

SPIT AND POLISH

PATRON

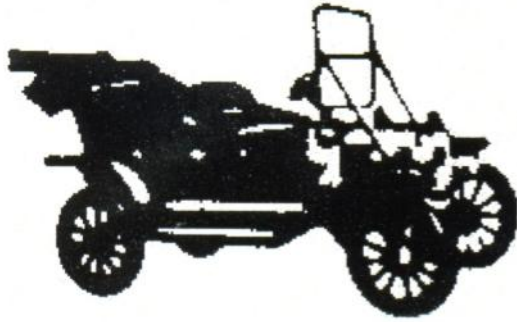
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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

TABLE OF CONTENTS – October 2016

Committee of Management.....	2
Minutes of September 2016 Monthly Meeting	3
October Club Meeting Notice.....	5
Welcome New Member, Application for Membership	5
Change of Address, New Email Address, Phone Number & General Information.....	5
Events Calendar - Club Events	6
Events Calendar - National Rallies	6
Events Calendar - Invitation Event.....	7
<u>Coming Events:</u>	
Sydney North Breakfast Run	8
VCCA Christmas Picnic Day	8
Sydney Registration Day	9
Newcastle Branch Christmas Party.....	9
<u>General:</u>	
Photos from September 2016 General Meeting.....	9
Editorial	10
Photos from September 2016 Newcastle Branch Meeting	10
<u>Outing Reports:</u>	
Luskintyre Airfield	11
Northern Sydney Breakfast Run	12
Australian Motorlife Museum 7 th Annual Motoring Expo	14
<u>General:</u>	
2016 Veteran of the Year - 1914 Mitchell	15
Disclaimer from VCCSA.....	17
Photos from Combined Social Navigator's Day.....	17
A Brief History of Kerry Abington.....	18
MaSH Branch Bundanoon Weekend.....	19
Overland Model 75	20
<u>Classifieds:</u>	
For Sale, Wanted	22
Services.....	23
Price List of Club Articles & Services.....	24

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:-

*2016 Veteran of the Year
The late Peter Adams' 1914 Mitchell
(see story Page 15)*

Committee of Management

OFFICE BEARERS:

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

COMMITTEE MEMBERS:

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EVENTS CO-ORDINATOR	Graeme Newman	4392 1035	Mob: 0412 138 063	
		Email: events@vccansw.org		
REGISTRATIONS OFFICER	Neil Martin	9632 5047	Mob: 0417 236 495	
HALL LETTINGS	Robert Fordham	9899 4395	Email: hallrentals@vccansw.org	
WEB CO-ORDINATOR	Peter Weir	4262 6595	Mob: 0414 831 872	
		Email: webcoordinator@vccansw.org		

CHAIRMAN INVESTIGATION

& DATING	John Burke	4991 1806	Mob: 0412 821 945	
LIBRARIAN	David McCredie	9653 2592		

SUB COMMITTEES:

INVESTIGATION & DATING	John Burke	4991 1806	Mob: 0412 821 945	
	Neil Martin	9632 5047	Mob: 0417 236 495	
	Max Roberts	6545 3410	6545 1045	6545 1687
	Ian Streatfeild	9457 8449	Mob: 0488 248 177	
	Neville Preston	4352 1533		

BRANCH CHAIRMEN & SECRETARIES:

NEWCASTLE CHAIRMAN	John Burke	4991 1806	6570 3446	6570 3478
			Mob: 0412 821 945	
			Email: 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	9232 5111	
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 of VCCA (NSW) Inc held on Thursday 22nd September 2016

ATTENDANCE

Committee: 5 Members: 18 Family members: 1

Apologies were received from Phil O'Loan, Geoff and Louise Yeomans, Graeme Newman Peter Martin and Ian Shinfield.

MEETING OPENED AT 8.10 PM.

PRESIDENT'S OPENING REMARKS

The president Doug Fulford welcomed all members and visitors to the September meeting. He noted that this month's Spit and Polish had arrived on time.

MINUTES PREVIOUS MEETING

Matters arising: Nil

Moved: Neville Preston Seconded: Neil Martin

INWARDS CORRESPONDENCE

Invitations

Machines and Macchiatos, Harboard Diggers Club Sunday 11th September

Flyers

Bathurst Heritage Motor Inn, outlining their accommodation.

McGrath Blue Mountains Real Estate with house with 8-10 car garage for sale.

Regomate free phone app, to remind you when your rego is due.

Other Club Publications

Veteran Torque (VCCA Qld)

Bulletin of VCCSA

Early Auto (VCCA WA)

Brass Notes (VCCA VIC)

The Vintage Car (VSCC)

Other

Heritage Darlington Point Museum, trying to identify cards from period photos.

CMC notification of posting of "The Preserve" available from their web site.

Email from the VCCA (VIC) supplying links to monthly journals of the VCCA (WA) and the VCCA (ACT)

OUTWARDS CORRESPONDENCE

Final letters to un financial members

Moved: Max Boardman Seconded: Graham Weekes

TREASURER'S REPORT

Balances are: \$

Treasurer noted that Meridian Motors have paid for their parking.

Moved: Lynette Martin Seconded: Bill Betts

MAGAZINE

Nothing to report

EVENTS

Previous events coordinator Graham Weekes, outlined an invitation from the Taronga Zoo, for an invitation only (not public day) to celebrate their 100th birthday on the Friday 7th October. Cars will be paid \$100 to turn up, however you need to be at the Zoo at 7.45am and stay till 4.30 pm. You will also be given a family pass which can

be used at a later date. Due to the short notice, Graham needs numbers ASAP. He will try to find out more and supply more information via email.

Peter Weir gave an update on the 2016 Motorlife Museum tour. Due low numbers the weekend's tour has been scaled back to just the Sunday's display day. 5 cars currently entered, and entries can still be accepted.

Doug Fulford reminded members of the Mash Coffee run tomorrow.

Max Boardman gave a quick talk about last August's Mash Ramble, and thanked members for their support.

PERMIT TO MOVE

Nothing to report

LIBRARY

Doug Fulford talked about the need for a subcommittee to be formed to assist David McCredie in library matters.

DATING

Nothing to report

MEMBERSHIP

The application from Peter Cockbain (1910 Humber) for ordinary membership was successfully voted in, and accepted by the member's. Peter was welcomed to the club.

Presentation of 50 year certificates to Graham Steer, Les Watton, Leon Smith and Michael Bendiech

CMC

Nothing to report

HALL

Robert Fordham reported that the main tenant complained of a smell from the toilet. Robert investigated and the original of the smell was found to be empty food tins in the kitchenette. In any case the toilet floor areas where then pressure cleaned, and the area deodorised.

Keys where retuned from the mini car club.

The unbalanced microphone leads have been repaired.

WEBSITE

Doug Fulford quickly mentioned that the website was currently being refreshed, hopefully to be completed in the next few months.

GENERAL BUSINESS

Techie Talk

Barry Shinfield talked about the fitting of seats belts to veteran cars in general, and specifically to Tilly. In his case the belts where most likely fitted at the request of the children's parents, but he did acknowledge that the fitting of the seat belts was never certified by a RMS approved engineer. Due to this he was unsure in the case of an accident how the law would see this. Barry was glad that he has never had to have a day in court related to this. He reminisced in past years of having up to seven kids (not all his) in the back of Tilly all unrestrained, and no one had any concerns.

Robyn Betts wanted to know if it is true that a P plater cannot drive any car without a seat belt, and suggested that the VCCA should seek clarification. Doug Fulford responded by saying that he believes this has been the case for some years. Graham Weekes suggested we write to the CMC to lobby them to seek special approval from the RMS for Veteran cars. Doug Fulford responded by saying we understand the law as it currently stands first.

MEETING CLOSED AT 9.10 PM.

President

Secretary

Doug Fulford

Peter Weir (acting)

October Meeting

A talk will be given by Jenny Fawbert on George P Innes.
In the last couple of years I have done a substantial amount of research
into Sydney automotive pioneer George P Innes,
he of the Innes car restored by Geoff Simmons.

Welcome New Member

Peter. D. S. Cockbain & Barbara (1123)
13 Raworth Avenue
RAWORTH NSW 2321
1910 Humber
Ordinary Member
Ph: (02) 4933 6130
Mob: 0418 494 449
Email: p.cockbain@bigpond.com

Application for Membership

Peter Taylor
65 Finch Street
BEECHWORTH VIC 3747
Associate Member
Nominated: Graeme Newman
Seconded: Neville Preston

Change of Address & Email

Chris Duncan
50 Carolyn Street
Adamstown Heights NSW 2289
Email: chrisduncan2400@gmail.com

Change of Address & Phone Number

David Cherry
7 Redgum Close
BATEAU BAY 2261
H: 4334 2939
M: 0449 982 013

General Information

VCCA (QLD) Inc.
Club Magazine - Veteran Torque
access password - morris

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.

Events Calendar - Club Events

OCTOBER 2016

- 27th Committee Meeting starting at 6.45pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm. Also a talk will be given by Jenny Fawbert on George P Innes.

NOVEMBER 2016

- 6th **Sydney North Breakfast Run** *See Page 8 for details*
11th **MaSH Branch Morning Tea run.** *Check with Greg Roberts*
13th **Sydney Christmas Picnic Day** *See page 8 for details*
15th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
20th **Newcastle Branch Rego Inspection Day** at Maxon Machinery, Boolaroo. 8am start.
24th Committee Meeting starting at 6.45pm
24th Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
25th **MaSH Branch Coffee run.** 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

DECEMBER 2016

- 4th **Sydney Inspection Day** *See Page 9 for details Please note the change of date from the 11th*
9th **MaSH Branch Morning Tea run.** *Check with Greg Roberts*
10th **MaSH Branch Registration Day**
10th MaSH Branch Meeting - 2pm - Mittagong RSL Club
11th **Newcastle Branch Christmas Party.** *Details on Page 9*

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://vymccsa.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.** *See April 2016 Spit and Polish for more detail and Expression of Interest Form, also available from our web site under Downloads*

Events Calendar - Invitation Events

NOVEMBER 2016

5th - 6th **Highway 31 Heritage Run.** Join the National Trust (NSW) in conjunction with Classic Yass on a leisurely tour of the former Hume Highway, driving from Old Government House, Parramatta to Cooma Cottage, Yass. All participating vehicles, cars, motorcycles and light commercial vehicles, must be registered for use on public roads (historic registration is valid) and they must be of a model manufactured before 1980.

If you would like to be kept up to date about the event or would like to enter, please contact Chris Wain at email c_wain@bigpond.com or by phone on 0407 181 196 or go to the website at www.nationaltrust.org.au/event/highway-31-heritage-run

JANUARY 2017

26th The events team at the City of Parramatta is now working on arrangements for **Carnivale 2017**, to be held on Australia Day, Thursday, January 26th.

Once again Carnivale will be held in Parramatta Park as part of the day-long program of events, Carnivale will again feature several hundred classic vehicles as the main display but, based on information gained from a participant survey taken at the event in 2016, organisers are adding new elements to the day.

There will be coffee carts in the main display area and more tables and chairs for patrons to use. Entrants wishing to bring their own umbrella for shade can do so as long as the umbrella pole is fixed securely to the vehicle – **no pegging in the ground please.**

ON-LINE REGISTRATION WILL OPEN ON FRIDAY, OCTOBER 14TH.

For those who do not have access to e-mail or on-line facilities, registration packages will be posted out on October 13th. Registration will remain open until November 18th.

John Flower

Vehicle Co-ordinator

Australia Day Carnivale PO Box 32, Parramatta NSW 2124

jflower@parracity.nsw.gov.au

OCTOBER 2018

14th - 20th **Willys Overland Roundup 2018** to be held at Orange NSW. The event will be a hub event which avoids unnecessary packing and unpacking etc

The venue will be chosen after we have received expressions of interest and know what numbers we need to cater for. Most days we will leave at 9.00am and use country back roads for touring trips to various places of interest.

Typical mileage will be 200 kms per day.

A final presentation dinner will be held on the Saturday night

Accommodation options will be advised after the venue has been selected

See September 2016 Spit and Polish for more information and Expression of Interest Form

or contact Les Johnson Mobile 0419 288 383

Email: frogshollow1@bigpond.com.au

AUGUST - SEPTEMBER 2019

30th August - 6th September 2019

HCCA International TOUR 2019 BATHURST, NSW, AUSTRALIA

For Petrol, Steam & Electric, Veteran Cars & Motorcycles produced prior to December 30th, 1916.

Hosted by the HCCA 5th Eastern Australia Region Invitation to ALL Veteran Car Clubs worldwide.

Rally headquarters will be the famous Mt Panorama Raceway Pit and Corporate area. With Hotel accommodation adjacent to the raceway.

Any questions, please contact: **Russell & Chris Holden (Rally Directors)**

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

Coming Events

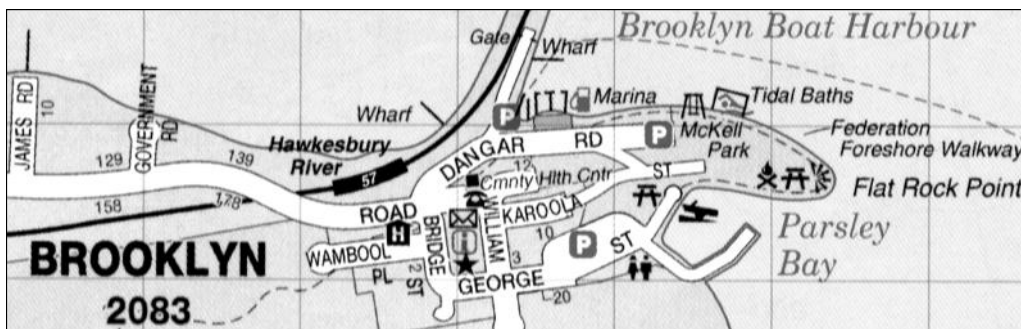
SYDNEY NORTH BREAKFAST RUN **Sunday 6th November 2016**

McKell Park (on top of hill)
Brooklyn

Location: near Hawkesbury River Railway Station

Access: At intersection near station, right into Bridge St.,
left into George St., left into William St., (a little steep)
right into Karoola St., and follow to the picnic area.

See you there from 9am onwards.



VCCA Christmas Picnic Day

Sunday, 13th November from 9.30am

At Linwood House, 25 Byron Road, Guildford.

Adults \$10 p/person, Children Free which includes entry into the house
and Devonshire morning tea and dessert, tea and coffee supplied.

Bring a picnic lunch including your thermos of hot water and a plate and spoon for dessert.
Don't forget your picnic chairs table and rug etc.

Please also very importantly bring your veteran cars as Linwood House is holding an open day which includes
various stalls, displays of jewellery, bag making and carnival glass plus many more.

Please call Lynn Martin on 9632 5047
with numbers for catering purposes.
Money to be in by October Meeting
either by Direct debit,
cash or cheque to "VCCA" to our Treasurer.

Please note correction to Lynn's phone number from last month



Coming Events (cont.)

Sunday 4th December 2016

9am to 12 Midday
At 'Smiley Power'
45 Railway Street

YENNORA

(Between Orchardleigh Street and Junction Street)
UBD 230 G9

Enquiries to Neil Martin on 9632 5047.

**DON'T FORGET TO BRING YOUR REGO PAPERS
AND INSURANCE DETAILS**

SYDNEY

REGISTRATION DAY

ONE DAY ONLY

Newcastle Branch Christmas Party

Sunday 11th December 2016

Held at Bargoed House (Nesca Oval)
Old Pacific Highway, Swansea.

Gate open between 9.30am & 10.00am

Contact John Burke 0412 821 945



Photos from the September 2016 General Meeting



*Graham Steer
receiving his 50 Year Badge and Certificate
from President Doug Fulford*



*Leon Smith, Michael Bendeich & Les Watton
receiving their 50 Year Certificate
from President Doug Fulford*

Editorial

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

Four outings reported on this month, report from Louise Yeomans on the Navigator's Social Day, one from the Editor on the Newcastle Branch Milbrodale Run. A brief report on the MaSH Branch August Country Run from Max Boardman with photos from Andrew Benoit. A report from Dorothy Shinfield on the MaSH Branch Northern Coffee run.

A few pages of photos from the AGM night with the presentation of Badges and Certificates to members who have been in the club 50 or 60 years. The photos are courtesy of member Abbey Newman and I thank her very much. It was nice to see some of the older members.

Coming events are the Motorlife Expo Illawarra Tour, followed by the Newcastle Branch Annual Tour in October. Also an early notice about the Sydney North Breakfast run to Brooklyn and the Sydney Christmas Picnic Day in November.

Also at the October meeting a talk will be given by Jenny Fawbert on George P Innes. (*See page 11*)

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. Some times people wonder why their information they have sent me has not appeared, but that can depend on how much space I am trying to fill.

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

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

Enjoy your Veteran motoring

Nev Preston



Photos from the September 2016 Newcastle Branch meeting.



*Neil Adams receiving the Veteran of The Year Award
on behalf of his late father Peter Adams
for his 1914 Mitchell
from Dating Chairman John Burke*



*Max Burke receiving his 50 Year Certificate
from Newcastle Chairman John Burke*

Luskintyre Airfield - 3rd September 2016

John Fryirs

I had earlier mentioned to Carol and Bill Heeney that I'd like to go to this and they kindly offered to take me and offered also for me to come up the day before and stay with them.

So, after a lovely evening and a good sleep we headed off Saturday morning to meet up at Lochinvar Park at 10.30am Dianne and Doug Marshall and family with 2 F.N.'s and Nev Preston. After a short meet and greet we headed to the airfield.

It was a terribly windy day so there was no expectation of Tiger Moths flying.

I was particularly looking forward to this day as 50 years ago I had bought a 1925 Morris Cowley and joined the Antique and Classic Motor Club and had made friends with John McMaster and another member, Peter Nevell. John and I had both been in the ACMC Dating Committee from 1966 till 1969 (I had to leave as I was conscripted to the Army in 1970-71). John was also the youngest President of the ACMC during this time, I think.

I had not met up with either John nor Peter for at least 30 years. It was a wonderful experience to meet up again after so long.

As expected, the planes were not flying but the hospitality of John and the airfield group was terrific. We were given a tour of the hangars and a talk of the Tiger Moths and shown the museum with a wonderful collection of books and artifacts related to early aviation, as well as other antiques, even 2 beautiful brass beds!

Despite the cold wind, I'm sure everyone had an enjoyable day. John was given a drive of one of the F.N.'s around the airfield, which would have pleased him, I'm sure.

Many thanks to the Newcastle Branch for organising the day, and a huge thanks to John and the members of the airfield.

For me it was extra special to renew old friendships and my thanks to Carol and Bill Heeney for helping make it possible.

Attendance

Doug & Dianne Marshall.....1912 F.N.
Chris Duncan & Catherine Strutt,
Jennifer & Isaac Strutt & Philip Ayres1911 F.N.
Bill & Carol Heeney & John FryirsModern
Nev PrestonModern
Brett Marshall, Emma & Phoenix.....Modern



John McMaster with his Tiger Moth



Northern Sydney Breakfast Run - Sunday 4th Sept 2016

David Norton

The first Sunday in September was a beautiful Sydney Spring day. We were greeted by the first arrivals, President Doug and Vivian, who had travelled the furthest!

For Father's Day, there were three family groups of three generations: Johnsons, Shinfields and Streatfeilds.

We were at Lane Cove National Park, high up above the river at Tunks Farm, where there was a plaque placed by the Tunks Descendants Association Inc. in 2007.

Tunks Farm

This picnic area was formerly a farm, purchased in 1933 by Richard William Howard Tunks (9-8-1882 to 1-2-1954), a 4th generation Australian born direct descendant of William Tunks (a marine on the Sirius in the First Fleet) and his wife Sarah Lyons (a convict from the Second Fleet).

Richard and his wife, May, raised pigs and hens for market. The stone shelter shed was built by him as a store for pig food and is the only surviving original building.

Brown's two-up school was also operated on this property.

Les Johnson arrived in his recently purchased (from the US) 1910 Overland Model 40. Ben Streatfeild made a surprise appearance after three months in the US. We were also joined by Les Watton and some members of the Antique and Classic Motor Club.

A very relaxed and convivial time was had by all.

The next Northern Sydney Breakfast Run will be at Brooklyn on Sunday 6-Nov-2016.

VCCA Attendees

Doug and Vivian Fulford

Les Johnson with Rick, Lisa, Emily, Ryan and Sophie – (1910 and 1913 Overland)

David and Kate Norton (1915 Ford)

Phil and Terri O'Loan (1910 Talbot)

Barry and Dorothy Shinfield

Ian, Janina, Max and Jackson Shinfield

Ian and Jenny Streatfeild with Tim, Emma, Aurora-Belle, Zoe, Ben and Kate (1915 Overland)

Les Watton

Regular attendees Geoff and Louise Yeomans could not make it as they were in the UK.

ACMC Attendees

Phil and Doreen Haberle (Saab), Mark Watton (Chevrolet and Wolseley), Kevin Xiao (Jeep)



Streatfeild Overland ('15), Johnson Overland ('10) & Johnson Overland ('13), along with some bearded members.



Johnson family



Streatfeild family



Veterans, Vintage and Classics



T x 3 – T, Talbot, Toyota



Les Johnston's 1910 Overland



Les Johnston's 1913 Overland



Les Watton's Chevrolet

The above 3 photos courtesy of Les Watton

Australian Motorlife Museum's 7th Annual Motoring Expo

Phil Virgona

This year saw the Veteran Car Club as the featured guests amongst the 100 vehicle entrants for 2016. On the rolling lawns, adjacent to the Museum building, 12 club cars were provided with a dedicated veteran only display area.

Amongst those, the Weir's 08 Vauxhall, Malcolm Garthon's 09 Scat, Dennis Tobler's Model T Ford delivery van and the Martin's 12 Renault stretched their legs with an early morning run to and from Macquarie Pass whilst others gathered directly at the venue. As our own 1916 Humber was celebrating its 100th birthday, we felt we owed it a short trip from the Museum out to the lawn in the fresh air.

Congratulations to those who attended in period costume which was much appreciated by Curator Wendy Muddell and her team of Motorlife volunteers. Award winners included Barry and Dorothy Shinfield who received the Motorlife 2016 Award for best veteran for darling Tilly, and Bill and Robyn Betts for best period dress.



Peter's Vauxhall, Doug's Studebaker & Kevin's Talbot

Visitors to the museum continue to find fresh exhibits within the two large pavilions with a specific emphasis on

early Australian motoring history. An example is the extensive motoring library which has received many external collections to its shelves over the years. Other displays include the eclectic Paul Butler Collection and the Wayne Gardner collection on loan from the Illawarra's own world champion.

A very enjoyable day organised by Peter Weir with the following attendees:

- 1908 Vauxhall - Peter, Regina and James Weir
 - 1915 Ford – Dennis Tobler
 - 1908 Renault - Bill and Robyn Betts
 - 1915 Monroe - Ian Bourke
 - 1917 Studebaker - Doug and Vivian Fulford
 - 1911 Talbot - Barry and Dorothy Shinfield
 - 1912 Renault - Neil and Lynette Martin
 - 1913 Fronty Ford - Peter Kable
 - 1916 Humber - Phil Virgona
 - 1914 Talbot - Kevin Boardman
 - 1909 Delage - Geoffrey Simmons
 - 1909 Scat - Malcolm Garthon
- Member Andrew Benoit attended in a modern



*Bill and Robyn Betts
for best period dress.
Robyn receiving the award*



*Barry Shinfield who received the
Motorlife 2016 Award
for best veteran*



Line-up of cars at the Australian Motorlife Museum

2016 Veteran of the Year - 1914 Mitchell

Neil Adams

Dad heard wind about a large engine veteran car from a contact at the Horseless Carriage Car Club in the USA... it was Mitchell Big Six. They have a 10 litre 6-cylinder engine, 3 speed central control gearbox, large wheels 37" x 5" and electric start (thank god). At the time it was manufactured, a T-Ford Touring cost around \$480 while the Mitchell Big Six was nearly five times that at \$2350. This was quite a lot of money in 1914 and the vehicle's motto, 'the car you ought to have at the price you ought to pay', certainly sounded impressive.

It was the large veteran he had been looking for, for many years, and in October 2009 he and his old school mate John Cain headed over for a holiday which was to include a look at the Mitchell.

The car had been parked in a dirt floor barn shed in Shawnee Oklahoma in 1924 and had been sitting there ever since, the owner Mr Ray Utter had been intending to restore the car for many years. He had collected many nice vehicles over a long time, many were later vehicles although he did have a veteran American LaFrance fire engine. Unfortunately, he never got around to restoring them, and the Mitchell when dad finally saw it was under the remains of the shed, which had collapsed around and on top of it many years ago.

Although the wheels had been restored years earlier and new tires fitted, they had since sunk down in the soft dirt and were beyond repair. Much of the body was still intact but in a very poor condition. The engine bungs had been taken out and water had been dripping into the cylinders... it was a sad sight as it was very complete and original.

Ray, by the time dad met him, was still on the ball and reasonably mobile although being well into his 80s. He was also quite reluctant to part with anything and his asking price reflected the original purchase condition, not the 'sitting in the dirt for decades' price.

After dad inspected the car he wasn't too impressed with the condition, and unsure if it was the biggest Mitchell, decided not to purchase. He and John continued on their holiday. After about a week dad had second thoughts and phoned the Utters and a deal was done.



After it was cleaned at the dock prior to shipping.

It was loaded on the trailer (only just fitting and hanging over somewhat out the back) with various bits and pieces of body and the bonnet all packed in. When it arrived most of it went to Mt Hutton, the engine and gear box came to the factory at Boolaroo. Everyone was impressed with the enormity of the engine.

Restoration started. Two of the larger jobs were the body, which Doug Marshall was roped in for, and the engine that was sent to Dave Moor at Nabic. New wheels and rims were made, and many smaller components were restored by Dad at home or at Boolaroo. Throughout the restoration we emailed photos back to Ray's daughter who passed on the pictures and the progress reports.

Dad liked having a few projects on the go at the same time, so the Mitchell, the Calthorpe, and a 23/60 vintage Vauxhall were all competing for his time, which was quite manageable until he became ill. Although the car had been started in the shed it really hadn't been driven. He was trying to get the car finished, but, it needed better project management than he could manage.

After the car was sent for upholstery and the hood installed it came back to Boolaroo, where we could all focus on getting the project finished. There were many small jobs that had been overlooked, and as they were completed, the Mitchell started to take shape. The engine once timed and tuned would start very easily, and after being on the first few test drives we determined that the need to change gears may only be required when wanting to reverse.

We also determined that it may be a tad thirsty, it has two fuel tanks, one up behind the firewall which gravity feeds to the engine, and another about the size of a 44 gallon drum on the rear, which is pumped up to the header tank. There's a drain back in case you have too much fuel in the header tank.

One small job was making a new radiator cap, as it was missing. All the pictures of the car in the barn and at Mt Hutton during the restoration show no radiator cap on the car. Everyone agreed they had not ever seen the radiator cap. The new one was fitted to enable us to take dad for a spin around the block when he was feeling up to it. Six months after we made the cap, low and behold sitting with some parts in the back shed at Mt Hutton we found an original Mitchell radiator cap. I'm sure dad would have known where it was all along, and he is probably still laughing about it.

It certainly is a big car, and we hope to have it out on some runs soon.



Yes, it is left hand drive

Disclaimer

The Veteran Car Club of SA, (VCCSA) has recently had its attention drawn to the article by Felipe Martin titled “Auto- Biography 1903 Darracq” which appeared in your August 2016 “Spit and Polish” Club magazine. Mr Martin is understood to be the owner of the vehicle and some years ago was a resident of South Australia.

The article contains certain statements which are not correct and the Veteran Car Club of SA Inc. takes issue with those statements.

The Veteran car Club of S.A Inc. is a motoring enthusiast club that specifically caters for veteran vehicles, and prides itself on our credible and strong dating practices and policies in place to ensure the authenticity of vehicles presented for dating. Those policies are in line with the national standards for vehicle dating (as a member of the Australian Veteran Car Club) and as supported by the Fédération Internationale des Véhicules Anciens.

At a time when some veteran cars have a significant value and are sold on a world market such statements and the provenance of the vehicle can be important factors when selling a car and for that reason statements made in the article need to be clarified and corrected.

The VCCSA wishes it to be clearly stated and understood that:

The vehicle has not been dated by the VCCSA nor “certified as being a single cylinder from 1903”.

The vehicle has never been presented for an authenticity check as required to secure conditional registration under the code for historic vehicle registration in SA or for any other viewing or inspection purpose ie the VCCSA has never seen this car.

The VCCSA has not received a request for the vehicle to be dated.

The owner of this vehicle is not, and has never been, a member of the VCCSA.

The VCCSA has no knowledge of the car’s early history in S.A. or its origins.

Given the above points, the vehicles certification as presented in your recent publication is strongly refuted by the VCCASA and the reasons for such misleading statements are unclear.

We would like to request that these points be shared with your members and readers to ensure a clear picture of this vehicles espoused certification is clearly refuted by the Veteran Car Club of SA.

Peter M Allen
Hon. Secretary
Veteran Car Club of S.A. Inc

Photos from the Combined Navigator’s Social Day. 7-8-2016



Jan & Laurie Garrod, Louise & Geoff Yeomans

Photos courtesy of Les Watton



2 Wolseleys, a Morris Minor and Yeomans' Wolseley



Part of the Exhibit at Nepean Naval Museum

A Brief History of Kerry Abington

John Burke

As early as 1856 on the corner of Bath and Shadwell Streets Birmingham a small engineering works had begun. This works produced a variety of tools including hand tools and larger machines.

The tools were sold under the name King Dick. By 1888 The Abingdon Works Company was producing parts for cycles and displayed these parts at the Stanley Exhibition for Cycles in Westminster.. One of the works popular items was the open link chain for cycles.

By 1905 the works had commenced the manufacture of motorcycles using proprietary engines; these machines featured the clip on type of engine as supplied by Kelecom, Fafnir, Minerva, MMC and Kerry.

The Abingdon Works Company was taken over in 1906 by the Abingdon Ecco Works, still trading as King Dick and still producing hand tools and machinery as well as push cycles and motorcycles, some of the accessory items manufactured included belt fasteners, complete tool kits, Lubricators, petrol needle valves, petrol filler caps, sidecar hubs and the Starley Abingdon differential tricycle axles and gears. The King Dick Spanners including the famous adjustable spanners were “Guaranteed for ever”.

During 1908 the works moved to Kings Road Tyseley, it was around this time that the works started producing their own engines for the motorcycle branch, they produced four stoke engines of the 350cc and 794 cc class.

The company had joined with the East London Rubber Co to make Kerry – Abingdon motorcycles; these machines were bought and sold through the well established firm founded by Alfred Kerry who was a general rubber merchant. The ELRC soon expanded from bicycles and Tr-kars to selling all manner of goods and accessories associated with the advancing motorcycle industry.

By 1910 the Kerry Abingdon had an excellent reputation for comfort and reliability and was exceeding sales on the home market. East London Rubber Co had a well established export business and was soon selling Kerry Abingdon machines abroad to Africa, Canada, New Zealand and Australia.

One of the identifying features of the early Kerry Abingdon’s was the sliding spring fork, was it the worlds first telescopic shock absorber, it was featured on Kerry Abingdon machines up to the war years when Kerry Abingdon ceased production of Motorcycles to concentrate on war products. After the war, the firm reinstate motorcycle manufacture and continued with the Kerry Abingdon until 1925 when it was renamed AKD (Abingdon King Dick) in 1926. AKD produced single cylinder machines until 1933 when the manufacturing firm changed production methods and concentrated only on machine and mechanics tools.

In 1922/23 the Abingdon Works developed and built a small motorcar, twelve (12) in all were produced. This motorcar used a 12 hp 1500cc 4 cylinder Dorman engine and a three speed gearbox. The failure of the vehicle was no fault of the Abingdon Works but rather the financial difficulties of the Wrigley Company who supplied the gearbox, steering gear and other components.

Some of Alfred Kerry’s early machines have survived and a rather large number of the 1910 – 1915 single and twin machines world wide, several in Australia.

A story was once told to me about the origins of the name “King Dick” This is how it went.

As early as the 1800’s a small public education school was established in Birmingham, one of the principals of the school owned a British Bull Dog, his name was “King Dick” said to be a champion of his breed. As the school was located near the Abingdon tool and cycle works the dog King Dick ventured to the works for the left overs from the men’s lunch boxes, he was such a well known dog to the factory (and after all the British Bull Dog represented all things good and strong) he was adopted as the mascot for the works.



A photograph of the authors 1912 Kerry Abingdon.

BACK TO BUNDANOON

MaSH Rally
Friday 3RD – Sunday 5TH FEBRUARY, 2017

This year we are returning to Bundanoon staying at the Bundanoon Country Inn Motel. The plan is to have a shakedown run on Friday afternoon followed by happy hour in the courtyard of the Motel and a BBQ dinner. Saturday we will cruise the beautiful Southern Highlands with a private evening meal in the Motel dining room. Our run on Sunday will be to another interesting location where you can purchase lunch.

Weather forecast is for fine weather and quite country roads with no hills!

Details are as follows:

Bundanoon Country Inn Motel
2 Anzac Parade
Telephone: 4883 6068
Email: info@bundanoonmotel.com.au

Costs

\$84.00 per person for Double or Twin Share Room
BBQ (Friday night) \$27 per head
Dinner 2 course (Saturday night) \$35.40 per head (Dress up for dinner if you wish)

THE MOTEL ARE HOLDING A NUMBER OF ROOMS SO PLEASE BOOK DIRECT AND MENTION THE VETERAN CAR CLUB. THE ROOMS WILL BE HELD UNTIL THE END OF DECEMBER.

PLEASE EMAIL US (gillandgreg@bigpond.com) IF YOU WILL BE ATTENDING

We have had some enjoyable times at this venue in the past so please come and join us for a fine weekend of veteran motoring
Jill and Greg

NOTE: For those that have attended in the past the Motel has now been refurbished.

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You get comfort—the *lasting* comfort of deep, soft upholstery, buoyant cantilever rear springs, and large tires. The little jolts and bumps of the road never reach you.

You get convenience—electric starting and lighting; one-man top; folding type rain-vision, ventilating windshield. You get electric control buttons on the steering column, where you can reach them without even leaning forward.

You get economy in operation, for in spite of its size and roominess—in spite of its rugged strength—the car is exceptionally light. It weighs but 2160 pounds.

You get high-tension magneto ignition—the hottest spark, uniform year in and year out, and *certain*. There is no complication with starting and lighting, no deterioration, no need of attention.

You get an easily-operating, smoothly-engaging clutch. Pedals are large, giving firm foot-hold, and are adjustable for reach.

You get an irreversible steering mechanism, avoiding back-lash at the steering wheel on bumpy roads. The steering column is firmly supported near the top, preventing vibration at the wheel.

You get a floating type rear axle, with *four* differential gears instead of the two or three ordinarily used.

You get 4-inch tires—larger than on other cars of this size. This means added comfort and greater tire mileage.

You get demountable rims—with one extra rim.

And you get *Overland thoroughness* in design, in quality of material, and in workmanship—a thoroughness that is possible at this price only under the Overland method of manufacture in huge quantities.

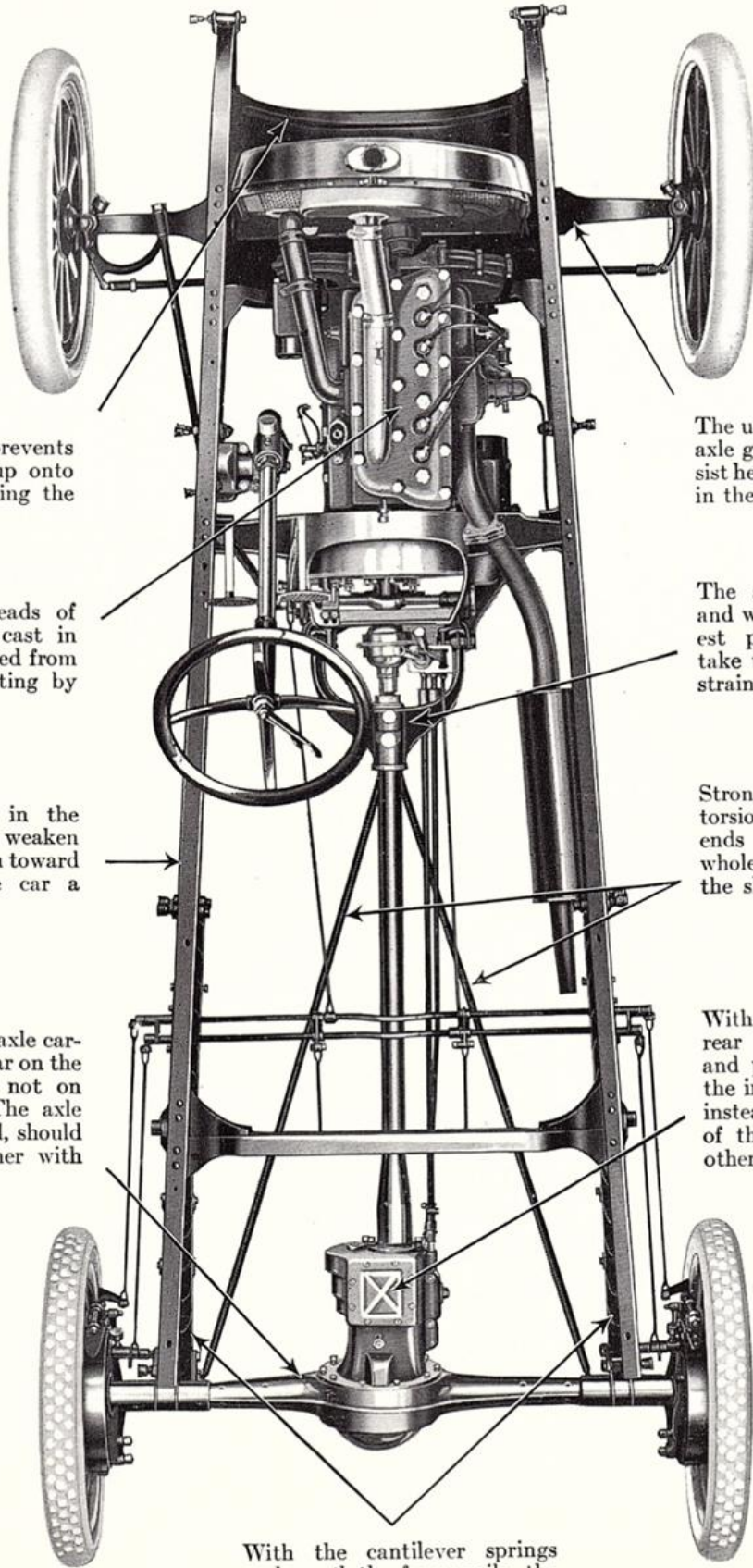
And added to all this you get time-saving service advantages that you can get with no other similar or even higher-priced car.

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In no other car of even considerably higher price can you get all of these Overland advantages. No other car of similar price even compares with it in the essentials that make for complete satisfaction.

Article supplied by Les Johnson

Overland Model 75



This large splash pan prevents mud from spattering up onto the radiator and clogging the air spaces.

The water-jacketed heads of the cylinders are all cast in one piece, easily removed from the main cylinder casting by taking out the bolts.

There are no bends in the thick channel frame to weaken it, but the sides taper in toward the front, giving the car a short turning radius.

The floating type rear axle carries the weight of the car on the strong steel housing, not on the driving shafts. The axle shafts may be removed, should occasion demand, either with or without the wheels.

The unusual width of the front axle gives extra strength to resist head-on shocks from bumps in the road.

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Strong brace rods from the torsion tube yoke to the outer ends of the axle stiffen the whole rear system and keep the shafts in exact alignment.

With the transmission at the rear axle the universal joint and propeller shaft bear only the initial power of the motor, instead of the *multiplied* power of the low speed gears as in other designs.

With the cantilever springs *underneath* the frame-rails, the car weight is borne directly on the springs instead of at one side, as in ordinary designs.

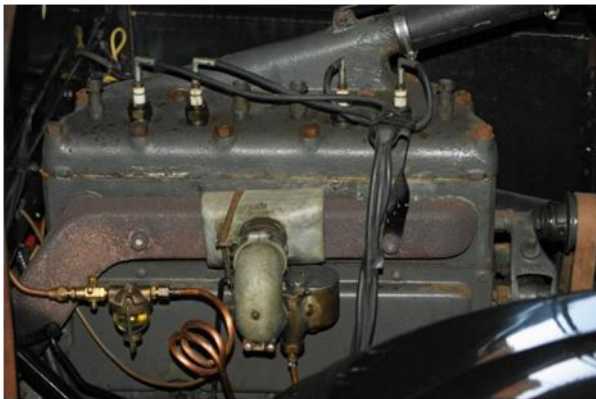
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[10-16]

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Contact: Jeff Palmer (02) 4959 1256
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[10-16]



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[9-16]

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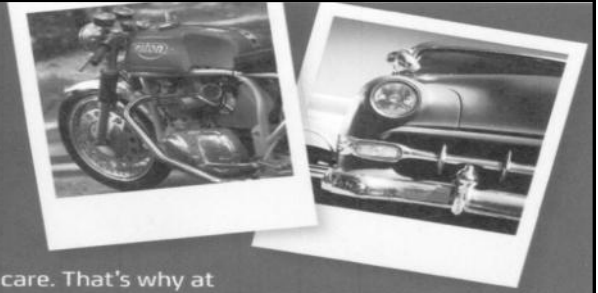
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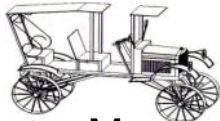
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