Miller (0417 283 897)

MAY 2022

Sunday 8th - 14th **National 1 & 2 Cylinder Rally** - Narrandera NSW
Event information available on the VCCA NSW website including EOI form.
Enquiries: Robert Fordham

SEPTEMBER 2022

25th Sept -1st Oct **National Model T Ford Rally 20T2 Dubbo**
www.modeltfordclubnsw.org.au

OCTOBER 2022

Sunday 23rd - 28th **National Veteran Vehicle Rally** - Dusselton W.A
Enquiries: Peter and Pauline Hume

President's Report

By Phil O'Loan

It certainly has been a difficult period for the Club over the past few months. Covid restrictions certainly have had a severe impact on our ability to enjoy our cars. Many calendar events have been cancelled with the latest casualty being the National Rally in Swan Hill. As I have said before, we feel for Rally organising committees as it would be particularly frustrating to future event organisers to have this uncertainty, not knowing if all their planning and hard work will eventuate in their event proceeding.

On a positive note Mal Garthon who is heading up the Blackheath Premier Rally in March next year, has asked me to present to you an update on the planning.

"To carry on the tradition of the Blue Mountains rally with a difference. This will be designed as a hub rally from the Readleaf Motel at Blackheath. Option to drive up on Friday from a start in Western Sydney. There will be a short local run on Friday afternoon. Saturday will be the day run and will either go into the Megalong Valley or the Hartley Valley depending on catering. Sunday morning a shorter run maybe across the Darling Causeway to the Zig Zag railway if it is operating by then. I promise no more than 12km's on the Great Western Highway, but some awesome scenery on back roads. It will be suitable for all Veteran Cars. I have been in the Megalong Valley in the 6hp Rover before..no problems. Anyone is welcome to contact me if they have any reservation." Thanks for the update Mal.

A big thank you for all the members who have volunteered to continue working on the Committee. A special warm welcome to Ian Shinfield that joined the Committee, he is a tremendous addition and we look forward to working closely with him over the coming years.

Following concerns raised by some members, the future of MaSH Branch has been questioned. The Committee to help understand what members in the Macarthur and Southern Highlands require, has published an open letter in this month's Spit and Polish asking specific questions. Please submit written responses to the Secretary by email or mail by Monday 8th November 2021 for the Committee's consideration.

Editor's Report

By Lauren Newman

As I mentioned during the recent AGM, there were 26 people who contributed to the magazine in the last 12 months which is greatly appreciated, but let's hope we can beat this number over the next 12 months! David McCredie and Jenny Fawbert were acknowledged for their contribution in recent months, particularly since I have taken over the magazine. A special thank you also goes to Louise Yeomans, Graeme Newman, Doug Fulford (when editor), Catherine Strutt and Barry Shinfield who have

each contributed to several magazines over the last 12 months.

There has been a recent request for more articles in the magazine to be focused on preservation and restoration projects/information so if you are working on something, however big or small, please write it down or take some photos and send it my way for inclusion in the magazine. There is no excuse for lack of time at the moment!

Stay safe, stay home and happy reading.

Remembering Robert Hobson

1934-2021. By Neil and Lynette Martin

Robert Hobson was affectionately known as Bob by all his friends and family and as Dad & Jack by his children and grandchildren.

Bob has seemed to be in my life forever, as I cannot visualise our meeting date, but it would of course been related with veteran cars mainly our love of the Model 'T'.

In 1970 I befriended early club member, Eric Lang, then Victor Jacobs, both Model 'T' owners and me being an electrician I was given the task of rectifying the trembler coil problems of 'Henrietta', Victor's 1912 Model 'T'. 'Henrietta' is now owned by Bob's son, Phillip.



After Bob and Victor's epic adventure driving Victor's Henrietta and Fronty T's from Sydney to Perth, Lynette and myself became real friends with Bob, Elizabeth, Kerri & Philip.

I remember being honoured by being asked to accompany Bob with his 1971 ZD Fairlane and box trailer and talked about the pending purchase and bringing home of his 1915 Model T from Canberra.

Bob of course did all the mechanical work. Painting was done by another Ford friend, Norm Frost and the upholstery by John Morphet.

Bob and Elizabeth rallied their Model T extensively for the next 30 years of V.C.C.A (NSW) Club outings and National Rallies in all states and also Club and National Rallies organised by the Model T Ford Club

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of Australia.

Bob was also a willing helper in diagnosing and repair of engine and mechanical problems with all types and models of vehicles during his Philezi Workshop days with Elizabeth doing the paperwork. Then followed many years as an N.R.M.A. patrolman.

Bob was a kind and friendly person to be involved with and it was always a pleasure to be with him and Elizabeth on many rallies and Interstate Tours.



Bob and Elizabeth later moved to the Southern Highlands and spent the last decade touring the area in their Model T with other veterans and Club friends.

My memories of Robert (Bob) I will never forget.

Bob joined the the Veteran Car Club in 1973, although was involved with events before that driving 'Henrietta' when it was owned by Victor

Jacobs.

He served as both Vice President and President of our Club and was and on the Investigation and Dating Committee including as Chairman for two years.

Bob and Elizabeth were involved in assisting to organise the 2004 National Rally at Cowra and the 1 & 2 Cylinder National Rally at Forbes.

He was a Life Member of both the V.C.C.A (NSW) Inc and Model T Ford Club of Australia



Vehicle Profile Form

Name (Not published on the website unless you wish to include it in the story):

Vehicle Year/Make/Model:

Engine Type (i.e. no. of cylinders, valve arrangement, no. of blocks, cooling system, or any other interesting or unique features):

Details of fuel & ignition system:

Transmission:

How did you acquire the vehicle?:

Brief known history of the vehicle:

What do you like & dislike about your car?:

Fun facts or any other details you'd like to include:

Please include as much detail as you wish. You can complete the form by writing, typing, scanning & emailing – whatever you are comfortable with. Please include a photo or two if possible – again by sending as an electronic file, or by hardcopy in the mail.

It can also be completed via the link on the website.

The details will be added to our Club Website – vehicle profiles page.

If you have any questions please contact me, preferably by email, and I will get back to you.

Thankyou,

Abbey Newman

Website Coordinator

60 Ocean View Rd, Gorokan NSW 2263

abbeynewman@gmail.com

September 2021

Future Options for the MaSH Group

Dear members,

Following concerns raised by some members, the future of MaSH Branch as a viable part of the structure of VCCA(NSW)Inc has been questioned.

If you live in the Macarthur and Southern Highlands of NSW this concerns you.

MaSH Group was formed on 24 August 1995 when the then President, Barry Thew, agreed in principle to a proposal from Ken Quarmby, David Manhart, Bob McCarthy, Doug Fulford and Neil Johnson to establish a regional centre in the Southern Highlands. (27 July 1995 and published in Spit and Polish August 1995 and September 1995.)

Over the years MaSH has organised regular monthly coffee runs, rallies and other social events. Events have been run at both ends of the region around Bowral-Mittagong and in the northern Campbelltown area. Members have enjoyed participating, the comradery and the opportunities to drive veteran cars locally.

According to the Rules of the VCCA(NSW)Inc for the MaSH Group to continue as a branch of VCCA(NSW)Inc the Group will need to follow the rules as set out in Part VI Branches. There is a requirement to have elected office bearers performing the roles of chairperson, secretary and treasurer. The election of office bearers will follow the same procedures for the election of office bearers of the VCCA(NSW) Inc (Rules of VCCA(NSW) Inc Section 50) Meetings will be held regularly and the minutes forwarded to the secretary of the association within 7 days of the date of the meeting to which the minutes relate. Finances will operate as described in Section 52 of the Rules of VCCA(NSW)Inc. All requirements outlined in the Rules of the VCCA(NSW)Inc in Part IV Branches would be followed.

1. If you live in the Macarthur and Southern Highlands region, is the MaSH Group of value to you?
2. Are you willing to be an active participant in the MaSH Group?
3. Are you willing to take on any of the positions and the responsibilities of what is required for the MaSH Group to continue as set out in the Rules of VCCA(NSW)Inc?
4. To run any events, a proposal needs to be sent to the Events Co-ordinator for discussion at a Committee meeting. If approved the event is publicised in Spit and Polish. Does this provide an option to more informal group or an alternative to the formal MaSH Group to run local events?
5. Do you have any comments to make about the viability of the MaSH Group continuing and following The Rules of VCCA(NSW)Inc as set out for branches?

Please submit written responses to the Secretary by email or mail by Monday 8 November 2021 for the Committee's consideration.

Veteran of the Year Profile

1913 Carbine JAP. By Max Burke

It was during the 1970 International rally that my enthusiasm for an old motorcycle was rekindled. Back at work in the shire workshops I opined the most likely spotters for me would be the garbage collectors and the sanitary collectors nationally known as the pan man. These servants of council had access to the backyard gate of every household in the area. A few months went by and Blind Billy, a pan man with poor eyesight found a really old motorcycle in the village of Pelaw Main a part of Kurri Kurri. A couple of the local lads had found the old machine behind a local shop. They managed to buy it with the intent to sell it and make a nice profit on the deal.

I took the advice of Cousin Adrian, a veteran motorcyclist and made a firm offer of 250 dollars which I thought was very generous and which I hoped would buy it on the spot, but no the lads wanted to consider for a fortnight. Adrian made the mistake of mentioning the proposed deal to a chap who was making some part for him. I hope Max gets it he commented and quick as a flash closed up shop and zoomed up to Kurri. His offer was sixty dollars and the lads informed him they had four times that. He told them they were liars so they showed him the gate and helped him out of it. Their next trick was to talk to a well-known collector and motorcycle dealer in Parramatta. He wanted them to bring the machine to his shop then he might be interested. As they had not the means to do so that did not happen.

The two weeks passed and I called on them only to learn that one of their number who had been with them on the day that the machine was collected had first refusal. If he would meet my offer then he would have the motorcycle. I told them my offer ended that day so I wanted an answer Now. A messenger was sent to the fellow but he had not raised the money and so I paid up and got a receipt. We quickly loaded up the motorcycle and the sidecar and took it home.

The lads would not tell me the person nor the location where they had got the motorcycle but later, they did take me to meet with the old fellow then in his 83rd year. Unfortunately, he was quite deaf and hard to converse with but his wife although the same age had sharp hearing and was easy to speak with. Her brother had bought the outfit new late in 1912 but it was a new model for 1913. He went off to the war and left the machine with them to use and to pay off the hire purchase debt whilst he was away. When he returned in 1919, they gave him back the motorbike but he did not want it as by then it was an antique. A relic. The custodians didn't want that old thing either and bought a brand-new Ford. That filthy old thing got put in back of the wash house and the sidecar tied up in the rafters and it never came out again. Have you got a wife well yes, I have? Will she ride in the sidecar of course well tell her to wear a big hat and tie a scarf over her head it's just a filthy old thing. It throws up horse ginger off the road with the sidecar wheel and it gets in your hair. He pumps the oil thing on the tank and it blows smoke and soot straight out into your eyes. I was so glad when we got the Ford and we never used that filthy old thing again... I think the old lady thought that we were going to use it for every day transport.

September 2021

And thought we had paid the twenty dollars that they had got for it. By the time I got it restored and, on the road, they were both deceased.

Appraising what I had bought I found an 8 HP JAP engine in a light cycle type frame. Druid forks, Edwards Bros tank painted flat black with Turner JAP in white painted in script crudely on each side. The 50 deg. Magneto was missing as was the saddle top and the linkage to the Sturmey Archer 3 speed hub gear, the clutch pedal and the connecting rod and all of the acetylene lights and generator. Also, there were no slides in the carburetor. The red tread Dunlop Railroad tyres were as hard as glass and had to be cut off with a hacksaw. In the sidecar there were a new set of valves unused with springs and keepers in original wooden packaging. A hole had been gnawed through the ply on the sidecar side to allow rats easy access to nests under the seat. The storm curtains were folded in the sidecar with the spanner for the hub gear. Most of the top fittings were missing but the glass windscreen was standing firmly. The 1 1/8 drive belt was also quite inflexible but was replaceable as were the 26 x 3 tyres at a price.

Upon carefully cleaning the tank and removing the Turner JAP logo a nicely painted Carbine JAP appeared preserved under the drab black complete with Carbine the horses head revealed. It seems upon acquiring the Carbine agency Turner Bros rebadged all the Carbine stock. Our research shows that the machine may have been sold late in 1912 as the owners said but as the new 1913 model. It would seem to be the oldest Carbine found so far of perhaps four others. A fellow told me that as a lad he had a Carbine bicycle another remembers Carbine motor assisted invalid chairs in the 1920s.

We got the machine back on the road for a Qld National rally and I rode it solo. It had the nasty habit of breaking into a tank slapper without warning if a bump was encountered. I tried several top links of varying length to experiment with the trail of the front wheel to no avail. I even replaced the headstock balls with bronze welding wire but that made the machine difficult to steer. Refitting the sidecar solved the steering problems. Max Jr who often rode the carbine solo had the misfortune to get a flat front tyre at say 25 or 30 mph. Instantly the BE tyre left the wheel jamming the wheel and causing the machine to cartwheel destroying the wheel as it did so. Max was thrown over the handlebar onto the road with the motorbike following and landing on top of him the engine still running. His wife and his mother travelling behind were unable to lift the machine off him. An approaching motorist helped them liberate Max from the Carbine which suffered quite a bit of damage. Max 3 cracked ribs. His comment, I saved the tank. We now use an autocycle rim in front with a straight side wired on tyre. Even with a puncture it doesn't come off the rim.

During one of our many National Veteran Motorcycle rally's I had the misfortune to prove that a motorcycle and sidecar can't be capsized by going too slow. At the end of a day's run, I misjudged a tee intersection turning to the left and lifted Joan in the sidecar up in the air by a couple of feet to her dismay. In correcting this state of affairs, we found ourselves in the broken bitumen on the side of the road. My subsequent action tipped the sidecar over the motorcycle with me underneath and Joan plunging through the gravel. Companions travelling close behind assessed the incident as quite spectacular. Both of us went to hospital by ambulance for repairs with minor injuries. Attending Police

assessed the matter as a complete lack of luck. JB salvaged the outfit with the trailer and our insurer Shannon's stood by the repairs.

It has taken quite some time to repair the Carbine for further use. Other jobs just keep getting in the way but as you can see the Carbine is back on the road again. Joan however has not re-acquainted with the sidecar.



998cc Side Valve 50 degree V Twin (8HP JAP)
Splitdorf water proof magneto
A.M.A.C Carburettor
Hand operated oil pump with drip feed.
3 Speed Sturmey Archer model J hub in rear wheel
Belt Drive

WANTED FOR OUR WEBSITE

vccansw.com

Early rally flyers (entrants list) of major rally's such as 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 photos 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 persistence and talent our members possess.

DON'T FORGET: We are also collecting Vehicle profiles to showcase on the website. To create a vehicle profile, either complete the questions on the website at vcca.com/vehicleprofile or send us an email and we can assist you in filling out the information.

Any other articles or ideas to publish on the website. Please contact us on the details below or talk to us at a club meeting.

CONTACT: Abbey and Graeme Newman (details on page 2)

A Gardner Serpollet Steam Car

By Jenny Fawbert

In 1903 the Geelong Advertiser reported: "A 12-horse power Serpolot (sic) motor-car has been imported from the United Kingdom by Mr John Clee, of Bellarine, and the machine is one of the finest and most powerful in the state. It weighs fully four tons, and is machined for great speed if required" (1)

Fanny and John Clee lived at "Spray Farm" East Bellarine, near Geelong. "Spray Farm" was built in 1851 Capt. James C Langden and sold in 1862 to Geelong wool broker, Charles Ibbotson, who extended the house in 1875 with a Victorian Gothic brick wing and stable complex The photo above of the Clee's in their Gardner Serpollet was taken at "Spray Farm" house. With views over Corio Bay "Spray Farm" is now a prized country retreat on 60 hectares of land.

The story of Fanny and John adds an interesting dimension to the cultural history attached to this particular Gardner Serpollet. Fanny's father, Charles Ibbotson was a partner in the pastoral company, Dalgety and Ibbotson and Co., and a successful and wealthy businessman. In 1882 Ibbotson reportedly gifted the Spray Farm property to Fanny, a pretty, tall and graceful girl, used to a life of privilege and comfort. Ibotson died in 1883, one year after the death of Fanny's mother, Mary Ann.

In 1884 John Clee, a 24-year-old migrant from England was employed at Spray Farm as groom and coachman. Three years later society was abuzz with the news that John and Fanny had eloped and married at Ballarat. For a bit her family were opposed to the marriage, but letters and documents later presented in a settlement of the Clee's estate indicated that they were forgiven and soon took up residence at back at Spray Farm.

Fanny had inherited £84,000 from her father so the Clee's lived a comfortable life, apparently very happy in their own company as they avoided company and society, and were noted as being devoted to each other. Clee, was considered a shy man but was greatly respected in the district as an excellent landlord by his tenant farmers, and a liberal employer of labour on the Farm.

Buying the Gardner Serpollet in 1903, it seems, was well within the Clee's means, and driving it was perhaps something John enjoyed as, in 1904, it was reported that Clee in his "fine car" accompanied, for some distance, the 14 cars and 12 motor cycles from the Melbourne Automobile Club that were on a run to Geelong, that Club run included such early motoring luminaries as Harry James, Harry Proctor and Syd Day. After that event, I can find no further mention of Clee's Serpollet in papers of the period.

Fanny and John Clee lived there at Spray Farm until their deaths in 1919 and 1923. John had an enormous monument erected over Fanny's grave in the Geelong West Cemetery. As they had Will's leaving their entire estate to each other, and were childless, the determination of John's estate came down to a court case resulting in Clee's nieces and nephews inheriting.

I am left imagining that big amazing steam car, majestically motoring along the roads around the

Bellarine Peninsula, Port Arlington and Geelong, with Fanny and John looking as please with it as they do in the old photo.

Note: The Gardner of Gardner and Serpollet, a name which long time VCCA members will recall from the ex-Eisenhauer steam car, was one Frank Gardner, described in period papers as a wealthy American mining speculator. In Australian papers he was further noted as having made a fortune in the West Australian mines, which he invested in Serpollet's machines.

(1) TOWN TALK. (1903, February 14). Geelong Advertiser (Vic.: 1859 - 1929), p. 2. Retrieved August 16, 2021, from <http://nla.gov.au/nla.news-article150720683>



Image: Fanny Matilda Clee (nee Ibbotson) and John Clee, c1890s. Image held by Yarra Ranges Regional Museum

Father's Day Solo Parade

Photo's sent by Rod Holmes

"Got the cars out of the shed on Father's Day for a solo COVID parade at our house"



The three Veterans: 1915 T Ford (yes it is going!), 1911 Albion "Bluebell" and 1908 Albion Lorry



The cars: 1908 Albion, 1911 Albion, 1915 T Ford, 1970 Mini K 1100



Keith Holmes in his 1908 Albion Lorry

September 2021

Classifieds

Please note ALL ADS MUST include the price and if you wish ONO. Advertisements will only run for 3 months then will be removed unless requested otherwise

FOR SALE: 1913 Sunbeam 12/16hp 'Short Chassis' Restoration Project

Chassis no. 6400 Engine no. 6174

Our Sunbeam was found in a COR garage in North Richmond in 1959. At that time it had a light truck body (discarded except for the windscreen), but retained its original factory running gear, bulkhead, pedals, mudguards, bonnet, radiator, running boards with spare tyre brackets, acetylene headlights and generator.

The car is utterly original and unmolested. It comes with a replica timber tourer body frame, yet to be assembled and clad. Included are boxes of new and restored parts including door fittings, hinges and hood fittings, as well as several Sunbeam specific books.

The car is on its original Sankey 815x105 wheels. However included, and obtained from UK Sunbeam specialist Ian Polson, are fine replicas of the factory option bolt-on centres for wire wheels.

The original radiator has been totally restored with a new core of the correct square-tube type from Replicore NZ.

The car is located in Canberra. More photos on request.

Price \$42,000

John Prentice

john.prentice33@gmail.com

ph: 0408 476 644





FOR SALE: Clutch spring - new

5inch free length, 2.6inch outside diameter

8 coils, Wire 0.375in wide x 0.214in thick

Coil wound from flat bar with radius ground edges. Could be buick or Cadillac.

\$70+ postage

Graham Weekes 0407 246 918

WANTED: Clevis's to suit 3/8 inch dia. Pin and 3/8 inch between yokes.

Either weldon or screwed end.

Brass 1/4 inch BSP or NPT PET COCKS male thread one end straight through to nozzle on other end.

FREE: 5 - 30X3 INCH TYRES SUITABLE FOR GARAGE MOVEMENT ONLY, TONS OF TREAD

Graham Weekes 0407 246 918



WANTED: Cap for grease of the front axel of my Renault AX. (SEE LEFT)

The cap is 17mm in diameter in the body and the thread is metric 1.5 pitch. The length is 16mm.

Robert Fordham 9899 4395 or 0413 436 662

Veteran Car Club of Australia (NSW) Inc.

Current Prices:

Dating Certificate	\$ 15.00
100 Year Badges	\$ 30.00
Brass Dating Plaques	\$ 80.00
Lapel Badges	\$ 8.00
Cloth Badges	\$ 5.00

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