

SPIT AND POLISH

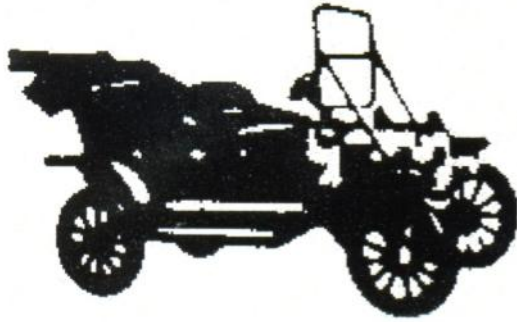
PATRON: HER EXCELLENCY PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

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:-

*Barry Shinfield's 1911 Talbot.
At the lunch stop at the Tatura Golf Club
during the 2013 National Rally, Shepparton.*

Committee of Management

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	Max Roberts	6545 3410	6545 1045	6545 1687
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	Peter Adams	Mob: 0418 680 263		
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		Mob: 0412 821 945		
		Email: Hupmobile@bigpond.com		
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		Email: kazngrae@bigpond.com		
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SECRETARY	Kevin Boardman	4654 5499		
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LEGAL ADVISOR	Andrew Aitken	8987 0000	8987 0077	

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

134 Queens Road, Five Dock, 2046

PATRON: HER EXCELLENCY, PROFESSOR MARIE BASHIR AC CVO
GOVERNOR OF NEW SOUTH WALES

Minutes of Monthly Meeting of VCCA (NSW) Inc.

Minutes of Monthly Meeting of VCCA (NSW) Inc Date: 23rd January 2014

ATTENDANCE

Committee: 9 Member's family: 2 Visitors: 1 Members: 27 Apologies: 4
(Mike Lowe, Susan Murone, Leon Smith, Graham Weekes)

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

The President welcomed all members and the visitor Ian Bourke. He wished all members a happy new year.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Minutes accepted.

Moved: Warren Irish Seconded: Bob Hobson

INWARDS CORRESPONDENCE

Flyers received

Ryno Insurance Liverpool Swap Meet 20 July

Sydney Super Swap Meet 16/02/14

Other club publications

Brass Notes Jan 14

The Broken Spoke Jan 14

Early Auto Dec 13

Bulletin of VCC of SA Dec 13, Jan 14

CMC affiliation for 2014

CMC – change of venue

The Edwardian Dec 13

Illawarra Vintage Car Club Dec 13

Motorlife News

Small Torque Jan 14

Newcastle Branch Minutes

Veteran Torque

Other

Irvine Black re whereabouts of Alex Hawke's 1913 Stoneleigh

Apologies for the working bee from Graham Weekes, Peter Martin, Graeme Newman, Louise and Geoff Yeomans

Auction of 1921 Th. Schneider Thank you letter from Elizabeth Tulloch

Christmas cards from Prof. Marie Bashir and Century 21

Willy Whippet Overland Restorers –calendar of events

Baptist Community Services Kidney Health Australia

Receipt from Asbestos Diseases Research Foundation for donation in memory of Barry Tulloch

Invitation to opening at Blue Mountain Cultural Centre

Apology from Susan Murone Membership application from Lucile Clarke

OUTWARDS CORRESPONDENCE

Willy's Whippet Overland Knights Restorer – requesting specific dates for runs inviting veterans

Robyn Mays – regret at resignation

Ian Bourke – acknowledging membership enquiry

John Fryirs and Susan Murone – membership kits and letter of welcome

Response to Irvine Black. Reminder about working bee

Letters to Bob Hobson, Geoff Simmons, Barry Shinfield – re inspections

Correspondence accepted.

Moved: Robert Fordham Seconded: Wilga Coutts

TREASURER'S REPORT

Balances are: \$

Term deposit 2 has been reinvested. An account for carpet cleaning of \$290 has been received.

Moved: Don Liddle Seconded: Bob Dunk

MAGAZINE

The Editor requested more articles.

EVENTS

Wilga Coutts thanked members for the great response to the working bee earlier this month. She outlined planning for the Wallerawang run in the last weekend of March. She reminded members to mention the VCCA when booking their accommodation. More entries are needed. The Autumn Tour will follow on from this rally for the following week.

Greg Roberts outlined the organisation for the Goulburn Mash Ramble reminding participants to cater for morning and lunch on the Saturday.

PERMIT TO MOVE:

Neil Martin reported that on Registration Day 44 cars were inspected in Sydney. Twenty eight cars were inspected by the Newcastle Branch and 11 in the Southern Highlands. He thanked Geoff Simmons, Bob Hobson, Barry Shinfield, John Bourke and John Brumby for their assistance.

LIBRARY

David M'Creddie has started to familiarise himself with the collection. The President reminded members that the library is open on meeting nights from 6:45 pm for members to use.

DATING Nothing to report

MEMBERSHIP

Voting on application from Ian Bourke. The President welcomed Ian as an associate member of the club. An application received from Lucile Clarke (owner of 1913 Rover) will be voted on at the next meeting.

CMC Nothing to report

HALL

Robert Fordham requested help from the members to move the chairs into the loft. He thanked Warren Irish for fixing the microphones and Ian Shinfield for repairing the rear outside lights. There has been interest in more casual bookings including the Meccano Club which has invited members to a display on 31 May from 1 to 5:00pm.

WEBSITE

Peter Weir advised there is a new user name and password for the website which will be published in the next issue of *Spit and Polish*.

GENERAL BUSINESS

There was a query about the sign attached to the front railing of the clubrooms. It belongs to one of the tenants and the President will liaise with the tenants about its removal.

In Techie Talk Barry Shinfield described how car manufacturers have been so successful to make cars quieter that some manufacturers equip cars with noise generators controlled by the car's computer system.

Euan Coutts has a 2.4m B& D garage door panel with a motor control unit to give away. Anyone interested needs to see Euan to arrange for its removal.

The raffle was drawn.

MEETING CLOSED AT. 9:20 PM.

Peter Martin
President

Louise Yeomans
Secretary

Remove the Following
Names from Register

Craig Lamond,
Andrew McVey
Dave Perry
Robert Rumble.

Events Calendar - Club Events

FEBRUARY 2014

- 22nd **Breakfast Run - Newcastle Branch - Cooranbong 8am.**
27th Committee meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MARCH 2014

- 11th Forum Sydney Club Rooms
13th - 16th 2014 Single and Twin Veteran Rally - Cobram Vic. *Entry Form January Spit and Polish*
14th **MaSH Branch** Morning Tea run.
16th **Tomago House** *See Page 8 for details*
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 - 31st **Blue Mountains Rally - Wallerawang.** *See Page 8 for details, Entry Form January S & P*

APRIL 2014

- 5th MaSH Branch Meeting - 2pm - Lake Alexander, Mittagong
8th Forum Sydney Club Rooms
11th **MaSH Branch** Morning Tea run.
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
24th Committee meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm

MAY 2014

- 9th **MaSH Branch** Morning Tea run.
13th Forum Sydney Club Rooms
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

Events Calendar - National Rallies

MAY 2014

- 4th - 9th 2014 NATIONAL 1 & 2 CYLINDER RALLY hosted by the Veteran Section of the Sporting Car Club of South Australia and The Veteran Car Club of South Australia. To be based in Robe, historic seaport in the South-East of S.A.
See Page for Expression of Interest Form.

OCTOBER 2014

- 19th - 24th 2014 NATIONAL VETERAN RALLY hosted by the veteran Car Club of WA (Inc)
To be held in the Kalgoorlie - Boulder area Western Australia
Correspondence to Committee:
Secretary John Wood Email: wood1941@bigpond.com 7 Eleanor Court CRAIGIE WA 6025
Chairman Harry Pyle Email: hdpyle@bigpond.net.au
Expression of Interest Form February 2012 Spit and Polish

OCTOBER 2015

- 4th - 9th **2015 National Veteran Motorcycle Rally** hosted by Antique Motorcycle Club of Australia.
To be held in Ararat Victoria.
For further information contact John Burke National Coordinator
2 Occident St Cessnock NSW 2325
Ph: (02) 4991 1806 Mob: 0412 821 945
Email: Hupmobile@bigpond.com

List of Other Events

APRIL 2014

- 11th - 13th The Veteran Car Club of South Australia Weekend Rally at Hahndorf
Contact VCCSA at www.vccsa.org.au or Ph: 0423 115 813
- 5th 128th Annual Camden Show. Vehicle display and Parade. If interested download a Vehicle Register form from the Web site. www.camdenshow.com

MAY 2014

- 2nd - 4th Pre 31 Autumn Tour, Cowra. Organised by the Dinosaur Drivers Register Inc. Lachlan Valley Members. Contact: Jim & Christine Hatton Ph: (02) 6342 1314 Mob: 0419 697 632

SEPTEMBER 2014

- ? Expression of Interest. CMC - 2014 Tour to UK (departing early September about 3 weeks)
For further information contact: Lynelle Titcume Email: tickostours@optusnet.com.au
Ph: Mobile 0422 513 256

Swap Meet

APRIL 2014

- 6th Goulburn Swap Meet. *See Page 7 for details*

JULY 2014

- 20th Chrysler Restorers Club of Australia Inc., Liverpool Super Swap Meet.
Fairfield City Showground, Smithfield Road, Prairiewood.
Gates open at 6am. Admission \$4 per adult.
For further information contact: Colin Murphy 4729 0482, Rick Boyce 9520 5497

Application for Membership

Lucile Edith Clarke
12 Balintore Drive
Castle Hill NSW
1913 Rover
Nominated: Euan Coutts
Seconded: Peter Martin

Voting for the above application for membership
will take place at the Monthly Meeting
on the 27th February 2014

Welcome New Member

Ian Bourke (1103)
27 Trickett Road
Cronulla NSW 2230
1915 Monroe
Ph: 9523 1293
Mobile: 0412 193 094
Email: radiomch@tpg.com.au



26th GOULBURN SWAP MEET

WHEN	Sunday 6th April 2014
WHERE	Goulburn Recreation Area (Showground) Braidwood Road Goulburn
SITE COSTS	Indoor Sites \$40 approx 4m x 4m Covered Sites \$40 6m x 5m Outdoor Sites \$25 approx 6m x 5m. Site fee includes insurance. See over leaf.
ADMISSION	\$4 Adult, 14 & under free. Site holders admitted to set up 12.00 mid-day Saturday. Gates open 6.00am Sunday. See over.
SECURITY	Buildings will be locked and secured Saturday night at 8.00pm
PARKING	Free off-road parking
FOOD	Hot food available Saturday 5th April 5.30pm - 8.00pm Hot food stalls on site all day Sunday All food supplied and sold by Rotary
BOOKINGS	Early booking of Covered & Indoor sites is essential For further information: Visitors Information Centre Phone (02) 4823 4492 Fax (02) 4822 2692 between 9am & 5pm Mon to Fri; 10am - 4pm weekends Or write to: PO Box 436 Goulburn NSW 2580 Email: info@igoulburn.com or www.igoulburn.com
ORGANISERS	Goulburn-Mulwara Rotary Club

Rotary Project—Proceeds to Rotary Charities

During the 2014 swap meet, although construction of the Multi-purpose Centre will be finished, there has been a loss of some outdoor sites and changes in traffic flow will make access around the site easier than last year.

This map will assist you in getting around the site on the day. There will be plenty of signage on the site to assist. We have decided to retain the food marquee so this year we will have 3 food outlets.

Please follow the directions of Rotarians in fluorescent vests and/or yellow hats at all times.

INSURANCE

We have been advised by our insurers that each stallholder is required to have Public Liability Insurance. The cost of this has been included in your site fee. If you already have Public Liability Insurance, and you produce a copy of a Certificate of Currency the \$5 insurance charge will be refunded at the Swap Meet office in the Multi-function Centre.

STALLHOLDER ENTRY: Gates 1 and 3 and Bungonia Road entry for outdoor sites. Gate 3 for indoor and undercover sites

SPECTATOR ENTRY: All gates.

PARKING

Off street parking areas have been set up off Bungonia Road, Braidwood Road (Gates 1 and 3) and an additional area further along Braidwood Road from Gate 3 (access points shown on the map). We encourage all visitors to the Swap Meet to park in any of these parking areas first. This will assist us greatly with the high volume of cars trying to park at the Swap Meet. Limited on street parking is also available on Braidwood Road along the front of the Recreation Area.

* HOT FOOD
UC - UNDERCOVER SITES
IND - INDOOR SITES

Coming Events

Tomago House

Newcastle Branch outing to Tomago House

Sunday 16th March 2014

Meet at McDonalds Hexham.

Cnr Pacific Highway and Shamrock Street at 9.30am.

We will then travel to Tomago House for an inspection.

Then to Hunter Region Botanic Gardens for lunch.

Bring your mosquito repellent.

2014 DIARY DATE , MARCH, 28,29, 30 & 31.

“OVER THE BLUE MOUNTAINS TOUR”

Centred at the BLACK GOLD COUNTRY MOTEL AND CABINS, WALLERAWANG.

Motel units are \$130- per couple or single or if 3 people in the room \$140-
(Motel rooms have a queen & single bed, kitchenette, bathroom etc.)

3 bedroom cabins, start at \$180- for 3 people or less, any extra adult is \$50- and extra child is
\$25-

(these Cabins have 3 bedrooms, bathroom, kitchen, dining area & lounge area.)

Book your accommodation now on (02) 6355 7305
when Booking please mention the Veteran Car Club.

(ample trailer parking)

Entry form and dining arrangements will be in January, Spit & Polish.

Entry Form in January Spit and Polish

VCCA NSW Website Update - Logging Into the Members Area.

Peter Weir

As mentioned at the January meeting, the member's area of the website has had the password revised. A section called **General Information** has also been added. Currently it only contains the minutes for the CMC November 2013 meeting, this will be expanded as required.

Step 1. Go to vccansw.org.

Step 2. Click on the **Members Area** link as shown below.



Step 3. At the member's area page, click on the **Go To Members Area** link.

Step 4. This should result in a box as shown below, asking you for a username and a password. Enter **members** for the username, and **january2014** for the password, as shown. You can place a tick in the remember my password box if you like.



Editorial

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

Lauren for her article on the Combined Outing at Somersby Falls, Barry and Dorothy for the report on Australia Day CARnival. Louise for her article on the MaSH Ramble at Goulburn and the photos from Greg Roberts. I do hope I have put the correct captions to the photos.

The article from Warren Irish seeking information on BSA and Stoneleigh cars. If anyone has some information they can either contact Irvine direct or contact Warren. The article about the racing Fiat from Norm Mitchell. And as fill-ins a couple of light hearted jokes from Ron Hattersley.

Information on coming events, the "Over the Blue Mountains Tour" to be held at Wallerawang. Entry form in January Spit and Polish. Newcastle Branch outing to Tomago House.

At the moment I am getting desperately short of fill-in articles, I would really appreciate some more that can be used when things are quiet. 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



Working Bee - Saturday 18-1-2014

Nev Preston

I departed home at 6.30am and arrived at the club rooms at 7.45am. Robert and Phil were already there. We started to remove the tables and chairs to outside and had that complete by the time the carpet cleaner arrived at 8am. We moved 40 chairs from the loft into the rented room as they were having a concert in there today. The tables and chairs were also removed from the committee room so as that carpet could also be cleaned.

A bit of general tidying up, Phil Virgona cleaned up the leaves outside, Neil painted the mail box, I trimmed the wisteria back to the fence line, Euan and John cleaned the front windows. David spent time in the library. Wilga kept herself busy tidying up the kitchen. When the carpet cleaner had finished all the tables and chairs were put back and it was all finished a bit after 11am. I was back home at 1pm.

Attendance
Robert Fordham
Phil O'loan
Euan & Wilga Coutts
Laurie Garrod
Norm Mitchell
Neil Martin
Phil Virgona
John Bisley?
Peter Weir
David McCredie
Nev Preston

Combined Outing – Somersby Falls Saturday 11/01/2014

Lauren Newman

As the first official event on the VCCA calendar, the Combined Outing for 2014 had quite a good roll up. We were quite lucky with the weather this year, much more so than last year when the temperature was about 15 degrees hotter!



Graeme and Diannes' Talbots

For the Newcastle members, we grouped at Woodbury's Inn Reserve in Wyong for 9:30am before heading towards Somersby. It was quite an impressive turnout from the Newcastle end, with 10 cars in attendance. After a bit of New Year chit-chat, we grabbed the instructions from Uncle Nev and set off towards Somersby, travelling towards Yarramalong, up Bumble Hill, through Central Mangrove and onto Somersby Falls.

We were towards the end of the group when we set off, with an F.N in front and behind us. It was a rather pleasant drive along Yarramalong Road past the various turf and horse farms, before the turn off to Bumble Hill Road. Into second gear and off we went. Mick and Katrina gained some

impressive distance in front of us, and Doug and Dianne had a bit of trouble keeping up with us in the little F.N. but never-the-less, they made it to the top. Halfway up the hill, we were faced with the sight of Aunty Dianne's Roadster in a breakdown area on the other side of the road, but with a bit of water, a few minutes of rest and some TLC we were off again. Cousin Christopher embraced the situation...and decided he should come in the car with us instead, but eventually, we all got there!



The group at Woodbury's Inn Reserve



The Duncan F.N., and the Marshall F.N.

Ian Streatfeild (and family) in the Overland, Mick Bendeich (and friend) in the Chalmers, and Bill Heeney on the Triumph M/C from Sydney greeted us at Somersby Falls, with many more members in modern vehicles. It was quite pleasant under the trees at the Falls, however the weather did begin to heat up quite quickly. The falls didn't put on much of a show for us, but then with the little amount of rain we have had, it wasn't that much of a surprise. I decided just to venture to the top falls, which weren't that exciting, and having heard from other members, the bottom falls weren't that exciting either. Christopher (who went all the way to the bottom) summed it up quite well for me; *"It really wasn't worth it!!"*

We headed for home not long after lunch, as the weather got hotter and hotter. We travelled home via Dog Trap Road with Peter and Kim not far behind us which gave Peter the opportunity to fulfil a life long ambition of driving down Dog Trap Road, so hopefully it was as good as he hoped. Again it was a great day of Veteran motoring, and a great event to start off 2014!

Attendance

Ian, Jenny, Tim & Zoe Streatfeild & Emma	1915 Overland
Mike Bendeich & John	1913 Chalmers
Bill & Carol Heeney	1912 Triumph M/c & Modern
Doug & Dianne Marshall	1911 F.N. 1600
Mick Duncan & Katrina	1912 F.N. 2400
Kevin Ryan	1913 Fiat
Kevin Spackman & Betty Cherry	1913 Ford T
Max, John, Matthew Burke & John Brumby	1916 Hupmobile
Graeme, Karyn, Lauren & Abbey Newman	1914 Talbot
Dianne & Christopher Gotley & Brett Corrigan	1914 Talbot
John Wards & David Francis	1916 Benz
Peter Adams & Kim Nolan	1918 Studebaker
Nev Preston	1913 Talbot



Modern

Laurie & Jan Garrod,
Judy Grellman & Chris Coulter
Les Watton,
Malcolm & June Bailey
Narelle Spackman

Judy, Chris and Jan



Emma, Narelle, Betty, Kevin and Jenny.

*Standing back on is the better side of
John Brumby*

AUSTRALIA DAY CARnivale 2014

Barry & Dorothy Shinfield

After a two day preparation, Tilly was loaded on to the trailer and covered ready for an early start to Sydney. Well wouldn't you know it, it started to sprinkle with rain about 500 metres from home! Too late to change our minds the brass was already spotted with more squalls on the way.

We trailer to Artarmon and park in front of Stuart and Nicole's house. The drive to Sydney is easy from there only 7 miles.

We have found in the past that is very pleasant and exciting driving in to Sydney in the morning but the return home trip is horrendous. The road is hot, the temperature is high and we are both tired after being in the City for 10 hours to say nothing of the traffic with rubber neckers and horn tooting drivers. It was no longer fun. So for us the short drive is now the only option.

We were directed to the veterans allotted space at about 7.30 am in front of St Mary's Cathedral we numbered 5. Shortly after Geoff Simmons in the Delage. So 6 in all.

Because of the overcast weather (but no rain) the morning was reasonably quiet. We walked up to get our medallion only to find we had taken the wrong paperwork. They must be special as no paper no medallion. Oh well we saw most of the cars. I believe there were 1200 cars on display.

After lunch the crowds started to arrive in large numbers. The people were very interested in the veteran display as there is nothing else like them. I overheard on lady looking at an early Rolls Royce (at another display) that is was 72 years old, young by our standards.

The day passed fairly quickly, meeting old friends and some members that don't always attend meetings. One fellow brought some photos he took of an early BMR. The photos were taken near the former Catalina racing circuit at Katoomba. He was amazed that Tilly and others were still going. The photo he showed me was of Teapot Tilly in full steam with the late Jack Dance at the wheel with a full load of passengers.

There were other club members in attendance with other clubs. David and Jeanette Francis with the Mustang club and David and Veronique McCredie representing the Packard club in the Concourse de Elegance.

This year I went along with the feeling that it would be my last year's participation. But after the appreciation of the viewing public and sensible questions asked, I must admit I have changed my attitude. We own historic vehicles and when they are well received we should be proud to show them.

I spoke to the organiser, John Flower, and he wants to help us in making it easier and secure for our cars. The veterans are a big draw card and it is a good thing to display them. John said he would contact the committee to find out how better he can help the veteran display. If he can make it easier and better we should support this event.

Those attending with veterans

Ian Streatfeild.	1915 Overland
Mike Bendeich.	1913 Chalmers
Robert Fordham.	1908 Renault
Alan Miller	1908 Schacht Motor Buggy
Geoff Simmons.	1909 Delage
Barry Shinfield.	1911 Talbot

MaSH Goulburn Rally - 31 January to 3 February 2014

Louise Yeomans
(Photos by Greg Roberts)

Veteran car rallies are always times to enjoy motoring in the veteran with other enthusiasts, visiting new places, spending time with old friends and meeting new people, and experiencing the unexpected! The MaSH Goulburn Rally ticked all of the boxes.

Over the two days of the rally 21 veteran cars participated either on both days or on one of the days. Some cars were trailed while other such as our Wolseley, the Martin's Crossley, the Coutt's Scat and the Grant's Empire drove from home. After a false start the Fulfords and Boardman's joined the group on the Saturday.

Despite the hot dry weather the runs on both days were enjoyable. On Saturday the tour of the Goulburn area started with a visit to the Anglican St Saviours Cathedral. Originally the plan was for the cars to park on the cathedral common but a local market was using that space so we parked in the cathedral grounds. Unfortunately there was no time to look at the market!



At the Anglican St Saviours Cathedral

Our guide to the cathedral obviously loved his role and generously shared his knowledge of it. The first church on the site dates from 1840 and its bricks have been reused in the cathedral floor. The present cathedral, designed by Edmund Thomas Blacket, had its foundation stone laid in 1874 and was completed ten years later except for the bell tower. The bell tower was completed in 1988. It is the only regional belltower to have a peal of 12 + 1 bells. Eight of the bells are named after the ships in the First Fleet. The cathedral has a beautiful organ and many examples of fine ecclesiastical embroidery and stained glass windows. It was an unexpected delight.



At the Anglican St Saviours Cathedral

Following the route to Crookwell, our lunch stop, took us through some rolling hills. At the lunch in Crookwell Park a local gentleman rode his restored 1948(?) tractor under the trees for us to admire. Crookwell appears to be a very prosperous area with fields of crops, apparently lots of potato farms, and wind farms standing high on the hills. The country looks dry. There were more rolling hills to return to the motel with the Wolseley now running on three cylinders and needing first gear on most of those hills. Robert Fordham's Ford blew a tyre that was later fixed at Evan Quarmby's so the Ford was ready for Sunday's run. Despite the help from other veteran car club members the

Wolseley refused to fire on all four so the next day we accepted the Martin's kind invitation and travelled in their Crossley.

What a surprise greeted us at dinner on Saturday night! The tables were decorated with gold helium balloons, golden confetti, gold taffeta running along the table and placemats with a photograph of the golden wedding anniversary couple – Lynette and Neil Martin! Sue and Peter Martin with Harriette's help had quietly trimmed the tables and had even organised a special anniversary cake – a croquembouche for Lynette and Neil.

On Sunday the rally started at Riversdale Homestead with a delicious Devonshire tea catered for by the volunteers of the National Trust. Originally built in 1840 as a coaching inn, Riversdale has at times also been a school (1850-1856), briefly an inn and finally home to the Fulljames and from 1875 the Twynam family who sold it to the National Trust in 1967. The house and gardens have been lovingly restored to mid nineteenth century with some of the original furnishings of the Twynam family.

Sunday's run took us across more of the rolling hills of the southern tablelands to Taralga. Unfortunately Graham and Narelle Weekes were stranded in their Buick that has a gravity feed system on one of those steep hills. With some petrol from Neil Martin they made it to the lunch stop.

Taralga is a pretty village with some sandstone heritage buildings along the main street. On our arrival at Taralga an elderly woman asked many questions about the visit to Taralga. She revealed herself to be a local journalist and said an article about our visit to Taralga should appear in the social pages of the *Goulburn Post*.

The pub lunch as promised by Greg Roberts was big enough for two! After lunch there was an unscheduled stop at Warren Brown's shed that was crammed full of military vehicles including a 1942 Willys SAS jeep and 1943 GMC Blitz C60X 6X6, and a 1928 Dennis 250 fire engine. Warren gave us an entertaining commentary on his collection. As it was becoming hotter,



At Riversdale Homestead



Peter Weir in his Vauxhall

people were keen to return to the air conditioned rooms at the motel and the trip back was uneventful with time to enjoy the countryside and to notice more wind farms.

Accommodation at the Best Western Centretown Motel was excellent – comfortable, pleasant, fully air-conditioned rooms, a swimming pool, delicious three course dinners and generous breakfasts and ample parking even for veterans. The rally was well organised with an easy pace. Thank you to Gill and Greg Roberts and the other members of the MaSH involved in the organisation especially Evan Quarmby for his local knowledge.

Although the Wolseley rode home on a flat top trailer, we did enjoy taking the car on a longer run, visiting the Goulburn area that we normally drive through on the way to Canberra, spending time with fellow enthusiasts and experiencing the many surprises.



Brad and Darren in the Empire

Kevin and Kris Boardman	1918 Studebaker
Bill and Robyn Betts	1908 Renault
Alastair and Catherine Clarke	1907 Clement Bayard
Euan and Wilga Coutts	1910 S.C.A.T.
Bob and Jenny Dunk	Modern
Robert Fordham and Warren Irish	1915 T Model Ford
David and Jeanette Francis	Modern
Doug, Vivian and Victoria Fulford plus two visitors	Studebaker
Don, Jenny, Brad and Darren Grant	1911 Empire Eagle
Bob and Elizabeth Hobson	Modern
Doug and Dianne Marshall	1912 FN 1600
Neil and Lynette Martin	1913 Crossley
Peter, Sue and Harriette Martin	1912 T Ford
Rob and Fay McCarthy	1911 Martini
Alan Miller and Anne Cantrill	1910 Brush
Evan Quarmby and Jane	
Joan and Ken Quarmby	1912 Hupmobile
Gill and Greg Roberts	1918 T Model Ford
Barry and Dorothy Shinfield	1911 Talbot
Denis and Jean Tobler	1913 Darracq
John and Susan Wards	1916 Benz
Graham and Narelle Weekes	1912 Buick
Peter Weir plus two visitors	1908 Vauxhall
Tony Woods	1918 Chandler
Geoff and Louise Yeomans	1914 Wolseley
Malcolm Garthon & Geoff Simmons	1908 S.C.A.T.
Arthur Garthon	Modern



Alan Miller's Brush

*Rob and Fay McCarthy and their Martini
with Bob and Elizabeth Hobson
as back seat passengers.*



BSA and Stoneleigh Cars.

Warren Irish

Recently I was contacted by a fellow enthusiast in New Zealand, Irvine Black, who has been a member of the NZ Vintage Car Club in South Canterbury since 1958. He has a particular interest in veteran BSA sleeve-valve cars, such the one owned by our former member Ron Craze that was described in a Spit & Polish article in 1970 (which he has read). He is looking for help in locating this and other cars and I understand he has been in touch with several other members also, hoping that some of the longer-term members in particular may be able to point him in the right direction. The following is a summary of what he wrote.

"I have been collecting BSA sleeve-valve 13.9 hp car parts here in New Zealand for over 50 years and for the last two years also Stoneleigh. I would have collected parts from about 9 BSAs and eventually bought two other collections of BSA parts in NZ. The most recent was in January 2012 and was of BSA and Stoneleigh parts, which are the same as a 1913 BSA except for the Stoneleigh radiator and body by Siddeley Deasy."

"In 1964 Michael Sedgwick from Beaulieu was in Sydney and met Alex Hawke of Bellevue Hill who had the remains of a Stoneleigh plus several restored veterans such as a 1913 De Dion V8 tourer, 1919 Benz, 1911 Overland, 1913 Fiat, etc. I understand he was an engineer who converted LHD cars to RHD in the 1950s/60s. His business was at Lanock Motors in Bondi and he was a contemporary of Jack Jeffery, George Green and Ben Bronk."

"I fear that Hawke may have died by the 1970s but I would expect that most of his cars still exist with various owners, some of whom may recall something of him. I am most interested in the Stoneleigh as I have what to my knowledge could be the only other one existing. I have not yet been able to find another Stoneleigh or parts of one worldwide. Most of them were exported to Australia and some to New Zealand. Also I would like to find the Craze car and any other BSAs and owners. I am told there may be a collector in the Liverpool area with two of these BSAs."

In order to help Irvine Black I suggested that an article in Spit & Polish would be the best way to pass on his request as it will come to the attention of all members. If anyone feels they can help him, would they please contact him directly at his email address horstmancar@gmail.com

Children Are Quick

TEACHER: Why are you late?

STUDENT: Class started before I got here.

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Glenn, how do you spell 'crocodile'?

GLENN: K-R-O-K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how I spell it.
(I Love this child)

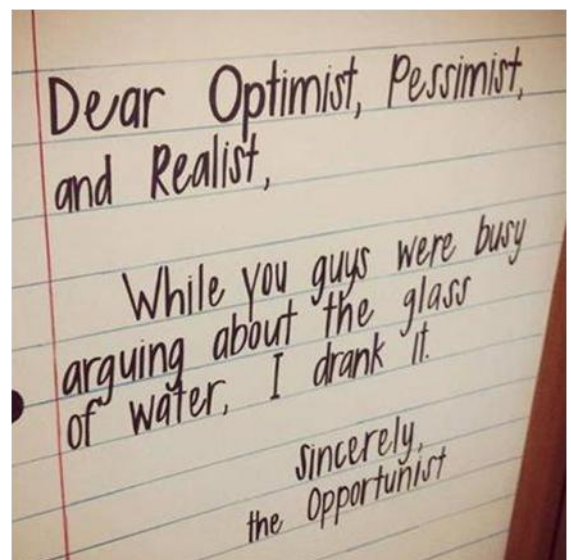
TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O.

Thanks to Ron Hattersley



Mephistopheles

S.B. 4
CORSA
1908

Probably the most controversial racing car of all time, “Mephistopheles” first appeared in 1908 at Brooklands in the famous challenge against S.E. Edge’s Napier. The British ace driver had challenged Felice Nazzaro, head of the Fiat racing team and at the time considered to be one of the world’s greatest drivers.

During that time Fiat was involved in preparing race cars for the 1908 racing calendar and lacked the time to build a specialised car to compete against the Napier. But Edge, confident of victory, offered to purchase the Fiat on the proviso that Felice Nazzaro would drive it. The Fiat company was forced to accept the challenge, since failure to show up would mean defeat by default.

In record time a stupendous car was prepared: designated the Fiat S.B.-4, it was equipped with an overhead valve engine of 18,146cc’s, developing 175hp at 1200rpm and was capable of 120mph. It was equipped with a four-speed gearbox and lateral chain drive.

The challenge took place on 8 June 1908 and consisted of 10 laps of the Brooklands track, equal to 27.565 miles. When the vehicles lined up for the start it was noted that Edge had been replaced by F. Newton in the Napier.

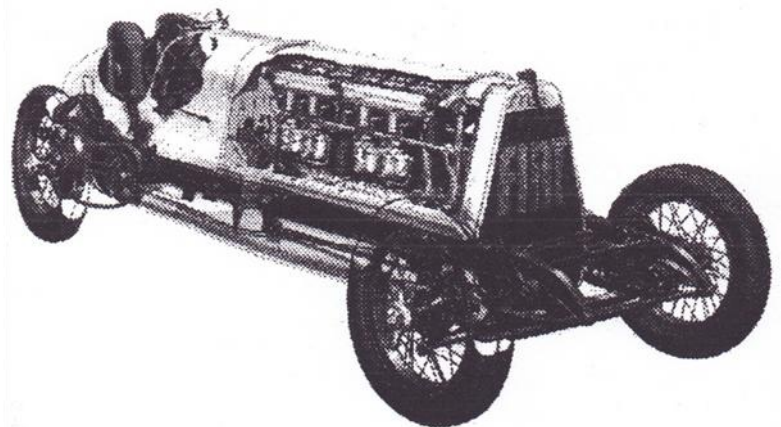
The Napier succeeded in gaining a 300 yard lead during the first lap, streaking around the track at 110 mph but by lap 3, Nazzaro had closed the gap and was alongside Newton. The Englishman responded to the Fiat’s recovery, demanding maximum power from his engine but the Napier wasn’t up to it and had to retire with piston failure.

Felice Nazzaro was announced the winner after establishing a new track record of 120 mph and he returned to Italy 700 pounds richer!

The car remained in England though and made another brief appearance at Brooklands in 1910 before being sold to a Mr Noel Macklin who in turn sold it to a Mr Edgley. The car was not seen then until after the First World War when it reappeared successfully at Brooklands in the hands of new owner, John Duff who had bought it for 100 pounds!

In 1921 Duff modified the engine with special high compression pistons, but during a race in 1922 the excessive stress caused the two rear cylinders to break off the crankcase, permanently ruining the original engine.

In 1923 the car reappeared at Brooklands with completely new lines and driven by Ernest A.D. Eldridge. In place of the original engine, there was a war surplus Fiat A 12 Bis aviation engine. To accommodate the new engine, the chassis had been lengthened by 46 cms and a special radiator was fitted to assure adequate cooling. There was a new cockpit and a short tail. The name FIAT was written in white on the hood and radiator.



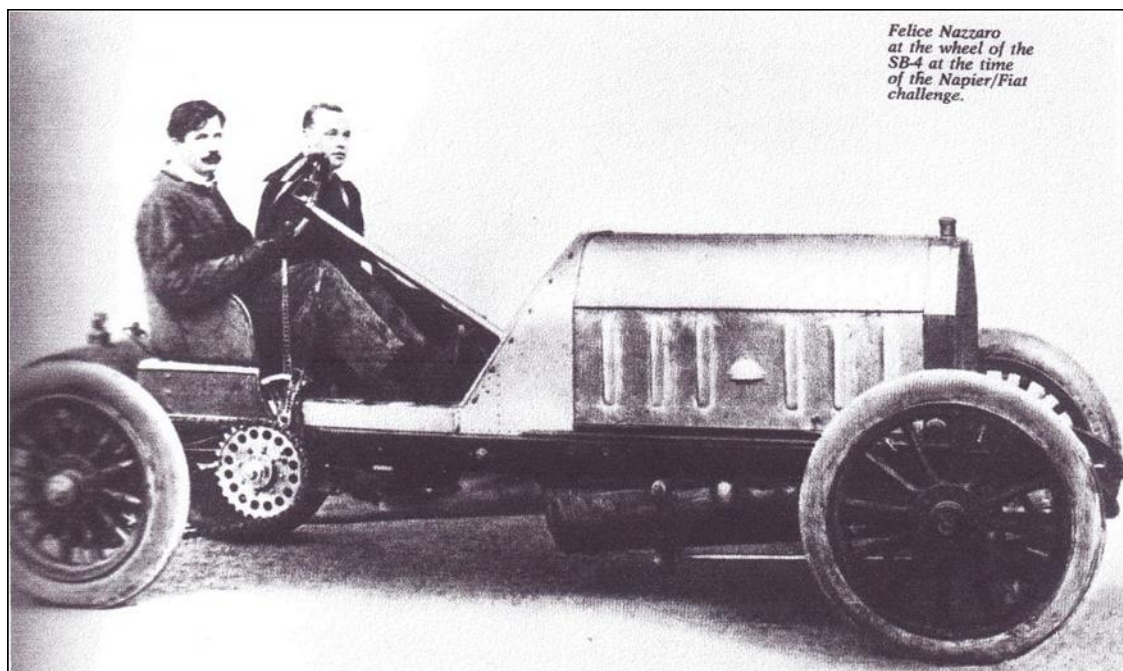
The engine had a displacement of 21.714 litres and developed 320hp at 1800rpm.

After several appearances in its new guise at Brooklands, the car was taken to Arpajon in France to contest the land speed record. On 6 July 1924 it reached 146.862 mph, shattering the record. But the car was subsequently disqualified for failing to have a reverse gear even though it had been admitted as complying with all the rules!

With the appropriate reverse gear fitted, Eldridge returned on 12 July and set 3 new world records: the flying kilometre (146.014 mph), flying mile (145.898 mph) and the standing start lkm (85.479 mph).

Eldridge raced the car until 1926 when it was sold to a Mr Champion and was not seen again until 1947 when it was bought and restored by Mr Charles E. Naylor. After a trip to Italy in the late 60's for the Monza Cup for classic cars, the car was hosted for a few days in the Fiat plant for a tune-up. After several years of trying, the sale of Mephistopheles was negotiated by the Fiat company and it now resides in pride of place at the Centro Storico in Turin (Fiat's museum) in between public relations appearances.

ENGINE	Type: S.B.-4. Location: Front. Number of cylinders and arrangement: 4 in line (2 pairs). Capacity: 18,146 cc. Bore & Stroke: 190 mm x 160 mm. Max power and corresponding speed: 115 b.h.p. at 1,200 r.p.m. Valve arrangement: Overhead valves. Ignition system: Low tension magneto. Cooling system: Water, pump. Fuel feed: Gravity, carburettor. Lubrication: Pressure.
TRANSMISSION	Type: Chain. Clutch: Multiple disc. Gearbox: 4 speeds forward plus reverse; side lever.
SUSPENSION	Front: Rigid axle; semi-elliptic springs. Rear: Rigid axle, semi-elliptic springs.
WHEELS	Wood.
TYRES	830 x 65.
BRAKES	Foot: Mechanical, band type on transmission. Hand: Mechanical on rear wheels.
STEERING	Worm and helical wheel.
STRUCTURE	Chassis: Steel.
DIMENSIONS	Wheelbase: 2,430 mm (8 ft 1 5/8 in.). ? Track: Front and rear: 1,250 mm (4 ft 1 1/2 in.). Length: 3,560 mm (11 ft 8 3/4 in.).
WEIGHT	Unladen: 1,000 kg (2,204 lb). Fully laden: 1,200 kg (2,645 lb).



Felice Nazzaro at the wheel of the SB-4 at the time of the Napier/Fiat challenge.

(Article supplied by Norm Mitchell)

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Vehicle Make _____ Model _____

Year _____ Rego No. _____ Insurance Policy No: _____

*I am a Financial Member of the above Club.

*I will be able to produce evidence of Club Membership, Registration and Vehicle Insurance if required at the Event registration

Catering: Please attach details of any special dietary requirements.

Day	Details	Price per Person	No. Adults	Children Half Price	Amount
Friday 2nd	Morning Tea -PCYC	FREE			FREE
Friday 2nd	LUNCH -PCYC	\$10.00			\$
Friday 2nd	Afternoon Tea	FREE			FREE
Friday 2 nd	Dinner - various venues	Do your Own Thing			****
Saturday 3 rd	Morning Tea -Grenfell	\$ 6.00			\$
Saturday 3 rd	landra Castle -Entry	\$10.00			\$
Saturday 3 rd	Boxed Lunch- landra	\$15.00			\$
Saturday 3 rd	Presentation Dinner Cowra Services Club	\$38.00			\$
Sunday 4 th May	BBQ Breakfast PCYC Young Road. From 8am	FREE	No.'s required		FREE
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Entries Close
11th APRIL, 2014

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SIGNED: _____ DATED: _____

Bagpipes at a Funeral Service.

Time is like a river. You cannot touch the water twice, because the flow that has passed will never pass again. Enjoy every moment of life.

As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the **Nova Scotia** back country.

As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late.

I went to the side of the grave and looked down and the vault lid was already in place. I didn't know what else to do, so I started to play.

The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man.

And as I played "Amazing Grace", the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full.

As I opened the door to my car, I heard one of the workers say, "I never seen nothing like that before and I've been putting in septic tanks for twenty years."

Apparently I'm still lost....it's a man thing.

(Thanks to Ron Hattersley)

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[10-13]



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Car Trailer, Suit cars to 1400kgs, single axle with big hubs (normal car tolls!) 2.4m x 6.0m with over ride hydraulic brakes, good condition. Offers around \$1,950 Pls Can be viewed at South Hurstville.

Contact: Mal Garthon Ph: 0417 676 912
[11-13]



Renault 1908 Type X1B Torpedo (14/20HP).

This powerful, magnificent and incredibly rare veteran has been completely restored during thirty years of ownership is now for sale. It is offered well below value to a discerning and caring veteran enthusiast. This machine is so rare that the Société D'Histoire Du Group Renault, Billancourt, France informs me that the vast Renault collection does not include an example. Four forward gears plus reverse, with powerful brakes and dashing looks this machine is sure to provide satisfaction, yours for \$36,000.

Contact: Roger Cross, 08 8892 2712, rc.jmc@bigpond.com (South Australia) for further information and pictures. Dated by Renault themselves and by the VCCSA.

[11-13]



Model T Ford (in parts). It is an unfinished and unwanted restoration project. Guaranteed 100% all there (in parts) but needs time and patience and lots of TLC to restore. Inspection welcome at any time just \$7000.00 negotiable.

Contact: Michael and Lesley North Ph: (02) 9625 9382 or 0400 597 222

[11-13]

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[1-14]

Wanted:

26" Stanweld, detachable, demountable rim.
 I need one rim and two locking rings. This is a photo of the Stanweld rim lock.
 Stanweld is similar to Kelsey, used on Cadillacs. It was used on Overlands, about 1912-1915.
Contact: Euan Coutts 02 4861 7356
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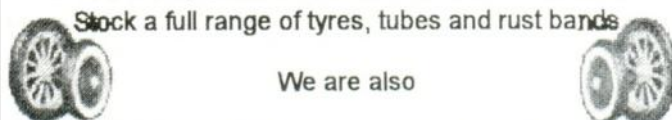
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