

SPIT AND POLISH

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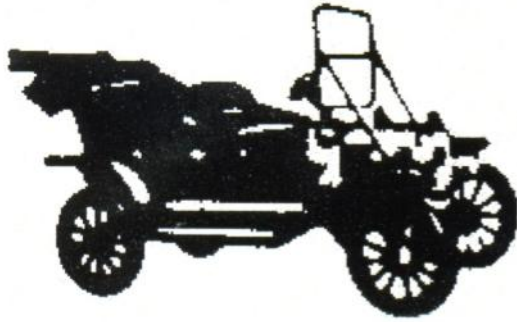
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to “The Editor Spit & Polish” preferably by
Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

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

Cover Photo:-

*John Burke’s 1916 Buick.
At the Newcastle Branch Breakfast run,
held at Maria and Neil Heilbrunns’ home at Martinsville.
Saturday 8th April 2017*

Committee of Management

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

134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc held on Thursday 25th May 2017

ATTENDANCE

Committee: 9 Members: 11 Member's family: 2 Visitors: 2

The visitors were Melinda Kovacs and Paul Pracy.

Apologies were received from Dennis Ballard, Bill and Robyn Betts, Euan and Wilga Coutts, Don Liddle, Michael Lowe, Phil O'Loan, David McCredie, David Norton, Barry and Dorothy Shinfield:

MEETING OPENED AT 8:30 PM.

PRESIDENT'S OPENING REMARKS

The president, Doug Fulford, welcomed all members and the special guest. Paul Pracy, president of the *Peugeot Car Club*.

MINUTES PREVIOUS MEETING

Other matters arising: Nil

Moved: Graham Weekes Seconded: Bruce Kinnear

INWARDS CORRESPONDENCE

Invitations:

Sydney Classic Speed Festival -11 June

Machines and Macchiatos - 9 July

Kenthurst Fair Orange Blossom Festival -10 September

Wilga Coutts - Bowral to Yass and return with visits to historic houses - 17-19 Nov

VCCA(Victoria) Mt Beauty -20-23 October

SCC of SA Down under London to Brighton -1 October

Flyers

2017 Shannons Sydney Autumn Auction 22May

Other Club publications:

Retronauts (online) Bulletin of VCC (SA)

Small Torque Veteran Torque

Brass Notes (online) Veteran Car Club of NZ

Other:

Geoff Reddish - membership enquiry

CAMS - request for affiliation

OUTWARDS CORRESPONDENCE:

Bob Lamond Bob Shipway

Barry Perdriau and Neil Martin- get well cards

Robert Cockbain - sympathy card

Independent Locksmith and Security

Newcastle minutes

Moved: Peter Martin Seconded: Graham Weekes

TREASURER'S REPORT

Balances are: \$

Income has been received from rents and one membership. Water rates, the deposit for kitchen, the cleaner and printer have been paid. There will be some large expenditure in the next month with the remainder due for the kitchen and the building insurance.

Moved: Laurie Garrod Seconded: Ian Streatfeild

MAGAZINE Nothing to report

EVENTS

The event's coordinator, Graeme Newman, spoke about events of the last month. The MaSH Coffee run, according

to Lyn Martin, was fantastic with great weather, a good lunch and a wonderful high tea cooked by Robyn Betts. The Sydney North Breakfast Run to Appletree Bay was a perfect day for veteran car motoring and 5 veterans attended. On 12 May was the MaSH Branch morning tea run. Newcastle Branch celebrated 100th year birthdays on 21 May with 8 veterans attending. It was also *Motoring Heritage Weekend* and two veterans went to Berry for an event where there was a total of 450 cars. A group visited Ron Hattersley's on 14 May for a look at his treasures. Louise thanked Ron for being a wonderful host and recommended that members take future opportunities to visit Ron's to see his eclectic collection. Peter Martin spoke about a week at Orange for the *National High Wheelers Rally*. The weather was great and there were some enjoyable runs. Twenty high wheelers from around Australia participated. Coming events include the MaSH Coffee Run on 26 May, MaSH morning tea run on 9 June, June Singleton Weekend on 16-18 June, Sydney North Breakfast Run on 2 July to Pie-in-the-Sky and Bill Heeney's rally. Information about the invitation events is listed on the website. Members who participate in the events are requested to write an account with photographs for Spit and Polish as members are interested.

PERMIT TO MOVE

No movements were noted and two registrations were renewed.

LIBRARY

The submission for the *National Heritage Grant* has been lodged.

DATING Nothing to report

MEMBERSHIP Nothing to report

CMC

Norm Mitchell advised that the next meeting of the CMC would be next week. At the last CMC meeting he raised the issue about 91 octane fuel and, according to Terry Thomson, this is a hoax. Norm has noticed that 95 fuel is disappearing from service stations. Norm is selling raffle tickets on behalf of the CMC to raise money for Prostate Cancer. Tickets are \$1 and the prize is a car trailer.

HALL

Robert Fordham announced that the new kitchen will be installed from 22 June to 1 July and tenants are being asked to remove any belongings from the kitchen. Robert has purchased new parts for the PA system but the old one appeared to be working well. In the car park, new lines have been marked and a sign installed by *Meridian* at its expense. The white table is being moved by some tenants and not returned to its original position. If any members who are members of other clubs see this happening could the member please request the table is returned to its original position.

WEBSITE Nothing to report

GENERAL BUSINESS

All French Day

Paul Pracy, President of the Peugeot Car Club, invited any members with a veteran made in France or Belgium to the All French Day to be held on 16 July at Silverwater Park from 9:30 onwards. Paul commented that the veterans are always the crowd pleasers! He expressed an interest in future combined events.

Membership fees

Leon Smith noticed in Spit and Polish the anomaly in the cost of the membership fees. The Treasurer apologised for the typo and said it should read \$210 for three years rather than \$270!

The raffle was drawn.

Treasures from Ron's collections

The first treasure Ron shared was a small wooden tea caddy, probably made in the nineteenth century. It had two

compartments for tea and would have been locked by the lady of the house who would have kept the key. Probably on a chatelaine. There was a mahogany box containing a sextant made in England in 1860. Ron produced five pocket watches - one was a beautiful gold watch on a chain which he uses, three silver pocket watches and a Chinese watch made of a glass sphere with only one hand. The most intriguing piece from Ron's collection was the executioner's axe from the south of England but of German origin. Scratched onto the blade are two headless stick figures thought to represent the number of executions. The axe would have been wielded from a horse by a very strong and skilled horseman! It is likely the handle has been replaced at least once. The President thanked Ron for sharing his treasures and providing members with an opportunity to visit his collection.

MEETING CLOSED AT 9:15 PM.

Doug Fulford Louise Yeomans
President Secretary

Membership fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of 2017-2018. If you have paid for three years in advance your fees will not be due this time. A renewal notice will be sent in the June copy of *Spit and Polish*.

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

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

Geoff Yeomans
Honorary Treasurer

From Ron Hatersley

Light-Hearted Humour

Arriving home, a husband was met by his sobbing wife. Tearfully she explained, "The Chemist. He insulted me this morning on the phone. I had to call multiple times before he would even answer the phone." The husband drove down to confront the Chemist to demand an apology. Before he could say more than a word or two, the Chemist said "Now, just a minute...Mate, hear my side of it. This morning the alarm failed to go off, so I was late. Without breakfast I hurried out to the car to realise I'd locked the house with house and car keys inside. I Had to break a window to get my keys.." Driving a little too fast, I got a speeding ticket, about three streets from the store, I had a flat tyre." "When I finally got to the store a bunch of people were waiting for me to open up. I started waiting on these people, all the time the damn phone never stopped ringing. Then I had to break open abag of one and two dollar coins against the cash register drawer to give change and they spilled all over the floor. I had to get down on my hands and knees to pick up the dollar coins and the phone was still ringing. When I came up I cracked my head on the open cash drawer which made me stagger back against a showcase with bottles of expensive perfumes on it. Half of them hit the floor and broke. Meanwhile, the phone is still ringing with no let up.. And I finally got to answer it. It was your wife. She wanted to know how to use a rectal thermometer.

And believe me, Mate, as God is my witness, all I did was tell her."

Events Calendar - Club Events

JUNE 2017

- 20th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
22nd Committee Meeting starting at 6.45pm
22nd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
23rd **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2017

- 2nd **Sydney North Breakfast Run** *See Page 7 for details*
14th **MaSH Branch** Moming Tea run. *Check with Greg Roberts*
16th All French Day - Silverwater Park. From 9.30 onwards *See Invitation Events*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee Meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2017

- 13th Shannon's Sydney Classic at Eastern Creek
25th-27th The President's Picton Rally *See Page 8 for more details*

Events Calendar - National Rallies

SEPTEMBER 2017

- 17th - 22nd **The 11th National Veteran Motorcycle Rally** will be: Hosted by The Veteran and Vintage Motor Cycle Club of South Australia, Inc. <http://vvmccsa.org.au>
Centred on The Barossa Tourist Park, Nuriootpa, South Australia <http://barossatouristpark.com.au>
tel. 1800 251 634
The Barossa Tourist Park has been bulk-booked for the week, so please mention the NVR to receive a 5% discount (a maximum discount applies) off their normal rates for cabins and camp sites.
- 24th - 30th **National Veteran Vehicle Rally, Clare Valley, South Australia.** *See April 2016 Spit and Polish for more detail and Expression of Interest Form*

MARCH 2018

- 21st-25th **National 1 & 2 Cylinder Tour.** Deloraine, Tasmania.
Expression of Interest Form, April 2017, Spit and Polish

SEPTEMBER 2018

- 23rd - 28th For those of you that may not be aware, the Newcastle Branch is organising the **2018 National Rally** which we have decided will be held in Forbes. The dates of the event are from Sunday 23/09/2018 to Friday 28/09/2018. Make a note in your diary, iPad or whatever means you use so that you can make arrangements regarding holidays etc, should you be interested in attending.

Events Calendar - Invitation Event

JULY 2017

- 16th All French Day - Silverwater Park. From 9.30 onwards. For French or Belgian Veterans. Further information if required contact Paul Pracy, President of the Peugeot Car Club 0417 277 503

SEPTEMBER 2017

- 10th Orange Blossom Festival - Kenthurst & District Family Fair. For further information contact Events Co-ordinator Graeme Newman or have a look on our web site under Events.

MARCH 2018

- 15th - 18th **VCCA (Victoria) Annual 1 & 2 Cylinder Rally - Cobram.**
Expression of Interest Form, April 2017 Spit and Polish

Events Calendar - Invitation Events (cont.)

OCTOBER 2018

14th - 20th Willys Overland Roundup 2018 to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc
Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest.
Typical mileage will be 200 kms per day.
A final presentation dinner will be held on the Saturday night
Accommodation options will be advised after the venue has been selected
See September 2016 Spit and Polish for more information and Expression of Interest Form or contact Les Johnson Mobile 0419 288 383 Email: frogshollowl@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA
For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.
Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.
Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.
Any questions, please contact: Russell & Chris Holden (Rally Directors)
Ph 61 422 219 911 or email: russell@oldworldlamps.net *Expression of Interest form in June 2016 S & P*

Please note that there are other Invitation Events on our Web Site listed under Events

Coming Events

Sydney North Breakfast Run

Sunday 2nd July 2017

Pie in the Sky

1296 Pacific Highway Cowan 2081

Come and eat a meat pie or share a Devonshire tea.

Location: 3.5 klms north of Cowan on the Pacific Highway

Perched on top of the cliff overlooking the M1

See you there from 9am onwards.

MINI TOUR

OF COOLAMON, TEMORA, JUNEE COUNTRY SIDE.

6th to 10th October 2017

Expressions of interest should in as soon as possible, or at latest 1st May 2017 to ensure your accommodation. *(Please contact Bill if you are interested)*

Further information in the March Spit and Polish

Contact: Bill Heeney, Email: oldbillheeney@gmail.com

or phone 0428 548 111

For updates and a list of accommodation.

Coming Events (cont.)

The President's Picton Rally

Friday 25 August 2017 to Sunday 27 August 2017

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

Picton Valley Motel is situated on 5 picturesque acres, has plenty of room for car trailers and beautifully appointed rooms. Our host has kindly offered VCCA members substantially discounted rates on accommodation – a standard queen room will cost \$95 per night. Book directly with the motel but mention that you are part of the VCCA rally to get the discount.

On Friday afternoon we will have a shakedown run of around 50 km visiting Wirrimbirra Sanctuary, Bimbo's and the Nepean Dam. Evening dinner will be in the motel ballroom.

On Saturday we will have a tour of about 110 km (shortcuts available) visiting The Oaks Heritage Centre for morning tea and "Cow Pastures" farm for lunch and a "motorkhana" in the afternoon followed by the rally dinner (period costume optional) again in the motel ballroom.

On Sunday morning we will travel the short distance to "Trainworks" at Thirlmere to visit the museum and have a ride on a steam train. Then (unfortunately) its time to return home.

Meals (2 breakfasts, 2 dinners, 2 morning teas, lunch) plus entry fees to the heritage centre and rail museum plus steam train ride) will be around \$175 per person.

It should be a great weekend of veteran motoring. Any enquiries to Doug Fulford 4654 5432 (home) or 4655 7944 (work). Better still email me at dougfi@people.net.au and I'll send you an entry form as soon as it has been finalised.



Editorial

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

Four outings reported on this month, that being a belated report on the MaSH Branch Northern Coffee held in March from Dorothy & Barry Shinfield. Unfortunately it got lost on its way by snail mail, better late than never. A report from Louise on the Northern Sydney Breakfast run, with photos supplied by Graeme Newman. A report from the editor on the Newcastle Branch 100 Year Birthday run and a report from President Doug accompanied with photos by Vivian, on the MaSH Branch Northern Coffee Run. Also an interesting article from Malcolm Nixon on Dailmer Buses. An article from Robert Fordham about Ford Model T, which makes interesting reading. Now we know why they were so cheap.

Coming events for the next month or so are: the Sydney North Breakfast Run, MaSH Branch Morning Tea run, MaSH Branch Northern Coffee run, The President's Picton Rally and Bill Heeney's Mini Tour.

As Editor, I believe that the Club magazine "Spit and Polish" is a record of the history of the club and so therefore should reflect the activities of the Club. As events listed in the 'coming events' section of the magazine are being held and no report on the event appears in the magazine, we can only assume, now and at a later date that the event wasn't held.

So it would be appreciated if a member who attends these events could forward to the editor a report, short or long, with photos if possible. Also if possible a list of those who attended. That way members will know what is happening events wise.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated. Newspaper clippings with pictures are not the best, as the equipment that I own is not real good at reproducing this type of material. Some times people wonder why their information they have sent me has not appeared, but that can depend on how much space I am trying to fill.

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



Change of Address

Elizabeth Cherry
Villa 307/25 Jaeger Road
Tumbi Umbi 2261
Phone: 0400 207 183

Change of Membership Status

Bob Shipway & Delmae (1128)
PO Box 185
MEDOWIE NSW 2318
1913 Maxwell
Is now an Ordinary Member

General Information

VCCA (QLD) Inc.

Club Magazine - Veteran Torque

"Access to Veteran Torque no longer requires a password, so life has become a little simpler. Yes, you'll still need to go to the web site but you've been doing that for quite a while now. The reason? We want you to take a look around our web site from time to time as it's always changing.

Attention

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

MaSH Branch Coffee Run - 24.3.2017

Barry and Dorothy Shinfield

We left home early as we had to pick up an MG sump from "Last Chance Engineering" at Potsville. From there it was only a short distance to meet at the Curry Reserve at Camden. After general greetings, coffee and natter we departed for very pleasant 43 Kms run to Bingara Gorge.

Very scenic country driving on some of Camden's back roads. At the time we didn't know how Bingara Gorge was named, on the way home we crossed a bridge on the Hume Hwy over a very steep Gorge which is on the northside of the development. It is a Lend Lease development comprising houses, shops and a golf course. I assume it is a type of retirement complex.

After a pleasant and not expensive lunch we had to leave around 1pm as we had a traidie coming at 3pm, we made it home on time.

Doug's coffee runs are always enjoyable, not too much traffic and nice scenery.

Attendees

Doug and Viv Fulford with John and Jan Grant 1917 Studebaker

Modern, Bruce and Cath Kinnear

Bill and Robyn Betts

Barry and Dorothy Shinfield

Vintage

Kevin Boardman and Steve Flemming 1936 MG TA

Alan Miller 1934 Chevrolet

Peter Small and his Brother 1923 Buick

Editor: *Sorry for the lateness of this article, it came via snail and obvious got lost.*

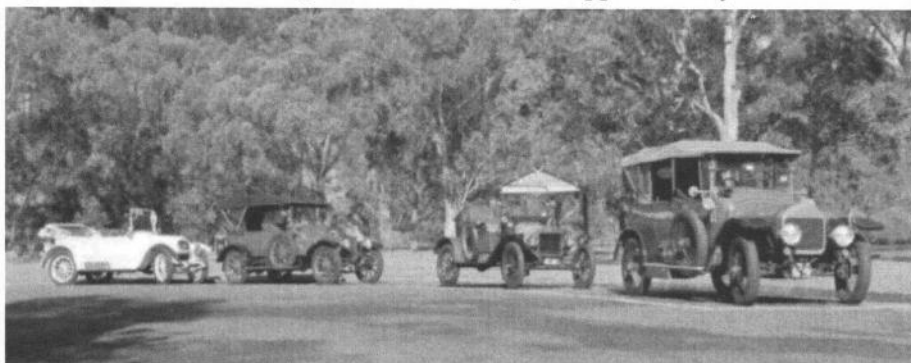
Northern Sydney Breakfast Run - 17.5.2017

Louise Yeomans

(Photos courtesy of Graeme Newman)

What a glorious autumn day for the run to Apple Tree Bay in Ku-ring-gai Chase National Park. Despite the cool start to the morning the weather was perfect for veteran motoring. Our car appears to run better in cooler conditions and had no trouble juggling up hills giving the cyclists some competition on the way to Appletree Bay.

As we arrived first we selected a picnic spot away from the boat trailers and unfortunately far away from the coffee shop and toilets! Soon David Norton in his model T arrived followed closely by Graeme and Karen Newman with Uncle Nev as a passenger in the Talbot, Ian and Jenny Streatfeild in their Overland. Ian and Janina Shinfield with three boys, Bill and Carol Heeney drove in their modern cars while Les Watton in his



Ian's Overland, Graeme's Talbot, David's Ford T & Geoff's Wolseley

Wolseley and Laurie Garrod came in his Buick. It's always appreciated when the Newcastle members join us. Unfortunately, some of our regular participants were unable to join us and were greatly missed.

Appletree Bay is very popular with boaties and bushwalkers. It is the beginning of the Berowra walking track but there were not many walkers out on Sunday. Originally the place was named by Surveyor Larmer in 1832. His map showed an apple tree growing at the bay's northern entrance. Larmer, it has been noted by historians, tended to use prominent trees as points of reference. From the name, Apple Tree Bay, the creek rising in Mount Colah and emptying into the bay was called Apple Tree Creek. On Sunday, it was very smelly as the tide was out and its outlet is a home to mangroves.

Of course, there was much talking while the little boys chased crabs and finally convinced their father to take them fishing. We sunned ourselves in the sun and just before lunch people left for home. This time the cyclists were much slower up the hills.

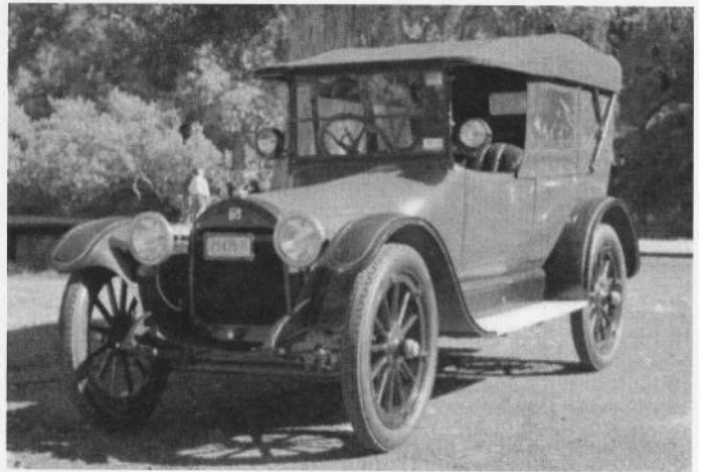
Laurie Garrod 1916 Buick
Graeme and Karyn Newman, Neville Preston..... 1914 Talbot
David Norton 1915 T Ford
Ian and Jenny Streatfeild 1915 Willys Overland
Geoff and Louise Yeomans 1914 Wolseley
Les Watton..... Wolseley (A.C.M.C.)
Bill and Carol Heeney
Ian, Janina, Jackson and Max Shinfield and friend



Karyn, Louise (back on), Janina & Ian.



Appletree Bay



Laurie's Buick



The group enjoying the sunshine.

Newcastle Branch 100th Birthday Outing - Sunday 21st May 2017

The Editor

With a very wet end to the week, the weekend started to look a little brighter and by the time Sunday arrived, the day for our 'Birthday Run', was looking pretty good, with a few clouds in the sky, a little cool but very pleasant.

"100th Birthday Run" is to celebrate cars that have turned 100 in that year, this year we only had one car to celebrate. The run started at John and Kelly Burkes' at Nulkaba, with Kelly putting on her enjoyable morning tea. After morning tea John gave a talk on the history, that he knew, about his Maxwell.



Morning tea at Kelly & Johns'

We then headed off on a short tour around the outskirts of Cessnock, where John again took on some quiet roads. Out towards Pokolbin then back into Cessnock with a couple of hills along the way. Down through Bellbird, to our lunch venue at the Paxton Bowling Club. Unfortunately the Buick that Wayne was driving had fuel problems and was unable to complete the run. We got about 3 spots of rain in the Bellbird area and that was the end of it.

We enjoyed a very nice lunch, at the Bowling Club, alternate drop of either cutlets or schnitzel, which was very enjoyable. We filled the dining room, which would have boosted their profits for the day.

We sang 'Happy Birthday' to the cars and the children had the privilege of blowing out the candles.

No one seemed to be in a hurry to head home on such a beautiful day, but we did start to make a move about 1.30pm for home.

Thanks to John for organising the event and the lunch venue and of course to Kelly for morning tea.



Dianne's Talbot



The Birthday Maxwell

ATTENDANCE

Nev Preston	1913 Talbot
John & Kelly Burke	1916 Buick
Graeme, Karyn, Lauren & Abbey Newman & Josh Higgins	1914 Talbot
Wayne, Joanne, Reece & Sidney Harris & Friend	1916 Buick
Dianne & Christopher Gotley & Brett Corrigan.....	1914 Talbot
Max & Joan Burke & Kim Nolan.....	1916 Hupmobile
Neil & Maria Heilbrunn.....	1911 Vauxhall
John Brumby & Betty Cherry	1917 Maxwell

Modern

Malcolm & June Bailey
Matthew Burke & Yvette Bugeia
Allen Dunlop
Allen, Eliza & Rosie Davis
Helen & Mary Dunlop
Doug & Dianne Marshall
Jeremy, Maggie & Charles Dunlop



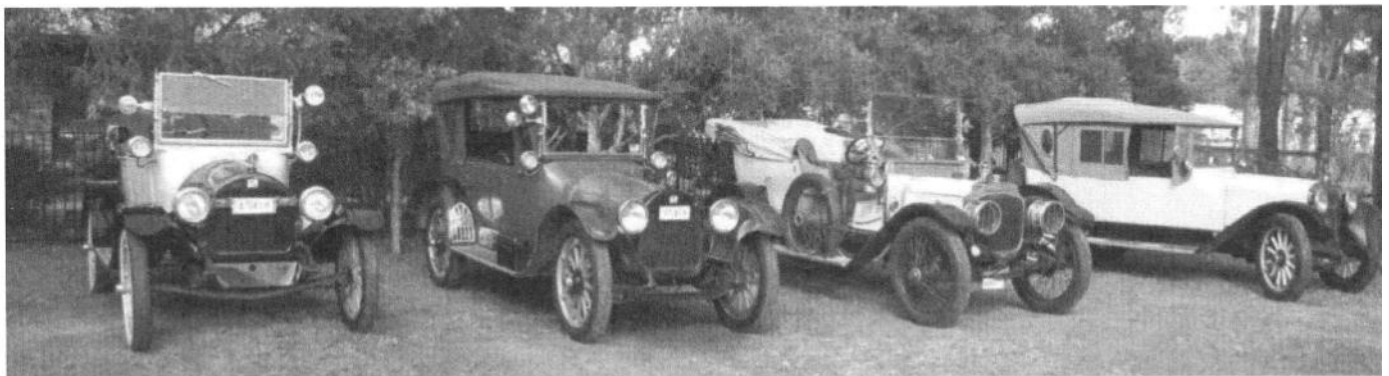
Nev's Talbot & Graeme's Talbot



John giving his talk about the Maxwell



Lunch at Paxton Bowling Club



Buick,

Buick,

Vauxhall

Hupmobile



Hupmobile, Vauxhall, Talbot, Talbot, Talbot, Maxwell & Buick.

MaSH Branch “Northern Coffee Run” Friday 26th May 2017 Werri Berri Picnic Area Thirlmere Lakes National Park

Doug Fulford

(Photos courtesy of Vivian Fulford)

The gremlins seemed to stay away this month so that despite being short three of our “regulars” (the Betts due to travel commitments, the Martins, senior and junior due to work commitments) we still had 5 veterans (4 cars and 1 bike) in attendance. Alan Miller's 1914 Oakland neither dripped fuel nor failed to start. Kevin Boardman had fitted new “air bags” to his 1914 Douglas – well tubes that held air anyway. Peter Small's Hupmobile decided that it's engine should rotate in the expected direction. And the jet setting Steve Fleming flew in from Brisbane over night to pilot the 1915 T Ford speedster.



Isn't it your turn to push?

No last minute dramas this month – or so I thought until I wandered past the T Ford speedster and noticed that its registration label and log book were both expired. Kevin very kindly got both the 1917 Studebaker and the T Ford speedster ready whilst my daughter, Victoria, filled the thermoses and sorted out the picnic basket so that I could ransack the house in search of the missing paperwork. Jan and John Grant arrived to join me (and later Vivian) for the trip to Curry Reserve but there was no sign of Steve Fleming. No problem as he knows how to start a T Ford. So we just left it out, warmed up for him.

Arriving at Curry Reserve it's always great to see other veterans there. Alan Miller's lovely Oakland. Check. The Small Hupmobile

which isn't a small Hupmobile (if you get my drift). Check. Kevin's bike hasn't made it yet – I guess he's stopped to pick up fuel. Great to see that Elizabeth and Bob Hobson are there having made the trek from the Southern Highlands – maybe we should have brought “Clem”. Gill and Greg Roberts have made pretty much the same trip together with their canine companions. Kath and Bruce Kinnear have made it from Wollongong. Peter Small's brother Geoff is there with his friend Richard – both of whom are neighbours of mine who I've really only met through the car club. As is usual the conversation is flowing over morning tea but there is still no sign of Vivian (who is to join us here) or Mr Fleming for that matter. It's getting to the time we should be leaving when Vivian arrives and, of course, that starts off a whole new round of conversation.



Would Kev notice if I went for a ride?

Finally we head off in high spirits as it's a lovely day. Stopped on the way for fuel at Picton and Alan Miller kindly stopped to check we were OK – either that or to save on navigation. Arrive at the Thirlmere Pie Shop and who should be there but a smiling Steve Fleming looking resplendent in the speedster. There had, apparently, been some confusion about whether in regards to the ignition switch down = on (which is in fact incorrect) or down = off (which is correct).

Luckily this was eventually resolved before the builders, who were putting some finishing touches on the “National Studebaker Museum of Australia”, got too tired to push the T Ford up and down the driveway.

Walked into the Thirlmere Pie Shop and standing there, larger than life (if that's actually possible) was Maxi Briggs. What, I ask, is the world coming to when you can be surprised by a bloody Tasmanian in the Thirlmere Pie Shop? Is nowhere safe? Max had been with Steve listening to his telephone conversation with me the previous evening but they had kept his presence as a great surprise. It was great to catch up with Maxi who had joined Steve, Vivian and myself when we toured diagonally across Tasmania last year when I was on crutches.

We headed off to the Werri Berri Picnic Grounds in Thirlmere Lakes National Park. The dirt road in isn't that bad but it has certainly deteriorated since our last visit here. At first I thought some scoundrels had “stolen” our beloved picnic spot only to discover it was our advance party. After enjoying our very delicious and extremely filling pies the men sat around and talked whilst the women checked out the cars – I kid you not. If you don't believe me check out the pictures.



Old, new, borrowed, blue.



*The women check out the cars
(as referred to in the text above)*



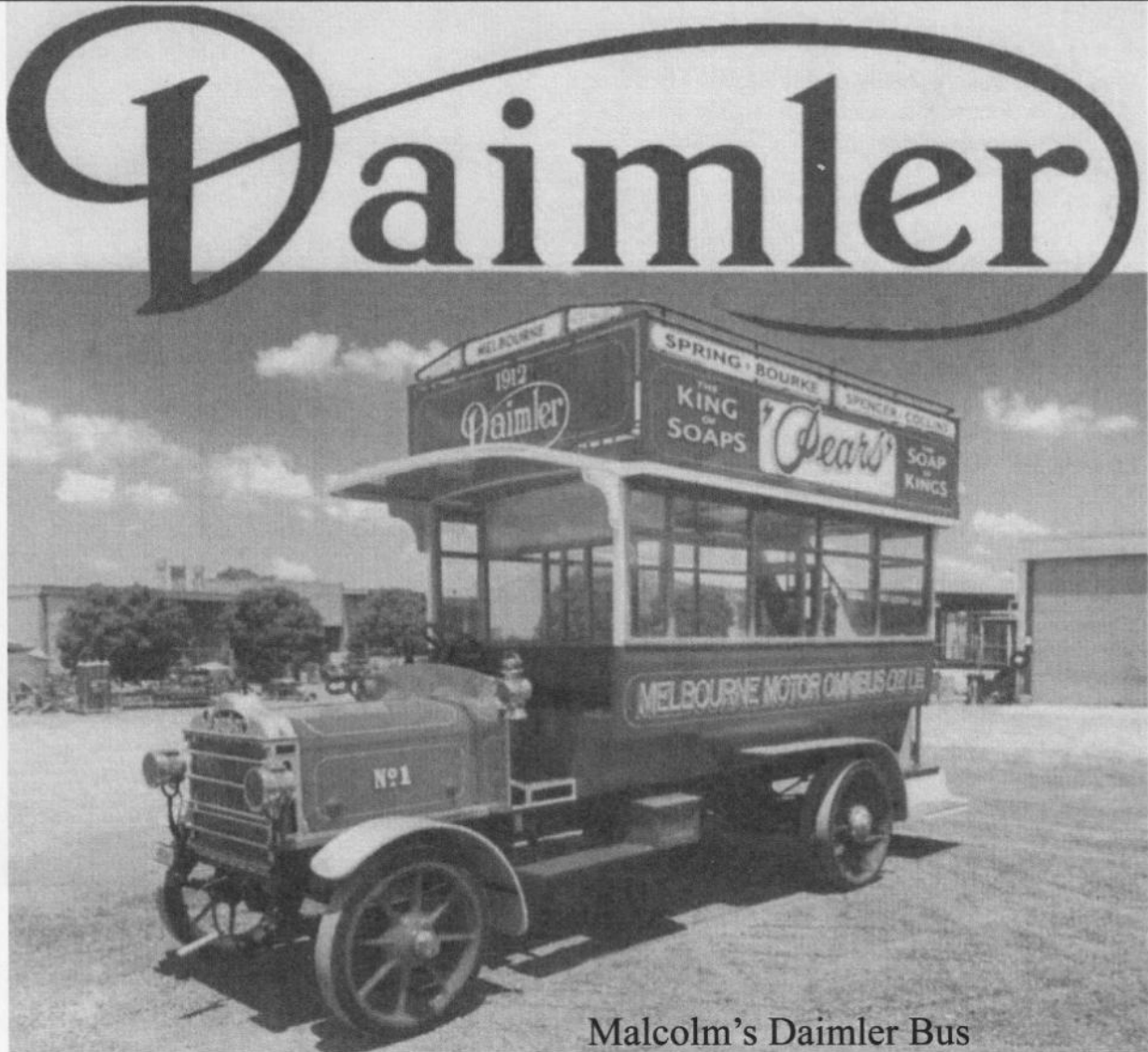
See it's easy to crank a T

Finally we had a brief discussion about the need to get the upcoming MaSH August 3 day rally organised (which I thought was an excellent idea) and somehow (thanks Vivian) I ended up being heavily involved (which I wasn't quite so sure about). We get significantly more members at these coffee runs (both the northern and southern versions) so in the future we'll hold MaSH Branch meetings as a part of some of these runs.



Didn't have to ask them to smile for the camera

Daimler Buses



Malcolm's Daimler Bus

Specifications

Year of Build	1912
Model	Daimler CC-271 Double Decker Bus
Chassis Number	Car # CC-9
Chassis	Timber frame with steel flitch plates each side, hot riveted.
Motor	Daimler 4 cylinder sleeve valve engine - 30hp (Daimler claim 40hp) - 110mm bore - 150mm stroke Lubricated by oil pump which fills trough for splash. Lubrication connected to throttle linkage.
Magneto	Bosch D4
Clutch	Cone

Fuel Consumption	9 miles to gallon
Gearbox	Daimler 3 speed rolla chain drive (which reduced noise for bus passengers), oil bath enclosed in aluminium case.
Differential	Daimler worm drive with axles splined to wheel hub flanges.
Brakes	Only on rear axle internal expanded type by mechanical camshaft.
Tyres	Front: 34" x 4" single solid rubber Rear: 36" x 9" dual solid rubber
Body	London "B" type double decker Dobson version bus body

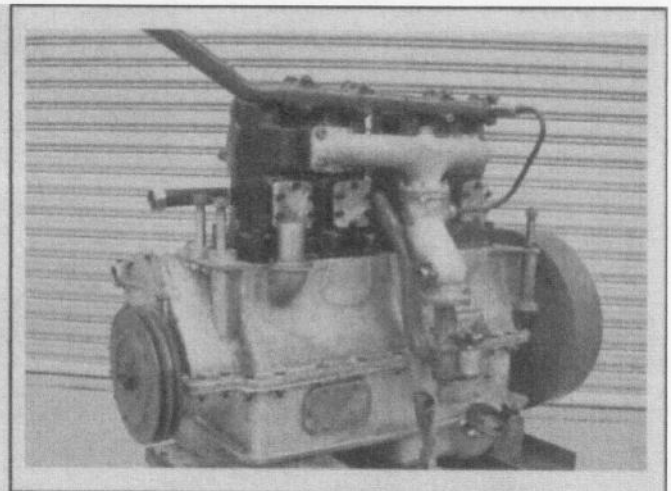
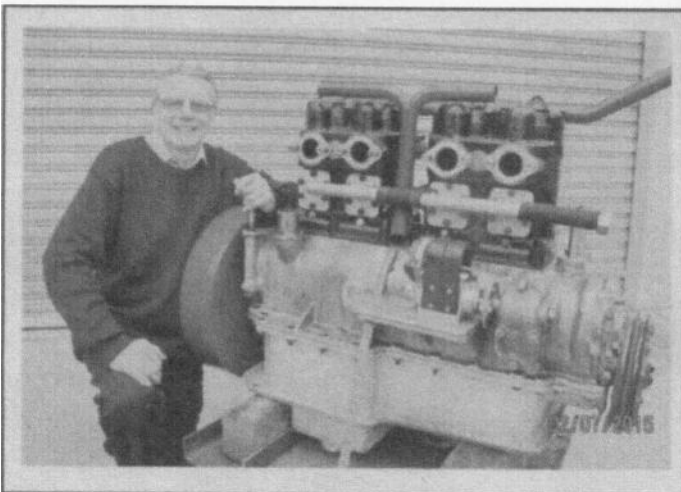


Daimler built approximately 560 CC Bus chassis between June 1912 to 1914. There are only 2 known CC in the world, one in Wagga Wagga, Australia and CC444 in England missing its motor.

In 1913 Daimler factory produced 1000 vehicles with a workforce of 5000 people and manufactured CB model and CC model with both using the same 4 cylinder sleeve valve engine.

The difference between the models is that the CB model had a 13ft wheelbase and heavier chassis for 4 tonne truck. The CC

model had 12ft wheelbase for buses. In 1914, when war was declared, production of the CC stopped and the factory ramped up production of the CB model 4 tonne truck for the military.



MELBOURNE MOTOR OMNIBUS C^{OY} L^{TD}

In Australia, this is the oldest restored British built Daimler commercial vehicle on the road.

The **Melbourne Motor Omnibus Co** came into existence in 1912. Originally it was to be floated as a public company with capital of £50,000 in £1 shares. The company was to be registered when 6,000 shares had been applied for. The company was to be floated on the idea of introducing motor buses in Melbourne, Australia.

In July 1912 it was reported that the Melbourne Omnibus Co Ltd was not floated rather it was changed to a private company, with the intention being to find the right vehicle to put into service to prove reliability and cost effectiveness. Mr H. Harrison was a driving force in getting the company up and running.

It was decided that two vehicle makes were to be imported and from there they would be put to exhaustive tests under local conditions. The vehicles were to cost £ 1250 each and specification was to include an average speed of up to 18 miles per hour under full load.

By the end of July 1912 the Melbourne Motor Omnibus Co Pty Ltd had ordered a Daimler CC Bus expected to

arrive in Melbourne in the October. The bus was to be imported as a complete vehicle, with the idea being that in future buses would be imported in cab chassis configuration with local Australian coach builders able to make the bus body following the example from the test vehicle.

In November 1912 the Daimler CC bus arrived. Features of the bus included a Daimler-Knight sleeve valve engine rated at 40 hp. a gearing system of silent chain type which was the latest for the time and a worm type differential. This was the same vehicle that the London County Council has just ordered 400 units of for extending their services around London.

On Christmas Eve 1912 the Argus Newspaper reported that the Daimler CC Double Decker bus "glided swiftly and silently along the city streets". The bus at this stage was soon to be plying for hire between East Brunswick and Swanston Streets, Melbourne.

In January 1913 it was reported in the Land Newspaper that the Daimler Bus had been remarkably well patronised. In regard to the Daimler bus it was complimented for its "smooth running of the engine, noiseless gears, and the quiet and easy manner in which the load is taken up when starting".



On Saturday January 25 the Argus Newspaper made mention that the Lord Mayor of Melbourne (Councillor Hennessy) and members of the City Council were treated to a bus ride to St Kilda and back on the 1st Daimler bus that the Melbourne Omnibus Motor Co was about to put into service.

Late February 1913 it was reported the first meeting of the Melbourne Motor Omnibus Co Pty Ltd was held. At this meeting shareholders were reported to have expressed their satisfaction with the arrival of the first

Daimler motor bus and the financial position of the company to date. The chairman of directors advised that the second Daimler bus was due to leave London for Australia at the end of February. The company had drawn up contracts for the construction of the bodies locally. The design was to be based on the same as used on the Daimler bus bodies used in London.

In May 1913 it was reported that based on the success of the Daimler buses the Melbourne Motor Omnibus Co Pty Ltd would be floated as a public company. The business had a number of routes and at this time had just opened a new line between St Kilda and East Brunswick.

In July 1913 it was reported that Mr F. Massey Burnside who had been in Australia as a representative of the Daimler Company would be joining the Melbourne Motor Omnibus Company as their General Manager.

On Monday 13 October 1913 in Melbourne's 'The Age Newspaper' there appeared an advertisement for the application of shares in the Melbourne Motor Omnibus Co Ltd.

The first directors of the public company were J.W.C Downs (Chairman), H.W. Harrison, R.W. Kennedy, F.T. Hickford, H.J. Carter. The secretary of the business was F. Leslie Bruford.

In November 1913 it was documented that the Melbourne Motor Omnibus Co Ltd employs over 100 people. In regard to the imported bus fleet Australian contractors had at this time completed a number of the bus bodies. One of the main local contractors used for the coach building was Messrs. Jas. Flood and Co.

January 1914 the newspapers advised that the Melbourne Motor Omnibus Co was considering implementing an all night bus service between the city and the principal suburbs.

In March 1914 the Melbourne Motor Omnibus Co Ltd had its first half yearly meeting. The meeting was held at the Grand United Order of Oddfellows in Latrobe Street. The meeting was attended by 500 shareholders.

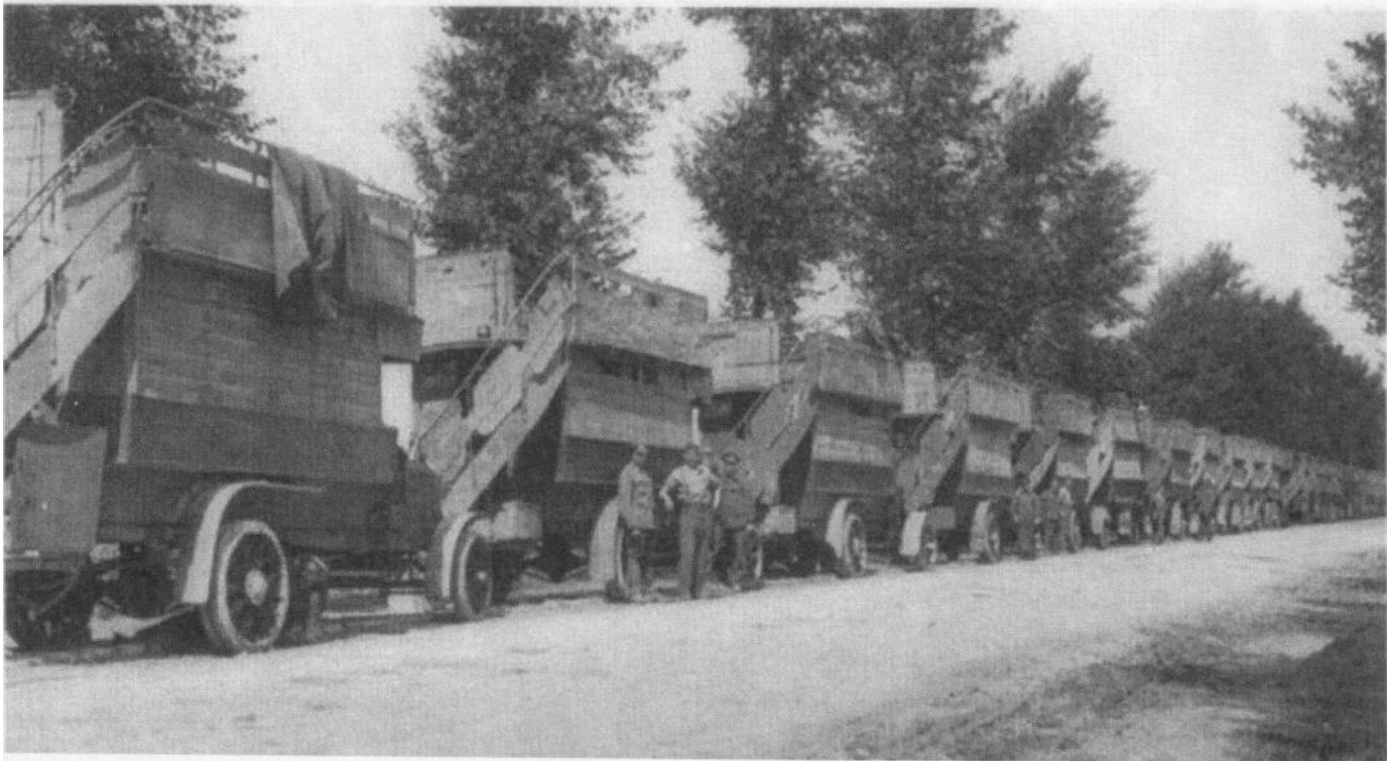
At that meeting it was noted that the Melbourne City Council had granted some new routes although the company had "not obtained everything asked for". The Daimler bus was proving its superiority to other buses. The business at this time had made a net profit for the first half year of working.

In July 1914 the Melbourne Motor Omnibus Co moved the garaging of all its buses to Tinning Street, Melbourne. At this time the business had 20 buses in service. The company ran a number of different brands in their bus fleet. The 1st Daimler to arrive was a CC-271 followed by CC-275. Some time later, CC-400, CC-521 and CC-585 plus 2 Daimler Char-A Banc. The later vehicles were imported into Australia as motor & chassis with JAS Flood & Co., building the bus bodies. Other buses in the fleet were Tilling & Stevenson, Associated Equipment Company, Ford Motor Care, Sidley Deasy and L.G.O.

On 5 November 1914 it was documented that the Sunshine Motor Co. who were the national distributors of Daimler commercial vehicles had 22 Daimler bus and truck chassis sold but before they could set sail for Australia from England war was declared. Vehicles from the Daimler factory had been commandeered by the British Government and this would be so while the war was on.

November 1914 also saw the first balance sheet of the company circulated to shareholders. The directors report was signed by Mr J.W.C. Downs, the chairman of directors. With the outbreak of war the British Governments ban on the export of motor buses had meant the company could not increase its fleet to adequately meet the increased demand for services. The total number of passengers carried for the year ended 30 June 1914 was 3,141,000 and covered some 459,345 miles. This meant the average Daimler bus in service travelled 34,020 miles. Takings for the year was £25,161.

British government sent 1185 buses overseas to transport troops around Europe in 1st World War. These included CC Daimlers, LGOC, AEC, ALBIONS and some other brands. Of the 1185 buses sent only 250 returned to UK. These battered survivors were judged substandard for conveying regular passengers but shortages of materials to build new vehicles meant that some were used as basic traffic emergency buses. Between 1914 and 1918 1429 transport staff drivers and mechanics lost their lives either driving or servicing the buses fleet.



A line-up of Daimler Buses.

Thanks to member Malcolm Nixon of Wagga Wagga for the above article.

Farewell My Lovely.

By E. B. White

I see by the new Sears Roebuck catalogue that it is still possible to buy an axle for a 1909 Model T Ford, but I am not deceived. The great days have faded, the end is in sight. Only one page in the current catalogue is devoted to parts and accessories for the Model T; yet everyone remembers springtimes when the Ford gadget section was larger than men's clothing, almost as large as household furnishings. The last Model T was built in 1927, and the car is fading from what scholars call the American scene—which is an understatement, because to a few million people who grew up with it, the old Ford practically was the American scene.

It was the miracle God had wrought. And it was patently the sort of thing that could only happen once. Mechanically uncanny, it was like nothing that had ever come to the world before. Flourishing industries rose and fell with it. As a vehicle, it was hard-working, commonplace, heroic; and it often seemed to transmit those qualities to the persons who rode in it. My own generation identifies it with Youth, with its gaudy, irretrievable excitements; before it fades into the mist, I would like to pay it the tribute of the sigh that is not a sob, and set down random entries in a shape somewhat less cumbersome than a Sears Roebuck catalogue.

The Model T was distinguished from all other makes of cars by the fact that its transmission was of a type known as planetary—which was half metaphysics, half sheer friction. Engineers accepted the word "planetary" in its epicyclic sense, but I was always conscious that it also meant "wandering," "erratic." Because of the peculiar nature of this planetary element, there was always, in Model T, a certain dull rapport between engine and wheels, and even when the car was in a state known as neutral, it trembled with a deep imperative and tended to inch forward. There was never a moment when the bands were not faintly egging the machine on. In this respect it was like a horse, rolling the bit on its tongue, and country people brought to it the same technique they used with draft animals.

Its most remarkable quality was its rate of acceleration. In its palmy days the Model T could take off faster than anything on the road. The reason was simple. To get under way, you simply hooked the third finger of the right hand around a lever on the steering column, pulled down hard, and shoved your left foot forcibly against the low-speed pedal. These were simple, positive motions; the car responded by lunging forward with a roar. After a few seconds of this turmoil, you took your toe off the pedal, eased up a mite on the throttle, and the car, possessed of only two forward speeds, catapulted directly into high with a series of ugly jerks and was off on its glorious errand. The abruptness of this departure was never equalled in other cars of the period. The human leg was (and still is) incapable of letting in a clutch with anything like the forthright abandon that used to send Model T on its way. Letting in a clutch is a negative, hesitant motion, depending on delicate nervous control; pushing down the Ford pedal was a simple, country motion—an expansive act, which came as natural as kicking an old door to make it budge.

The driver of the old Model T was a man enthroned. The car, with top up, stood seven feet high. The driver sat on top of the gas tank, brooding it with his own body. When he wanted gasoline, he alighted, along with everything else in the front seat; the seat was pulled off, the metal cap unscrewed, and a wooden stick thrust down to sound the liquid in the well. There were always a couple of these sounding sticks kicking around in the ratty sub-cushion regions of a flivver. Refuelling was more of a social function then, because the driver had to unbend, whether he wanted to or not. Directly in front of the driver was the windshield-high, uncompromisingly erect. Nobody talked about air resistance, and the four cylinders pushed the car through the atmosphere with a simple disregard of physical law.

There was this about a Model T: the purchaser never regarded this purchase as a complete, finished product. When you bought a Ford, you figured you had a start—a vibrant, spirited framework to which could be screwed an almost limitless assortment of decorative and functional hardware. Driving away from the agency, hugging the new wheel between your knees, you were already full of creative worry. A Ford was born naked as a baby, and a flourishing industry grew up out of correcting its rare deficiencies and combating its fascinating diseases. Those were the great days of lily-painting. I have been looking at some old Sears Roebuck catalogues, and they bring everything back so clear.

First you bought a Ruby Safety Reflector for the rear, so that your posterior would glow in another car's brilliance. Then you invested thirty-nine cents in some radiator Moto Wings, a popular ornament which gave the Pegasus touch to the machine and did something godlike to the owner. For nine cents you bought a fan-belt guide to keep the belt from slipping off the pulley.

You bought a radiator compound to stop leaks. This was as much a part of everybody's equipment as aspirin tablets are of a medicine cabinet. You bought special oil to prevent chattering, a clamp-on dash light, a patching outfit, a tool box which you bolted to the running board, a sun visor, a steering-column brace to keep the column rigid, and a set of emergency containers for gas, oil, and water—three thin, disc-like cans which reposed in a case on the running board during long, important journeys—red for gas, gray for water, green for oil. It was only a beginning. After the car was about a year old, steps were taken to check the alarming disintegration. (Model T was full of tumors, but they were benign.) A set of anti-rattlers (98c) was a popular panacea. You hooked them on to the gas and spark rods, to the brake pull rod, and to the steering-rod connections. Hood silencers, of black rubber, were applied to the fluttering hood. Shock-absorbers and snubbers gave "complete relaxation." Some people bought rubber pedal pads, to fit over the standard metal pedals. (I didn't like these, I remember.) Persons of a suspicious or

pugnacious turn of mind bought a rear-view mirror; but most Model T owners weren't worried by what was coming from behind because they would soon enough see it out in front. They rode in a state of cheerful catalepsy. Quite a large mutinous clique among Ford owners went over to a foot accelerator (you could buy one and screw it to the floor board), but there was a certain madness in these people, because the Model T, just as she stood, had a choice of three foot pedals to push, and there were plenty of moments when both feet were occupied in the routine performance of duty and when the only way to speed up the engine was with the hand throttle.

Gadget bred gadget. Owners not only bought ready-made gadgets, they invented gadgets to meet special needs. I myself drove my car directly from the agency to the blacksmith's, and had the smith affix two enormous iron brackets to the port running board to support an army trunk.

People who owned closed models builded along different lines: they bought ball grip handles for opening doors, window anti-rattlers, and de-luxe flower vases of the cut-glass anti-splash type. People with delicate sensibilities garnished their car with a device called the Donna Lee Automobile Disseminator---a porous vase guaranteed, according to Sears, to fill the car with a faint clean odor of lavender." The gap between open cars and closed cars was not as great then as it is now: for \$11.95, Sears Roebuck converted your touring car into a sedan and you went forth renewed. One agreeable quality of the old Fords was that they had no bumpers and their fenders softened and wilted with the years and permitted driver to squeeze in and out of tight places.

Tires were 30 x 3½, cost about twelve dollars, and punctured readily. Everybody carried a Jiffy, patching set, with a nutmeg grater to roughen the tube before the goo was spread on. Everybody was capable of putting on a patch, expected to have to, and did have to.

During my association with Model T's, self-starters were not a prevalent accessory. They were expensive and under suspicion. Your car came equipped with a serviceable crank, and the first thing you learned was how to Get Results. It was a special trick, and until you learned it (usually from another Ford owner, but sometimes by a period of appalling experimentation) you might as well have been winding up an awning. The trick was to leave the ignition switch off, proceed to the animal's head, pull the choke (which was a little wire protruding through the radiator), and give the crank two or three nonchalant upward lifts. Then, whistling as though thinking about something else, you would saunter back to the driver's cabin, turn the ignition on, return to the crank and this time, catching it on the down stroke, give it a quick spin with plenty of That. If this procedure was followed, the engine almost always responded---first with a few scattered explosions, then with a tumultuous gunfire, which you checked by racing around to the driver's seat and retarding the throttle. Often, if the emergency brake hadn't been pulled all the way back, the car advanced on you the instant the first explosion occurred and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me at the curb, as though looking for an apple in my pocket.

In zero weather, ordinary cranking became an impossibility, except for giants. The oil thickened, and it became necessary to jack up the rear wheels, which, for some planetary reason, eased the throw.

The lore and legend that governed the Ford were boundless. Owners had their own theories about everything; they discussed mutual problems in that wise, infinitely resourceful way old women discuss rheumatism. Exact knowledge was pretty scarce, and often-proved less effective than superstition. Dropping a camphor ball into the gas tank was a popular expedient; it seemed to have a tonic effect on both man and machine. There wasn't much to base exact knowledge on. The Ford driver flew blind. He didn't know the temperature of his engine, the speed of his car, the amount of his fuel or the pressure of his oil (the old Ford lubricated itself by what was---amiably described as the "splash system"). A speedometer cost money and was an extra, like a windshield-wiper. The dashboard of the early models was bare save for an ignition key; later models, grown effete, boasted an ammeter which pulsated alarmingly with the throbbing of the car. Under the dash was a box of coils, with vibrators which you adjusted, or thought you adjusted. Whatever the driver learned of his motor, he learned not through instruments but through sudden developments. I remember that the timer was one of the vital organs about which there was ample doctrine. When everything else had been checked, you "had a look" at the timer. It was an extravagantly odd little device, simple in construction, mysterious in function. It contained a roller, held by a spring, and there were four contact points on the inside of the case against which, many people believed, the roller rolled. I have had a timer apart on a sick Ford many times, but I never really knew what I was up to---I was just showing off before God. There were almost as many schools of thought as there were timers. Some people, when things went wrong, just clenched their teeth and gave the timer a smart crack with a wrench. Other people opened it up and blew on it. There was a school that held that the timer needed large amounts of oil; they fixed it by frequent baptism. And there was a school that was positive it was meant to run dry as a bone; these people were continually taking it off and wiping it. I remember once spitting into a timer; not in anger, but in a spirit of research. You see, the Model T driver moved in the realm of metaphysics. He believed his car could be hexed.

One reason the Ford anatomy was never reduced to an exact science was that, having "fixed" it, the owner couldn't honestly claim that the treatment had brought about the cure. There were too many authenticated cases of Fords fixing themselves---restored naturally to health after a short rest. Farmers soon discovered this, and it fitted nicely with their draft-horse philosophy: "Let 'er cool off and she'll snap into it again."

A Ford owner had Number One Bearing constantly in mind. This bearing, being at the front end of the motor, was the one that always burned out, because the oil didn't reach it when the car was climbing hills. (That's what I was always told, anyway.) The oil used to recede and leave Number One dry as a clam flat; you had to watch that bearing like a hawk. It was like a weak heart---you could hear it start knocking, and that was when you stopped and

let her cool off. Try as you would to keep the oil supply right, in the end Number One always went out. "Number One Bearing burned out on me and I had to have her replaced," you would say, wisely; and your companions always had a lot to tell about how to protect and pamper Number One to keep her alive.

Sprinkled not too liberally among the millions of amateur witch doctors who drove Fords and applied their own abominable cures were the heaven-sent mechanics who could really make the car talk. These professionals turned up in undreamed-of spots. One time, on the banks of the Columbia River in Washington, I heard the rear end go out of my Model T when I was trying to whip it up a steep incline onto the deck of a ferry. Something snapped; the car slid backward into the mud. It seemed to me like the end of the trail. But the captain of the ferry, observing the withered remnant, spoke up.

"What's got her?" he asked.

"I guess it's the rear end," I replied, listlessly. The captain leaned over the rail and stared. Then I saw that there was a hunger in his eyes that set him off from other men.

"Tell you what," he said, carelessly, trying to cover up his eagerness, "let's pull the son of a bitch up onto the boat, and I'll help you fix her while we're going back and forth on the river."

We did just this. All that day I plied between the towns of Pasco and Kennewick, while the skipper (who had once worked in a Ford garage) directed the amazing work of resetting the bones of my car.

Springtime in the heyday of the Model T was a delirious season. Owning a car was still a major excitement, roads were still wonderful and bad. The Fords were obviously conceived in madness: any car which was capable of going from forward into reverse without any perceptible mechanical hiatus was bound to be a mighty challenging thing to the human imagination. Boys used to veer them off the highway into a level pasture and run wild with them, as though they were cutting up with a girl. Most everybody used the reverse pedal quite as much as the regular foot brake--it distributed the wear over the bands and wore them all down evenly. That was the big trick, to wear all the bands down evenly, so that the final chattering would be total and the whole unit scream for renewal.

The days were golden, the nights were dim and strange. I still recall with trembling those loud, nocturnal crises when you drew up to a signpost and raced the engine so the lights would be bright enough to read destinations by. I have never been really planetary since. I suppose it's time to say goodbye. Farewell, my lovely! ♦

From:- Onward and Upwards with the Arts May 16 1936 Issue

Thanks to Robert Fordham for the above article

Services

**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:

Book for sale: First Motor Crossing of Australia -1912 & 2012 Centenary Expedition "Across Australia"
My first Not for Profit print of the 278 A4 page book on the above was taken up by Brush enthusiasts in a month. My thanks for the very kind messages of congratulations. I did enjoy producing a "truer" history of this historic motoring event.

In response to more requests my printer has kindly printed a further 20 copies for the same cost and these are now available at Aus.\$60 including postage. (Just 5 remaining.)

Bank transfers to RA AM Lamond 082726 509038191 or PayPal to lamond2@bigpond.com

or use my mobile 0409 712 101

Bob Lamond 0409 712101

"Solbakken" 267 Upper Piambong Rd
Piambong NSW 2850

[6-17]

1913 Phoenix 11.9 hp Roadster. Recent full restoration with all receipts covering expenditure available. Very rare vehicle and one of only seven of this model known worldwide, and the only one with this body style. Electric lighting and electric start. Moving house so have to downsize.

Asking Price \$45,000 ONO.

Contact: Ray Ives 0427 421 513

[4-17]



Wanted:

Wanted to Rent: Garage to house Buick and trailer. Preferably outside metropolitan area.

OR

Garage to house beautiful Buick, also trailer. Will need to be tucked in and cuddled each night. Very responsive, also enjoys glass of Chardonnay before settling down. Pet friendly, likes dogs under sump on cold nights. Very quiet and will remain still most of time, will not be up and going everyday like taxi. View over undulating country with Black Angus and Sheep considered.

Contact: LAURIE 0428 254 029 to discuss.

[6-17]

Give Away:

Car books and magazines to give away.

Road & Track dating back to 1964 or maybe earlier

Modern Motor, from 1955

Wheels from 1954

Various other car magazines

Contact: Anne Irish on 9872 7990

[4-17]

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)

kazngraebigpond.com or events.vccansw.org or contact us via the website.

Services

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

Please remember support those that support the club!

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