

SPIT AND POLISH

PATRON

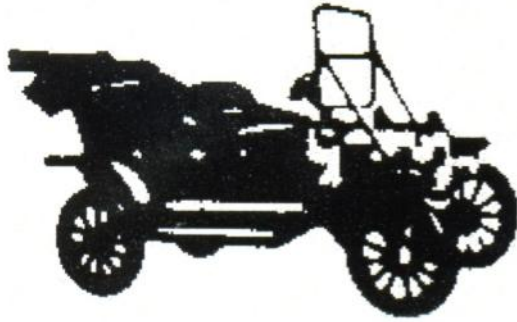
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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



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SPIT AND POLISH

WEB PAGE: www.vccansw.org

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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:-

*Robert Fordham and the late Warren Irish
travelling in Robert's 1908 Renault
during the National 1 & 2 Cylinder Rally
in Canberra - March 2013*

Committee of Management

OFFICE BEARERS:

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PRESIDENT	Peter Martin	4657 2994	Mob: 0418 865 235	
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	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449	Mob: 0488 248 177	
	Neville Preston	4352 1533		

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			Email: hupmobile@bigpond.com	
SECRETARY	Graeme Newman	4392 1035	Mob: 0412 138 063	
			Email: kazngra@bigpond.com	
MaSH CHAIRMAN	Doug Fulford	4654 5432	4655 7944	
			Email: doug@people.net.au	
SECRETARY/TREASURER	Kevin Boardman	4654 5499	Email: kboardman13@bigpond.com	
HONORARY AUDITOR	Graham Steer	9450 1454	9262 5995	
LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON:

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

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of MONTHLY MEETING held on Thursday 23rd June 2016

ATTENDANCE

Committee: 10 Visitors: 2 Members: 26 Family members: 5
Apologies were received from Dennis Ballard, Don Liddle, Les Watton and John Wards.

MEETING OPENED AT 8:20 PM.

PRESIDENT'S OPENING REMARKS

The President, Peter Martin, welcomed all members and visitors.
Members observed a minutes' silence to remember Ray Thomas. On behalf of the members, Peter expressed condolences to Marney and her family following the sad loss of Ray.

MINUTES PREVIOUS MEETING

Matters arising: Nil
Moved: Phil O'Loan Seconded: Lyn Martin

INWARDS CORRESPONDENCE

Invitations

Machines and macchiatos motor show and family fun day – 10 July
Shannons *Come ride with us* promotion – 14 August
VCCSA 2016 Bay to Birdsville Run

Flyers

Aria Park Hotel Opera by the lake – 4 March 2017
Motoring Expo at Australian Motorlife Museum

Other Club publications:

Brass Notes	Early Auto
Retronauts (online)	Coffs Splutter
Small Torque	The Edwardian
Veteran Torque	Bulletin of VCCSA
Bush Telegraph	Motorlife Museum

Other:

Letter of resignation from Robert Freeland
Letter from John Wards
Emails from Russell Holden and Bob Lamond
Newcastle minutes
CMC report for 31 May 2016
Offer for affiliation with CAMS (Confederation of Motor Sport)

OUTWARDS CORRESPONDENCE

Letters to Russell Holden, Alan Miller and Anthony Sinclair
Get well card to Geoff Simmons
Pre-membership letters to Jennifer Fawbert and Abbey Newman
Membership letter to Richard Lane
Moved: Doug Fulford Seconded: Bob Hobson

TREASURER'S REPORT

Balances are: \$

Outgoings: The accounts for cleaning, printing and repairs to air conditioner have been paid. There have been some costs associated with a blocked sewer over the last two months.

Income: Only one renter has not paid for the last quarter. Thank you to the members who are paying their dues on time.

Moved: Lauren Newman

Seconded: Ian Streatfeild

MAGAZINE Nothing to report

EVENTS

Graham Weekes drew the member's attention to the events published in *Spit and Polish*.

Doug Fulford encouraged members to come to the *Christmas in July* luncheon to be held on Sunday 10 July at Eschol Park Hotel in the Victorian drawing room. Participants need to pay the Treasurer and advise Doug when they pay. Doug reminded members of the MaSH run on Friday to *Peppercorn Café* at Mulgoa.

Peter Weir described the weekend runs to be held on 30 September to 2 October based in Wollongong to coincide with *Motorlife Expo*. The entry form was published in *Spit and Polish*. There will be runs to Kiama and Bundeena. He requested that participants return the entry form to him.

Maxwell Boardman is organising a *MaSH Run in the Country* on 27 August starting at his home 103 Dowles Lane, Brickley Vale, near Camden. The run is suitable for 1 & 2 cylinder cars. Participants need to bring their own thermos and lunch.

Graeme Newman spoke positively about the weekend at Singleton. On the Friday, the run from Cessnock to Singleton was short to allow members to attend Ray Thomas' funeral. A mini bus took 19 people to the funeral and back to Singleton. Despite the dire weather predictions, the weather was good on Friday and Saturday. However, on Sunday the rain was heavy and some cars had troubles in the rain getting home. Graeme invited members to the Newcastle Branch outing to Luskintyre Airfield when they might see some Tiger Moths in the air. Details are in *Spit and Polish*.

Graeme fondly remembered Ray Thomas as a man who loved all cars but was passionate about veteran cars. He was member number 108 of the Veteran Car Club. Ray loved buying and selling veterans, riding in veterans, taking pictures of veterans; he loved anything and everything to do with veterans. Ray was likely to have owned a different car every other year. What he lacked in technical expertise he made up with his zeal and enthusiasm for veteran cars. Ray had a positive attitude to life despite some tremendous accidents and serious medical conditions. Ray was a man who could look at a bucket of nuts and bolts and see a veteran car! He will be sadly missed, particularly by the members of Newcastle Branch.

PERMIT TO MOVE Nothing to report

LIBRARY Nothing to report

DATING Nothing to report

MEMBERSHIP

Members voted on the applications for membership from Abbey Newman and Jennifer Fawbert and members successfully accepted their applications. The President welcomed Abbey and Jennifer to the club.

CMC

Norm presented his report of the last CMC meeting. The report is available on the CMC website. The VCCA (NSW) had no objections to the 3 clubs applying for affiliation with the CMC. It was noted that to be eligible for ACMC plates the applicants must be a member of an ACMC affiliated club such as CMC or Council of Heritage Motor Clubs (or CHMC or Bush Council).

HALL

Robert Fordham reported that there had been problems with the sewer due to tree roots. The hall had been left open overnight by Sunday users and he has issued them with another key so hopefully it won't happen again. Accounts are ready to be sent to renters for the last quarter.

WEBSITE Nothing to report

GENERAL BUSINESS**1. HCCA International Rally 2019**

Russell Holden, the organiser of the HCCA International Rally 2019, outlined the background to the event and described how it will operate. For many years he has been requested by members of the HCCA to organise an event in Australia. Unfortunately the HCCA rules specify that their events are for pre 1916 vehicles. The event will be based in Bathurst around the Mt Panorama Raceway. It will be over 7 days and he envisages at least 100 entries from overseas and 200 from Australia. He has approached NRMA, Shannons, *Destination NSW* and Bathurst City Council for sponsorship and assistance. Members of VCCA (NSW) are covered by insurance in Australia. The rally has nothing to do with FIVA. An EOI has been published in *Spit and Polish*. EOIs have already been received from USA, Canada, NZ, Queensland and Victoria. The President thanked Russell for coming to the meeting and for providing members with an opportunity to use their cars and see cars from overseas.

2. Techie Talk

Barry Shinfield described how the new *Volvo* would start. Instead of using a key, there will be an app on your phone to start the car. According to Barry, *Mercedes* is producing an electric car operated by 63,759 AA batteries! The new *Lit Motors CI* is smaller than a *Smartcar*. It's a single seat, two wheeled, fully electric, gyroscopically stabilised vehicle. At a cost of \$24,000 it can accelerate from 0 to 100km per hour in 6 seconds with a maximum speed of 160 kph and it doesn't fall over and will operate with verbal instructions.

MEETING CLOSED AT 9:20 PM.

Peter Martin
President

Louise Yeomans
Secretary

Events Calendar - Club Events**JULY 2016**

- 28th Committee meeting starting at 6.45pm
 28th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
 29th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2016

- 7th **Navigators Day.** *See Page 7 for details*
 12th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 14th Shannon's Sydney Classic. Sydney Motorsport Park, Eastern Creek
 16th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
 21st **Newcastle Branch outing to Milbrodale Orange Orchard.** Meet at John Burke's at 10am
 25th Committee Meeting starting at 6.45pm
 25th **AGM and Monthly Club Meeting** at Club Rooms, Fivedock at 8pm.
 26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*
 27th **Country Run in MacArthur Region - Camden** *See Page 7 for details*

SEPTEMBER 2016

- 3rd **Newcastle Branch outing to Luskintyre Airfield.** *Meet at Lockinvar Park at 10.30am*
 4th **Sydney North Breakfast Run** *See Page 7 for details*
 9th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 17th MaSH Branch Meeting 2pm Mittagong RSL
 18th **Vintage Motorcycle Club Veteran only run at Maraylya.** *Further details to follow*
 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*
 30th - 2nd **2016 Motorlife Expo Illawarra Tour.** *See Pages 7 for more information*

OCTOBER 2016

- 14th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
 14th - 17th **Newcastle Branch Annual Tour -** *See Page 8 for information*
 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*

Events Calendar - National Rallies

OCTOBER-NOVEMBER 2016

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

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

SEPTEMBER 2017

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

SEPTEMBER 2017

24th - 30th **National Veteran Vehicle Rally, Clare Valley, South Australia.**
Expression of Interest Form, also available from our web site under Downloads

Events Calendar - Invitation Events

AUGUST 2016

14th Shannon's Sydney Classic. Sydney Motorsport Park, Eastern Creek

20th-21st Classic and Enthusiasts Motor Cycle Club of NSW Inc. 32nd Annual Illawarra Branch Tour. Onslow Park Camden. *See Page 21 for Entry Form*

SEPTEMBER 2016

18th Vintage Motorcycle Club Veteran only run at Maraylya. *Further details to follow*

OCTOBER 2016

2nd The Australian Motorlife Museum at Kembla Grange is having their annual Expo day on Sunday 2nd October 2016 (Labour Day Long Weekend), with the VCCA (NSW) as the guest club this year.
See Page 20 for more details and Entry Form

21st - 24th We would like to officially invite your members to the 40th National Chevrolet Festival, in Mt Gambier SA. The Chevrolet Performance Assoc of SA is proud to be the host club for this prestigious event.
For more information please call: Graeme Gilbert - 0407 037 837 Rebecca Bottrill- 0402 049 011

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 S & P

Coming Events

**COMBINED NAVIGATOR'S
SOCIAL DAY**
SUNDAY 7th AUGUST 2016
"SHIP AHOY"
START: 10.00am. Ermington Boat Ramp, at
the end of Wharf Rd.
Turn off Victoria Rd. into Wharf Rd. at Putt Putt Golf
West Ryde
We will have morning tea there.
FINISH: Penrith for an early lunch and then
a visit to a local Museum at 1.00pm.
Gold coin admission to museum.
BYO EVERYTHING (no shops)
Les Watton 9838 8063 m 0418 973 866

AUGUST COUNTRY RUN
in MacArthur Region,
on Saturday 27th.
Start 9:00 am at 103 Dowle Lane,
BICKLEY VALE, via Camden.
Morning tea supplied.
Hot water for your thermos.
BRING YOUR OWN PICNIC LUNCH.
"we eat where we stop"
Roads & Distance to suit Real Veterans.
Plenty of space for trailered cars on-site
CONTACT if necessary - Maxwell
Phone is 0428 301 031.
Macarthur and Southern Highlands Branch of VCCA.

**Newcastle Branch Outing
to Milbrodale Orange Orchard.**
Sunday 21st August 2016
Meet at John Burke's at 10am

SYDNEY NORTH BREAKFAST RUN
Sunday 4 September 2016
Lane Cove National Park
Tunks Hill Picnic area
Approach from Delhi Road or Ryde Road
\$8 entry fee

2016 Motorlife Expo Illawarra Tour
Friday Afternoon 30th SEPTEMBER to Sunday Afternoon 2nd OCTOBER 2016
Information and Entry Form in June 2016 Spit and Polish
Motorlife Museum situated at Intergal Energy Recreation Park, Darkes Rd, Kembla Grange NSW.
(Suburb of Wollongong)
Peter Weir
66 Vista Parkway
Wongawilli NSW 2530
Or email to weir@learth.net
Ring 4262 6595 for any additional information.

Coming Events (cont.)

2016 Newcastle Branch Annual Tour

Friday 14th to Monday 17th October

Based at the Molly Morgan Motel East Maitland where there is plenty of off street parking for your Veteran, trailer and tow vehicle if required.

Dinner will be available each night in the dining room.

We have made provisional booking, so give the Molly Morgan a call and book your room. Let them know you are with the Veteran Car Club.

Molly Morgan Motor Inn

Ph: 4933 5422

Email: reception@mollymorganmi.com.au

Come along and join us for a weekend of veteran motoring on some relatively traffic free roads with some lovely scenery.

For further details contact:

Graeme Newman

4392 1035

0412 138 063

kazngrae@bigpond.com

Neville Preston

4352 1533

Entry Form on Page 20

Welcome New Members

Jennifer Fawbert
52 Hanckel Road
OAKVILLE NSW 2765
Associate Member
Phone: Mob 0417 203 384
Email: fawbert@bigpond.com

Abbey Newman
60 Ocean View Road
GOROKAN NSW 2263
1914 Talbot 4CBX
Phone: (H) 4392 1035
Mob 0451 710 972
Email: abbey.p.fb@gmail.com

Change of Email Address

Euan and Wilga Coutts
new email address
euanwil@bigpond.com

General Information

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

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

Membership Dues for 2016-2017

It's that time of the year again when membership subscriptions are due. Your current membership for the VCCA (NSW) Inc expires at the end of June unless you paid for three years. Membership for the coming financial year is due by 30 June 2016. Members have three months to renew their membership.

If you use the logbook for your vehicle you must have current membership of the club through which your vehicle is registered so don't let your membership lapse.

Your membership information is included in this month's copy of Spit and Polish. Please check the information, make any changes, fill in the any missing information and return it to the Treasurer. You can return it electronically to geoff.yeomans1@gmail.com or to louise.yeomans1@gmail.com or by snail mail to the club address.

You may elect to pay your dues for one or three years. If you decide to pay for one year it will cost \$80. If you elect to pay for three years in advance it will cost \$210. Please check your membership details for the length of your current subscription. A membership card will be mailed with your copy of Spit and Polish after payment is received.

You may pay by cheque or electronic funds transfer (EFT). If you pay by EFT you must identify your payment clearly in the description box with your name or membership number. If the funds have no clear identification the money will be considered as a donation to the club. When you pay by EFT please email the transaction details to the Treasurer (geoff.yeomans1@gmail.com)

For EFT the 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

As I will be away from 1 September for 6 weeks, payment before the end of August would be much appreciated.

Geoff Yeomans
Honorary Treasurer

Editorial

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

Thanks to Max Burke and Graeme Newman for their Vales on Ray Thomas.

4 outings reported on this month, reports from Lynette Martin on the 1 & 2 Cylinder Tour at Mudgee, a report from the Editor on the Singleton Weekend, a report from Doug Fulford on the MaSH Branch Northern Coffee run and a report from Louise Yeomans on the Sydney North Breakfast run.

An article from John Burke on the brief history of Clement Bayard and a light-hearted humour story from Ron Hattersley.

Coming events are the Combined Navigator's Social Day, then the Newcastle Branch run to the orange orchard at Milbrodale, followed by the MaSH Branch Run in the Country. Then there is the Sydney North Breakfast run to Lane Cove National Park, followed by Motorlife Expo Illawarra Tour. Then the Newcastle Branch Annual Tour in October.

At the moment I have a **very small** supply of material, but it is always handy to have a little extra just incase things get quiet. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Remember this is "**YOUR MAGAZINE**".

Enjoy your Veteran motoring

Nev Preston



Vale - Ray Thomas

Ray Thomas was a Motoring Enthusiast Grade A1

It was in 1965 that I first met Ray. Max Davey and I had a vintage car each and we sought a concessional registration for them, so we attended a motor show in Newcastle seeking advice on how to get a number plate. The show was in the wool store and the veteran car club had a roped off area of which Ray was duty officer. He greeted us cordially, explained the system and invited us to attend the next meeting of his club in the driver training range. We did so and Ray nominated us both to be associate members. Quick as a wink we had a seconder, paid the fees and Ray told us that we would be associate members of the VCCA just as soon as we could be processed by head office in Sydney.

Ray was a no mucking about recruitment officer !

The members then helped us to find a veteran car, at the time 1916 was the cut off date. Ray took me to look at a Hupmobile in Newcastle but it was a 1917 and a Studebaker in Maitland but it was 1919. Ray and I then went to Sydney to examine an Oakland of 1915 but it was totally dismantled and the body was off a Mitchell, we left it there. On the way home we visited with some of Ray's friends and I saw a Baker Electric, two Cadillacs, a Buick and a 490 Chevrolet. It was on Mother's Day and the traffic was scary to me but with Ray as guide we managed to get home without incident.

Ray's vast knowledge of veteran cars and who owned them he kept in a notebook but mostly he kept in his head. When questioned he always had an answer usually beginning with 'Now that's a funny one.'

Sometimes his clues on location got mixed up. One that comes to mind is when Ray and Doug Marr set out to a spot in the upper Hunter where Ray was certain there was an Essex 4 and a Buick 4. Both of them veterans. They were standing beside a dance hall and a tennis court. They had some trouble in finding the spot but Ray was sure they would see it from the top of the next hill. They ended up in West Wyalong.

Our group were going to Stroud and meeting just over the Hexham bridge. Ray and family was already there. They were in one of the Fords that Ray had from time to time. Ray was changing a spark plug as the Ford was only running on three. 'You go on, we will soon catch up' he called. We went on and eventually came to a toilet near a hall so we stopped and before long the Thomas Ford was approaching in uncertain manner, and running on two cylinders only. The shifting spanner was on top of the head shorting out two plugs. Removing the hot shifter let the engine run on four again.

His inquisitive streak led Ray to pull things apart to find why they were going so well. He pulled the vac tank off the Buick apart during lunch and it would not suck any more. He took the head off the Ford, put it back on breaking off the head studs. He took the back wheels of the Ford so many times that the axles were stripped and to fix them he drove a strong nail through the castle nut. Fortunately friends came to his rescue and repaired things properly for him.

For Ray flat batteries were the norm. His garage was under a part of his house with a steep pull up to the street. If he got the car going in the garage, came out far enough to put up the top, but stalled on the way up the steep drive, the top would be wiped off as it ran backwards back into the garage. Ray could perform a miracle with a couple of hose clamps and a tyre lever be it on hood bows or the main leaf of a spring when stranded in the field.

At home the Thomas family began to run out of room space. A flat was built on for Ray's mum, still more space was needed. An excavation below the house created another room down under. All was well until a break of extreme wet weather and an earthquake caused the house to try to slide down the hill enough to crack the plumbing. Without realising the cause Ray hired a reptile called a sannin snake and all was going well until the vicious creature tried to pull Ray down the pipe. Fortunately Marney was there to pull its plug.

Even when sometimes Ray fell from his friends' favour his pleasant personality caused us to forgive him.

For some time Ray Thomas had not enjoyed good health but his response was always 'I've never seen the world so bright'. An outlook by which his many friends in the VCCA will choose to remember him.

Max Burke.
Member 364

Vale - R.J. 'Ray' Thomas

Graeme Newman

I knew Ray as long as I could remember as my parents had formed a friendship with Ray and Marney well before I was born. Ray was a long term and passionate member of the V.C.C.A (NSW) having joined in the late 1950's as member number 108. Beyond his membership in the Club, Ray simply seemed to love cars and trucks and most things associated with motoring. He was something of a motoring tragic.

When it came to veteran cars, Ray was the owner or custodian of more than 20 cars over the years. Unlike some members who tend to only have eyes for one make of car, or one country of origin, Ray didn't seem to have any particular preference. He had cars that ranged from a single cylinder Brush to a six cylinder Studebaker, from Renault to Buick to F.N. to Talbot. Ray loved Model T Fords and was even quite passionate about Metz motor cars, and whilst I don't wish to offend any Metz owners or admirers out there, most veteran car people I know do acknowledge that the friction drive system that Metz employed was not highly successful. The fact that Ray could overlook this problem was testament to the very optimistic and positive attitude with which Ray seemed to approach most if not all things in life. Ray even seemed to love pronouncing the full names of makes such F.N., F.I.A.T., S.C.A.T., and De Dion Bouton, with a little of the appropriate accent thrown in for good measure.



Ray at his 80th Birthday Party - January 2010

Ray and Marney had a family of five boys together, so the family home at 37 Clarence Road, Waratah was always a fairly lively place. I can remember many visits to the Thomas household from quite an early age. Many of the visits were for Dad to have a look at Ray's latest acquisition or to help him with a mechanical problem that may have proved a bit too puzzling for him. My mother always said that you could be guaranteed Marney would always do her best to have a cuppa and some freshly cooked cakes or biscuits available when she was expecting visitors. Although she did say there was the odd time when Marney had gone to the cake tin, only to find the boys had already enjoyed the fruits of her labour!

There were times when Ray had to make the decision to sell his veteran of the time due to more pressing financial demands, but you could always be assured it wouldn't be too long before he was on the trail of something else. I don't think Ray was ever quite content if the garage didn't house a veteran or remains thereof.

Over the years, Ray was involved in a number of 'incidents' involving cars, trailers, veteran cars and the rather steep driveway at 37 Clarence Road or a combination of same. I recall hearing stories of a wheel parting company with a trailer, the load on a trailer catching fire and various other mishaps, all of which Ray took in his stride, and all of which just added to the character that was Ray.

Ray loved to study photographs or slides of early Car Club events and he seemed to have an amazing ability to recollect not only the details of a particular car, especially if it was a 'funny one'. He could usually also give a history of any previous and subsequent owners. His love of cars was something he shared with Marney, which was probably most fortunate. We were reminded at his funeral, that one of the reasons he found a young Marney so attractive was that she was a keen driver herself, which was somewhat unusual for young ladies at that time.

Ray was very active in the Newcastle Branch from the time of its formation until his health would no longer allow him. He held various positions of office on a number of occasions and over the years attended the vast majority of both meetings and outings.

Unfortunately Ray was not well for many years, much of which was brought about by injuries he suffered in a car accident. Again, this did not dampen Rays enthusiasm to be involved in the Car Club, be it attending meetings or tinkering with, driving or travelling in a veteran car. Ray formed many strong friendships over the years through his interest in old cars. Some of those friendships remained long after the other persons interest in old cars may have waned.

Ray and Marney were also involved in various other activities including their church as well as being very keen social tennis players for many years.

As anyone who knew Ray would know, he had 'never seen the world so bright' so we can only hope he is now at peace. His enthusiasm, friendship and knowledge of veteran cars will be missed by many. Our thoughts go to his family and many friends within the old car movement.

Mudgee 1 & 2 Cylinder Tour. 13th-15th May 2016

Lynette Martin

Friday morning the car was all packed and ready to go, but unfortunately the trailer lights decided not to work. We finally left home 3 O'Clock.

Got to Mudgee 7pm just in time for dinner which Russell and Christine kindly held up for us. Peter and Sue arrived about ten minutes later. We all enjoyed a lovely dinner on the verandah of their home with sweeping views over Mudgee, that if we had been earlier, we would have seen.

Most of the rally entrants stayed at the Comfort inn. We had a good night sleep at the Motel and would recommend it for any one organising a rally. Good hosts.

Saturday morning saw us getting set for a day's run. It was to be to Gulgong for a look around then lunch. We all met at the local park, and with the sun shining we set off. Our rally was not without misadventure as our little car decided it wasn't going after travelling about four kilometres out of Mudgee. While we were on the side of the road, and interesting spectacle went driving by, no not a veteran car, but an omnibus pulled by two draft horses. Riding in this rather fascinating contraption were a few young people dressed in roaring twenties style and with drinks in one hand they waved to us with the other, as the ambled by. With a little help from a local, Neil returned with the trailer and we headed on to lunch which they kindly kept for us.

Saturday night we went to the Oriental Pub; best steak I've had in years.

Mudgee is just three hours from Sydney encompassing Gulgong, Kandos and Rylston, before white settlement it was Wiradjuri country.

The Logan winery was our morning tea stop on Sunday, Christine had ordered a lovely cake to be served up with coffee. Home now to fix up Renault's problems.

Many thanks to Russell Christine and Andrea for a great weekend.

Singleton Weekend - 17-19/06/16

The Editor

Friday 17th.

Very cool when I departed home at 7.15am and met the Roses and Newmans at Wyee. We then headed to Cessnock and arrived at the Burkes at 9.10am. Morning tea and briefing before we headed of to Singleton at 10am.

We took a shorted run to Singleton as we had to be there for the bus at midday. Along Wine Country Drive then left into Broke Road, right into McDonalds Road, left into Deaseys Road and then right into Hermitage Road and follow through to Belford. Here we joined the New England Highway and followed it through to Singleton. The traffic was very thick from where the Golden Highway turns off, into Singleton. Arrived at the motel at 11am. Some people were able to book into their rooms. Had some lunch before the bus arrived.



Morning tea at the Burke's

The bus, which had been previously organized to take 19 of us to Ray Thomas's funeral, departed the motel 12.15pm for our trip into Kotara to be there for Ray's service at 1:30pm at the Church of the Good Shepherd. We arrived at the church at 1.10pm. A full length service of 1 hour including communion. Afternoon tea was in the church hall where we were able to catch up with Ray's family and friends. Unfortunately Marney was unable to attend Ray's service for medical reasons.

The bus departed for the return trip to the motel at 3pm and arrived back at 4pm. Dinner that evening was in the motel dining room, with pre dinner drinks in the dining room.

A good day for veteran motoring, but a little cool early.

Saturday 18th.

A shower of rain to start the day but thankfully it had stopped by the time we were ready to leave. Breakfast was in the motel dining room for those that had ordered it.

Some of the cars were a little hard to start, mine included, finally with a push it started easily. From the motel we headed west along the highway, across the Hunter River and then right into Bridgeman Road and out to Mt Pleasant Public school for our morning tea stop. We were able to use a nice sheltered area in the school grounds for



Line up of cars at the morning tea stop at Mount Pleasant Public School

our morning tea, although this was not necessary as the rain had stopped by this time.

From here we headed on through Falbrook to Glennies Creek. Here we had a pause in our travels as we waited for a lengthy loaded coal train to pass through the level crossing and according to Doug Marshall's counting there were 96 coal trucks.. Finally we were able to continue and then joined the New England Highway and headed to Ravensworth. Here we left the highway and travelled through Hebden and to our lunch stop at Liddell Park on the northern shores of Lake Liddell. Again we had a covered area with picnic tables to enjoy our lunch.

From lunch we continued on through Antiene to rejoin the Highway. We then headed back towards Singleton along the Highway through Ravensworth and then we left the highway to head across to the Golden Highway along Lemington Road. Along this section we found Doug parked on the side of the road with a fuel problem, empty fuel tank. Strange, as he only has to fill it every third day, must have lost count of the days. However the NRMA were on their way from Singleton with more fuel.

At the Golden Highway we headed towards Walkworth for an afternoon tea stop in Warkworth Park. From here we continued to Mt Thorley and then headed to Singleton and back to the motel.



Lunch stop at Lake Liddell

Happy hour was enjoyed beside the pool, before heading in for dinner in the dining room. After dinner there was the usual awarding of prizes.

- 1st Timer Veteran - Terry and Vicki Smith
- 1st Timer - Yvette Bugeia
- Coldest - Allen Dunlop
- Warmest - Geoff and Louise Yeomans
- Best Presented Car - Chalmers (Mick & Denise Bendeich)
- Director's Choice - Benz (John & Sue Wards)
- Youngest - Ben & Kate Rose (Talbot)
- Hard luck - Doug Marshall (shortage of fuel)
- Good Fellow Award - Graeme & Karyn Newman
- Good Effort Award - Dianne & Christopher Gotley & Brett Corrigan



A few more cars at Mount Pleasant School

Then the raffle was drawn and the winner was Mary Dunlop. A fitting end to a great day.

Sunday 19th.

Again the day started with showers but eased enough to load the cars without getting to wet. Again breakfast in the motel dining room. With the inclement weather some elected to head straight for home while the remainder followed the route instructions to our morning tea stop.

From the motel we headed through Singleton, across the Hunter River and then into Bridgeman Road. Then followed Retreat Road, Dyrring Road, Gresford Road which brought us back to within a couple of kilometers from where we started. Left into Glendon Road, a short distance along we came across Max and Joan Burke having over heating problems with the model 20 Hupmobile. As fast as they poured water in the radiator it was running out the bottom. So John headed for home to get a trailer to retrieve the Hup. Continuing on through Glendon, Elderslie to Branxton and our morning tea stop and the official end of the tour.

The Talbot contingent headed for home and the closer we got the heavier rain got to the extent that we experienced a few problems with wet magnetos, but eventually made it home.

List of Starters

- John & Kelly Burke 1916 Buick
- Allen Dunlop 1912 Cadillac
- Neil & Lyn Martin Modern
- Matthew Burke & Yvette Bugeia 1913 Hupmobile
- Doug & Dianne Marshall 1912 F.N.
- John & Sue Wards 1916 Benz
- Graeme & Karyn Newman 1914 Talbot
- Michael and Denise Bendeich 1913 Chalmers
- Max & Joan Burke 1911 Hupmobile
- Terry & Vicki Smith 1913 Ford T
- Neville Preston 1913 Talbot
- Alan, Kate, Eliza, Rosie Davis 1914 Cadillac
- Geoff & Louise Yeomans 1914 Wolseley
- John Brumby 1917 Maxwell
- Dianne & Christopher Gotley, Brett Corrigan . 1914 Talbot
- Betty & David Cherry 1915 Ford T
- Mick & Katrina Duncan 1911 F.N.
- Ben, Kate & Wendy Rose..... 1914 Talbot



Michael and Denise Bendeich

Thanks to John for organizing the event and to the ladies who supplied the eats for morning and afternoon teas.

MaSH Branch “Northern Coffee Run” to Peppercorn Cafe 24 June 2016

Doug Fulford

Whilst the rain stayed away it was a pretty cold day with the wind chill factor making effectively colder and the hood on a veteran alternately acting as a sail or a brake. The fact that our chosen destination was allegedly an indoors one seemed fortuitous. Our traditional morning tea was nonetheless a lively affair with Les and Helen, who had other commitments preventing them from joining us on the run, dropping by. Then Neil Martin's cousin and partner happened by. The conversation was really flowing and no-one seemed to be making a move to leave.

Vivian and I decided to set out in advance of the others as we were the only ones travelling veteran. We had changed the first part of the route to travel through Oran Park rather than Smeaton Grange and it was much more pleasant although whether that remains so as Oran Park expands is an open question. The rest of the route is along quiet rural roads through Catherine Fields, Bringelly, Greendale and Wallacia to Mulgoa. Greendale Road meanders with apparently little sense of purpose so that we experienced headwinds, tailwinds and crosswinds. There was no sign of the others until we saw the Kinnears about 6 km from our destination. It wasn't that “Marmalade”, our bright yellow 1917 Studebaker, was travelling that fast but rather a measure of just how well conversation had continued to flow at our morning tea stop after we had left. Indeed Kath and Bruce had taken a short cut to catch up with us. The Martins, who followed the official route this month, didn't arrive for some time after we had reached Peppercorn Cafe.

In a way it was like Christmas in June in that “there was no room at the inn” and we were ushered out of the warmth of the restaurant to the adjoining “stable”. Bruce and I were seated in front of the lattice side to act as wind breaks. (I had always thought that breaking wind was not acceptable in public.) I'm not saying that it was cold out in the stables but the waitress put ice in our table water to warm it up a bit. Mind you I'm not sure why we needed table water as the I personally prefer to eat off a dry table. Soup and hot coffees were the most popular picks from the menu although temperature loss in transit was apparently an issue. There were three different soups available accompanied by either herb or garlic bread. One of our cohort realised it was a good thing he had brought his wife to remind him what option he liked best. The restaurant owner advised that if we provided her with a tall man we could have the weather curtains drawn down – Bruce and Neil were both on their feet before I had time to even blink. Actually the meals were very tasty and the conversation even better as we discussed the funnier side of life experiences some of which you may not at first have realised actually do have their funnier side.

After we paid for our meals (something I nearly forgot to do) and left the warmth of the restaurant it was apparent just how cold it was outside. Its pretty amazing what the warmth of good company not to mention years of travelling in horseless carriages with little or no weather protection can do to lessen the effect of cold on an individual. It was time to head home but each of us was glad we had made the effort to share fun and friendship.



Neil Martin, Doug Fulford, Bruce & Kath Kinnear, Susan Martin, Lyn Martin, Vivian Fulford, Helen Grant.

Les Watton, photographer

Northern Sydney Breakfast Run - Sunday 3rd July 2016

Louise Yeomans

As Sunday was a cold morning it tempting to stay warm in bed for an extra five minutes but we needed to leave by at least by 8am. Once Geoff started the Wolseley, the neighbours appeared and wanted to chew over the election results or lack of results, and the dog walkers stopped to admire the car. Soon we were on our way dressed like Michelin men.

The roads were relatively deserted- too cold for walkers and push bike riders. Along the old Pacific Highway, the mist was lifting from the valleys and it was a bright sunny winter's day. As we came closer to *Pie in the Sky* there were more and more motor bikes noisily overtaking us.

When we arrived at *Pie in the Sky*, Les Watton and some of the members of the *Antique and Classic Car Club* were already parked in the watery sun. Soon other members of our club arrived – Leon Smith with his son Martin, Bill and Carol Heeney, Mike Bendeich on his motor bike and Denise, Neville Preston in his Talbot, our newest club member Abbey Newman driving the Talbot with proud dad, Graeme, and Karyn smothered with blankets in the back. Barry Shinfield arrived with a bevy of beautiful girls, his granddaughters from Queensland. Ian came with his white Samoyed dog, Abbey, while Dorothy came modern driving her sister and her daughter. Ron and Edna Cox arrived in their vintage car looking warm and cosy as did Marilyn and Michael Trethowan. Both cars have proper glass wind up windows! Disappointingly the starter motor on Trethowan's veteran refused to work after Michael had worked on the car all the week. Also disappointingly Doug and Dianne Marshall had car problems and had to return home.

For morning tea there was an amazing menu to choose from especially if you enjoy a pie! The coffee was strong and hot. It is easy to understand the popularity of the *Pie in the Sky* with motor bike riders and car clubs. There's lots of space for parking with hearty food and drinks.

We missed the company of Janina Shinfield and the boys, David and Kate Norton, and Ian and Jenny Streatfeild, who all sent their apologies. But all agreed, Ian's suggestion for the venue was great one. The next *Northern Sydney Breakfast Run* will be held on 4 September to *Lane Cove National Park meeting* at the *Tunks Hill Picnic* area. There is entry from Delhi Road on the south, or from Ryde Road from the northern end of the park.



The Shinfield Talbot, the Newman Talbot and the Yeomans Wolseley.



Mike Bendeich's A.K.D.



*The Preston Talbot
the Watton Wolseley
and the Watton Wolseley*

Attendees from V.C.C.A.

Mike and Denise Bendeich (A.K.D. M/c)
Barry Shinfield with Sarafina, Gabrielle, Amy and Jordan Shehab (1911 Talbot)
Louise and Geoff Yeomans (1914 Wolseley)
Abbey, Graeme and Karyn Newman (1914 Talbot)
Neville Preston (1913 Talbot)
Ron and Edna Cox
Bill and Carol Heeney
Michael and Marilyn Trethowan (Morris)
Dorothy Shinfield, Katrina Shehab and Julie Bonello
Ian Shinfield
Leon and Martin Smith
Les Watton

From the A.C.M.C.

Joe Doyle, Dodge. Mark Watton, Wolseley.
Patrick Watton, Wolseley. Malcolm Lind, Dodge.
Allana Flynn-O'Neile, Porsche. Phil Haberle, Saab.
Julian Atkinson, Mini Moke.
Ross Burgess, Buick. Harvey Claypole, Packard.



Pie in the Sky

*Information below from the web site
'Pie in the Sky'
and attributed to
Hornsby Shire Historical Society
LOCAL COLOUR 43
Helen Vincent and Geoff Bensley*



Pie in the Sky has not always been the well-known refreshment stop it is today. It started out as a railway canteen for the fettlers as they worked on the northern train line, which has been so important in the development of this northern part of Hornsby Shire. In fact, the land is still owned by Rail Corp. and a railway tunnel goes right under it. Once the need for a railway canteen was no longer there, the spot became the site of a Mobil petrol station. There are many memories of motorists in the 40's stopping for petrol or water after car engines had boiled climbing up the steep gradient from Brooklyn.

Like so many other roadside businesses on the Pacific Highway, the petrol station fell victim to the opening of the F3 in 1968, which diverted passing traffic away. It fell into disrepair, and then was bought by a gentleman who started its career as a pie shop. Initially, it was not a huge success. and was sold to a Mr. Tom Ransom and later to his son who both built it into the thriving business it is today. The pies are not your ordinary pies. They are full of amazing fresh ingredients such as lamb honey & rosemary, chicken honey mustard, beef burgundy, apple and rhubarb, apricot and blueberry, and have to be tasted to be believed. You can see the chunks of meat!

The final transformation from petrol station to pie shop took place in October 2012, when the petrol storage tanks were removed. They had been hidden underneath an old wooden boat filled with concrete! How the boat got itself to the top of the hill in the first place remains a mystery. Unfortunately the boat is longer there as it fell apart when moved.

And the movie stars? Pie in the Sky was the scene of the filming of Lantana – an award winning Australian film starring Anthony LaPaglia, Kerry Armstrong, Geoffrey Rush, Barbara Hershey and other notable Australian actors.

A Brief History: Clement Bayard

John Burke - Dating Chairman

Gustave – Adolphe Clement was born in Pierrefonds, France in 1855, the son of a grocer. Adolphe was orphaned at an early age with the death of his mother when he was seven, his Father remarried but died two years later and young Adolphe along with his four other siblings was raised by his step mother and her new husband, a school teacher. He worked in the family business delivering groceries until he was apprenticed to a farrier / blacksmith at age 13. Once qualified, he set off travelling throughout France, working his trade as he travelled. In 1878 he settled in what was to become the centre of France’s velocipede industry. He was soon entering races and became known for this skill at riding and repairing the Boneshakers and high wheeled bicycles of the period. His skills at repairing developed into a reasonable business which evolved into the manufacture of such machines.

Clement was well established as a velocipede manufacture when an opportunity arose to acquire the sole French rights to the “Pudding wheel” pneumatic tyre, produced by Dunlop. He was advised that this form of tyre would not be successful although it seems he had a knack of forecasting market trends and his initial investment of 700,000 francs returned a 100% profit in the first year.

In 1895 with the finance available to him he produced his first motorised tricycle an internal combustion design that ran on Mineral Naphtha. He also used some of his wealth to back and old friend, Alexandre Darracq, to form the Gladiator Cycle Company who produced the Clement Mineral Naphtha tricycle. Clement was the driving force behind the Clement – Gladiator – Humber Company although the Humber interest was soon dropped. In 1898, the new Clement – Gladiator company began building cars. Harvey Du Cros of the English Dunlop company was promoting the Clement Gladiator and the Motor Power Company, owned by Du Cros and S.F. Edge imported Gladiators into England.

Clement had also helped finance Panhard and Levassor, who employed as a design engineer Commandant Krebs. Krebs designed a motorised Dog Cart for Clement; it was not very successful however despite the machines faults, it was widely copied. Sterling in Scotland built it as Sterling - Panhard; Ariel produced it under the name Ariel – Panhard. During this time Clement was busy producing a light voiturette with a 2hp De Dion engine and a new factory at Levallouise - Perret, Seine. Other factories were established at Tulle and Mezieres.

By the end of 1901 more conventional cars were being designed and built by Clement and Marius Barbarou, who was later lured to Germany to design the new range of automobile for Benz.

Clement was collaborating with other engineers and within a couple of years the Clement range had produced 9, 12 and 16 hp cars. (The larger cars utilising four cylinder engines). The chassis was virtually identical to that of the Gladiator excepting that Clement used shaft drive and Gladiator had remained with chain. In 1903 it was announced that Clement had departed from the Clement Gladiator Company which had come under the control of the Englishman Harvey Du Cros.

Clement was well associated with many persons from within the bicycle and motorised bicycle industry throughout Europe. James Lansdowne Norton was building Clement bicycle frames under licence, and used the Clement clip on engine on the first Norton Motorcycle. Another association was that of Clement and Lord Charles Chetwynd – Talbot with Harry Lawson of the British Automobile Commercial Syndicate Ltd which owned Humber Cycles (BASC). After the collapse of the BASC Ltd, Clement and Talbot remained Directors of the popular bicycle company which had expanded the range to motorised bicycles, cars and motorcycles. In 1902 Clement – Talbot was formally incorporated in England. The company traded as Clement –Talbot but after the first year of production (Clement –Gladiators) the cars became known as Talbots. Due to the Clement – Gladiator divorce, Clement found he could not use his name in association with auto manufacture, so in 1903, Adolphe Clement formed Clement – Bayard on a former military site at Mezieres. A statue of the great warrior Bayard, who had saved the French Army from defeat by the Duke of Nassau in 1521, stood in the main courtyard of the factory. Clement applied and

received permission from the French Government to legally change his name to Clement – Bayard.

In 1905 Adolphe Clement – Bayard created the Diatto – Clement Societa Anonima in partnership with Diatto who were coach builders in Turin. The cars known as Torinos, were built under licence from Clement Bayard. Clement Bayard left this organisation in 1909.

Clement Bayard cars were now being imported and manufactured in England. (1906 -1914). Some 1908 Austins were English built Clement Bayard's.

In July 1894 Clement Bayard was a participant in the world's first motor race from Paris to Rouen as a passenger in Albert Lemaitre's Peugeot that was judged the winner. This also had an influence in the motor racing department of Clement who had great success in early racing. Clement finished 20th in the 1901 Paris – Berlin Trial driving a Panhard. In 1904 the Clement –Bayard racing team was formed including Albert Clement, Adolphe Clement Bayard's son. Albert finished 10th in the May 1904 eliminating trials for the Gordon Bennet race. He won the July Bastogne race and finished second at the October 1904 Vanderbilt Cup Race Long Island USA. Albert was doing well in his 80hp Clement during the 1905 Cup until mechanical problems forced him to retire. The inaugural French Grand Prix at Le Mans was held in 1906 where Albert finished third driving his 100hp Clement. He finished sixth in the 1906 French Circuit race again in the 100hp Clement. Albert Clement died whilst practising for the 1907 French Grand Prix. Three Clement Bayard cars entered the race finishing seventh and eighth; Albert's car driven by Alezy retired after four laps.

Adolphe married Celeste Roguet and they had four children, Albert, Angele, Jeanne and Maurice. Jeanne married and subsequently divorced Fernand Charron an engineer and racing driver, who later produced his own vehicles with ideas copied from his father in-laws designs. Maurice Clement –Bayard piloted the first airship to cross the channel in 1910 a Clement Bayard designed and built airship.

Clement –Bayard was an early French pioneer in aeroplane manufacture with the first flight occurring in 1908. In 1910 a Clement –Bayard monoplane was introduced at the Paris show. Clement aeroplanes were produced and used throughout the First World War.

Adolphe passed control of his companies to his son Maurice, before the start of the war. In August 1914 The Mezieres factory was lost to the advancing German Army; as were his home, his factories and mayoral town of Pierrefonds. The industrial machinery was shipped back to Germany and the forges, foundries and smelter were destroyed.

In August 1914 all automobile production was suspended at the Paris factory and the factory was turned over to war production, producing airships, planes, aero engines, military vehicles and equipment.

After the war Clement Bayard cars went into gentle decline, the well built machines were only produced in two variants an 8hp and 17.6hp vehicles and production concluded in 1922 after which Andre Citroen took over the factory to manufacture spare parts.

In 1912 Adolphe Clement –Bayard was appointed a Commander of the Legion of Honour.

Adolphe Clement – Bayard died in Paris of a heart attack whilst driving to a board of directors meeting in 1928

The surviving vehicles we know today are predominantly the ever popular two and four cylinder models of the pre war period. Built in either France as Clement Bayard or England, as Gladiators, Talbots and Clement Bayard's, the 6.9hp mono block engines plus the Renault styled dashboard radiator are characteristic of the make until WW1. Although larger cars were being made, the high quality, light car characterised the history of Clement – Bayard.

ENTRY FORM

2016 ANNUAL NEWCASTLE TOUR

FRIDAY Evening 14th to MONDAY Morning 17th OCTOBER

OPEN TO ALL VETERANS

Name: Ph N°: (H) (M)

Address: Post Code:

Email:

Make of Vehicle: Year: N° Cyls:

Body Style: **Average Tour Speed:** **K.P.H.**

Registration Plate N°: Club through which Permit is issued:

Passengers Names:
.....

(Include Childrens Age)
.....

Please indicate when you are arriving.

Sunday Lunch will be provided on tour at Clarence Town - cost of \$15 per person.

Note:- Children U/14 - Free

Children 14yrs to 16yrs - \$5.00

Sunday Lunch -	\$15 x N°	= \$
Children 14yrs to 16yrs -	\$5 x N°	= \$
Children U/14 -	N°	= \$ Free
	Entry Fee	= \$ <u>40.00</u>
	TOTAL	= \$

Entry Fee covers Morning and Afternoon Teas, Rally Bags and Prizes

DON'T FORGET YOU HAVE TO BOOK YOUR OWN ACCOMMODATION

MOLLY MORGAN MOTEL

Ph: (02) 4933 5422

Forward Entry to:- Neville Preston
18 Byron Street
Wyong NSW 2259

Cheques to be made payable to:- **VCCA (NSW) Inc Newcastle Branch.**

ENTRIES CLOSE SEPTEMBER 22nd 2016



**CLASSIC AND ENTHUSIASTS
MOTOR CYCLE CLUB OF NEW SOUTH WALES INC**

**32nd ANNUAL ILLAWARRA BRANCH TOUR
20th – 21st AUGUST 2016
Onslow Park, Camden**

The members of the Classic and Enthusiasts Motor Cycle Club of New South Wales Inc. invite all Vintage, Veteran, Classic, and enthusiast motorcyclists to join our annual Illawarra Tour.

If you love fantastic riding roads and great company then come and join us in the Macarthur and Wollondilly area for the second local running of the Illawarra Tour. We had lots of very positive comments last year so will be doing similar runs this year.

Open to all motorcycles. The tour format is based around historic registered machines and we encourage their participation. On the Saturday there will be both long and shorter alternative routes available with a morning and an afternoon ride

Our Tour will once again start and finish at the Rotunda Area, Onslow Park, Camden in front of the showground. For accommodation information visit the Council information site at <http://www.camden.nsw.gov.au/visit/stay>

Saturday: Check-in from 8.30 am, have a coffee & snack, leave at 10.00 am. Lunch (PAYG from Camden eateries) and peoples choice voting will be back at Onslow Park . A free afternoon tea and rally presentation will be held at the Rotunda Area at approximately 3:30pm

Sunday: 10.00am start. Another great local ride

Riders Name		Partner	
Address			
Email		Phone No.	
Machine	Year	Capacity	
Solo	Outfit	Club	
	Cost \$	No. Required	Total Payable
Raffle tickets – 6/\$5 or \$1 ea.			
Extra Badge	5.00		
Entry Fee (includes badge and two day's entry)	25.00		
Cheques to be payable to CEMCC of NSW (Illawarra Branch)			

Entries close 6th August, 2016. Return your completed entry and total payable (CEMCC of NSW Inc- Illawarra Branch) to:

CEMCC Illawarra
PO Box 92
Douglas Park NSW 2569
TEL: (02) 4632 7202
mjgraham@aapt.net.au

Direct Deposit is available – if you wish to use, please email your entry to mjgraham@aapt.net.au and request deposit details

INDEMNITY STATEMENT: In consideration of acceptance of my entry and participation, I agree (1) To be bound by all rules, regulations and directions of the Classic and Enthusiasts Motor Cycle Club of NSW Inc("the Club"); (2) That I enter and participate at my own risk;(3) That my machine/s carry full or conditional registration; 4) To indemnify and keep indemnified jointly and severally "the Club" its members, organising committee and its sponsors from and against any and all liability, for personal injury and or damage to property whether out of or in connection with my entering and participating in the tour.

Entrant's Signature: Date:

Light-Hearted Humour

An Aussie Blonde was sent on her way to Heaven. Upon arrival, a concerned St Peter met her at the Pearly Gates. 'I'm sorry,' St Peter said; 'But Heaven is suffering from an overload of godly souls and we have been forced to put up an Entrance Exam for new arrivals to ease the burden of Heavenly Arrivals.'

'That's cool' said the Blonde, 'What does the Entrance Exam consist of?'

'Just three questions' said St Peter.

'Which are?' asked the Blonde.

'The first,' said St Peter, 'is, which two days of the week start with the letter 'T'?'

The second is 'How many seconds are there in a year?'

The third is 'What was the name of the swagman in Waltzing Matilda?'

Now, said St Peter, 'Go away and think about those questions and when I call upon you, I shall expect you to have those answers for me.'

So the Blonde went away and gave those three questions some considerable thought (I expect you to do the same).

The following morning, St Peter called upon the Blonde and asked if she had considered the questions, to which she replied, 'I have.'

Well then, said St Peter, 'Which two days of the week start with the letter T?'

The Blonde said, 'Today and Tomorrow.'

St Peter pondered this answer for some time, and decided that indeed the answer can be applied to the question.

Well then, could I have your answer to the second of the three questions, St Peter went on, 'how many seconds in a year?'

The Blonde replied, 'Twelve!'

Only twelve, exclaimed St Peter, How did you arrive at that figure?

Easy, said the Blonde, 'there's the second of January, the second of February, right through to the second of December, giving a total of twelve seconds.'

St Peter looked at the Blonde and said, I need some time to consider your answer before I can give you a decision. And he walked away shaking his head.

A short time later, St Peter returned to the Blonde. I'll allow the answer to stand, but you need to get the third and final question absolutely correct to be allowed into Heaven. Now, can you tell me the answer to the name of the swagman in Waltzing Matilda?

The blonde replied: Of the three questions, I found this the easiest to answer. Really! exclaimed St Peter, And what is the answer? 'It's Andy.'

'Andy??'

Yes, Andy, said the Blonde. This totally floored St Peter, and he paced this way and that, deliberating the answer. Finally, he could not stand the suspense any longer, and turning to the blonde, asked, How in God's name did you arrive at THAT answer?

Easy, said the Blonde, 'Andy sat, Andy watched, Andy waited till his billy boiled.'

And the Blonde entered Heaven ... ?

... you're singing it now, aren't you ?? See not all blondes are dumb !!!!

Ron Hattersley

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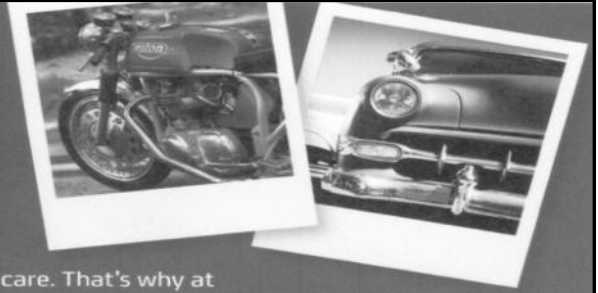
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