

SPIT AND POLISH

PATRON

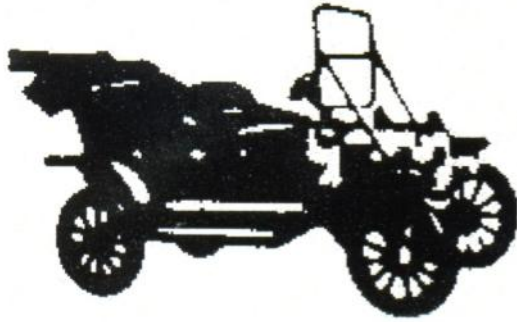
His Excellency General The Honourable David Hurley AC DSC (Ret'd)
Governor of New South Wales

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:-

*Graham & Kerrie Sawyers' 1916 Overland, Model 75B Speedster
at the start of the Saturday run,
during the MaSH Ramble at Mittagong, February 2016.*

Committee of Management

OFFICE BEARERS:		HOME	BUSINESS	FACSIMILIE
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		Email: president@vccansw.org		
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LIBRARIAN	David McCredie	9653 2592		
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	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		
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			Mob: 0412 821 945	
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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:

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 26th May 2016

ATTENDANCE

Committee: 8 Visitors: 2 (Anthony and Donna Sinclair) Members: 12 Family members: 0
Apologies were received from Dennis Ballard, Bill Betts, Euan Coutts, Robert Fordham, John Fryirs, Bob Hobson, Russell Holden, Don Liddle and Peter Martin.

MEETING OPENED AT 8:15 PM.

PRESIDENT'S OPENING REMARKS

In the absence of the President, Peter Martin, due to work commitments, the vice-president, Doug Fulford, welcomed all members and the guests, Anthony and Donna Sinclair. It was noted many members were attending the rally in Yamba.

Members observed a minutes silence to remember Warren Irish who died unexpectedly on Wednesday after leading a bush walk- On behalf of the members, Doug expressed condolences to Anne and her 3 sons following the sad loss of Warren.

MINUTES PREVIOUS MEETING

Matters arising: Nil
Moved: Neil Martin Seconded: Lyn Martin

INWARDS CORRESPONDENCE

Invitations

Murwillumbah Swap Meet 9 July 2016
Tulip Time in the Southern Highlands
2016 Shannons Sydney late Auctions 30 May 2016-05-31 Invitation to HCCA International Rally 2019

Other Club publications:

Brass Notes	The Preserve (online)
Retronauts (online)	The Sweep (online)
Small Torque	Veteran Torque
Bulletin of VCCSA	Early Auto
VCC NZ	

Other:

Emails from Russell Holden, Allan Foy and Bob Lamond
Newcastle minutes
Press release from Vintage Tyres
CMC Certificate

OUTWARDS CORRESPONDENCE

Letters to Allan Foy, Graeme Newman, John Wards and Les Watton
Get well card to Warren Irish
Moved: Graham Weekes Seconded: Phil O'Loan

TREASURER'S REPORT

Balances are: \$
Outgoings: The accounts for cleaning, hall administrations, GIO insurance, electricity, water rates and printing have been paid.
Income: Sydney Voice have paid their regular rent. Rent has been received for the last quarter.
Moved: Ian Streatfield Seconded: Graham Weekes

MAGAZINE Nothing to report

EVENTS

The Events Coordinator, Graham Weekes, advised members of an invitation to attend a HCCA International Rally 2019 being organised by Russell Holden around Bathurst. He reminded members about the Singleton weekend.

Doug Fulford publicised *Christmas in July* luncheon to be held on Sunday 10 July at Eschol Park Hotel in the Victorian drawing room. There is parking on site. It costs \$65 for a two-course meal with canapés, soft drinks, tea and coffee. He requested that those attending consider wearing historical dress. There will be a run before hand and people are able to change their clothes at Fulford's home. Participants need to pay the treasurer and advise Doug when they pay. Doug reminded members of the MaSH run on Friday to Mt Annan Botanic Gardens.

Lyn Martin reported that she and Neil had very much enjoyed the Mudgee 1 & 2 cylinder rally organised by Russell Holden. There was terrific food, company and accommodation.

Peter Weir announced that he is organising a weekend in Wollongong to coincide with Motorlife Expo. The Motorlife Museum has promised on Sunday free lunch, free entry for the driver and passenger to the museum and a petrol voucher for \$50.

PERMIT TO MOVE Nothing to report

LIBRARY

Anyone interested in volunteering to work with the librarian and some others in writing a grant application for funding a feasibility study into the future of the library should contact David McCredie.

DATING Nothing to report

MEMBERSHIP

Members voted on the application for membership from Richard Lane and members successfully accepted his application. The Vice President welcomed Richard to the club.

Membership applications have been received from Abbey Newman and Jennifer Fawbert (nee Tweedie) and will be voted on at the next meeting.

CMC

Norm presented the CMC certification to the Treasurer.

HALL Nothing to report

WEBSITE Nothing to report

GENERAL BUSINESS

1. Members badges

Member's name badges are available from Neil Martin. They are free of charge. Badges are available for member's partners whose names have been supplied previously for the roster. The Secretary will make orders for badges twice a year. Members need to update their details with the form in *Junes' Spit and Polish*.

2. Heritage Motoring Day

Graeme Newman reported that 16 veterans participated. It is also the 100th birthday run and birthdays for a Hupmobile, a truck and 2 motorcycles were celebrated. It was a great day.

3. Cleanliness of the hall

The Committee is following up with the relevant hirers.

4. HCCA International Rally 2019

Concerns were expressed about several issues.

- a. The dichotomy of an event in Australia hosted by a club in another country.

The event is planned to be run in Australia under the auspices of the Horseless Carriage Club of America (HCCA) rather than an Australian veteran car club. It was noted that the EOI was received on 16 May 2016 and this was the first time that the committee knew anything about the event.

- b. Insurance etc for VCCA (NSW) members
As an invitation event members are covered by insurance as with other invitation events.
- c. Sponsorship of the event by FIVA.
Previously international events run in Australia have been sponsored by FIVA so international guests are insured. Participating vehicles require a FIVA licence. As TAVCCA is the FIVA representative in Australia what are implications for the TAVCCA if the HCCA is running the event. Is the HCCA organising passports or licences? Are they negotiating with authorities regarding registration?
- d. The rally is not inclusive of all veteran vehicles.
The cut off date of 1916 caused concern. It was noted that for the HCCA vehicles their cut off is pre 1916 while in Australia veterans are manufactured prior 1918. This means some of our members are unable to participate in the international rally. Another comment was made: *their rally their rules.*

5. Presentation on mechanical music making by Anthony Sinclair

MEETING CLOSED AT 8:50 PM.

Doug Fulford
Vice-President

Louise Yeomans
Secretary

<h2>Events Calendar - Club Events</h2>
--

JUNE 2016

- 21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 23rd Committee Meeting starting at 6.45pm
- 23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm.
- 24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2016

- 3rd **Sydney North Breakfast Run** *See Page 7 for details*
- 8th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
- 10th **Christmas in July.** *See coming events Page 7 for details*
- 17th **Newcastle Branch garage crawl.** *See coming events page 8 for details*
- 19th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
- 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.** *Details to follow*
- 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
- 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*

SEPTEMBER 2016

- 3rd **Newcastle Branch outing to Luskintyre Airfield.** *Meet at Lockinvar Park at 10.30am*
- 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*

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://vvmccsa.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

JULY 2016

17th On behalf of the Peugeot Car Club, the Citroen Car Club and the Renault Car Club, I invite your members to participate in the all French car day and concours d'elegance to mark Bastille Day. The event will be held on Sunday 17 July 2016, from 10.00 a.m. Entries to the concourse close at noon on the day. The entry fee to the field is \$10 per car.
You will understand that the concourse is an event where we can show off our beautiful French cars. The venue is Silverwater Park, and the entry is east of Clyde Street (off Silverwater Road) and follow the road under Silverwater Bridge to emerge on the western side of Silverwater Road.
Members attending may decide to bring their lunch - there are barbeques at the venue or purchase from the mobile facilities on the day.
We look forward to making your members and families welcome at the function.
Should any of the members of your club be interested in arranging a trade display, please ask them to contact me.
Paul Pracy, (Any inquires may be referred to me on telephone number 0409 504 551)
President
Peugeot Car Club of NSW Inc

AUGUST 2016

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

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

Events Calendar - Invitation Events (cont.)

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 See Page 21 for Expression of Interest form

Coming Events

SYDNEY NORTH BREAKFAST RUN

Sunday 3 July 2016

“Pie in the Sky”

**1296 Pacific Highway
Cowan.**

Location: 3.5 klms north of Cowan on the Pacific Highway.

Perched on top of the cliff overlooking the M1

Location suggested by Jenny & Ian Streatfeild

See you there from 9am onwards.

“Christmas in July” lunch at Eschol Park House – Sunday 10 July 2016

Eschol Park House in Eschol Park near Campbelltown is an historic house the first parts of which were built in 1816. It was restored some years ago as a wedding and function centre. We have arranged to have a “Christmas in July” lunch there on Sunday 10 July from 12:00 noon. The lunch will be held in the Victorian drawing room which caters for a maximum of 40 people. Assuming wintry weather we will have a fire going in the fireplace. The cost is \$65.00 per head which covers canapes followed by a lovely two course meal with soft drinks and tea / coffee with waiter service which is excellent value and a special deal for our club. There is off street parking and excellent photo opportunities both outdoors with our cars (if you are coming veteran) and indoors (especially if you dress in period costume). We will organise a local run to Eschol Park House for those who want to bring their veterans. The details will be worked out when we know who is planning to come veteran. It may start from our house so ladies have a suitable place to “dress”. If you can't bring your vet but would like to arrive vet, we will try to fit you into any spare seats that are available. Tickets available on a first come first served basis up to a maximum of 40. Payments should be made to the club treasurer. Please direct any other enquiries about the event to Doug and Vivian Fulford who are organising the event. Let us know of any special dietary requirements you may have.

The treasurer has requested that where possible you pay by bank transfer to avoid hassles with cash. The bank details are:
Account Name: Veteran Car Club of Australia NSW Inc
Bank: Commonwealth Bank of Australia
BSB: 062 009 Account Number: 2802 3425
Please identify the deposit with your name.



Coming Events (cont.)

Newcastle Branch Garage Crawl

Sunday 17th July 2016

Meet at Peter Cockbain's at 9.30am

13 Raworth Avenue

RAWORTH

to have a look at his Humbers

then lunch at either Hinton or Morpeth hotel

then to Doug Marshall's to have a look at work in progress on the 1913 F.N. Type 1950 Roadster

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 will be in the July Spit & Polish Magazine

Welcome New Member

Richard Lane & Mariam (1119)
4 Kensington Road
SUMMER HILL NSW 2130
1912 Baker Electric
(M) 0414 415 110
(E) Richard@lane.id.au

Applications for Membership

Jennifer Fawbert
52 Hanckel Road
OAKVILLE NSW 2765
Associate Member
Nominated: Graham Weekes
Seconded: Margaret Louise Yeomans

Abbey Newman
60 Ocean View Road
GOROKAN NSW 2263
1914 Talbot 4CBX
Nominated: Graeme John Newman
Seconded: Roderick Neville Preston

Voting for the above applications will be held at the meeting
on 23rd June 2016

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

Name Badges

At long last new membership badges have arrived for all members and known partners. They are very legible with large print as requested on a clear background.

Neil Martin has kindly volunteered to distribute the new badges. Badges will be available at club and branch meetings for collection. We are looking at other ways to distribute badges to members who are unable to attend either club or branch meetings. Please be patient.

If there is an error in your badges please notify Louise Yeomans so a replacement can be ordered. Badges will be ordered twice a year. For lost badges there will be a small charge for the replacement and postage.

Light-Hearted Humour

Two elderly gentlemen from a retirement center were sitting on a bench under a tree when one turns to the other and says:

'Slim, I'm 83 years old now and I'm just full of aches and pains. I know you're about my age. How do you feel?'

Slim says, 'I feel just like a newborn baby.'

'Really!?'

'Like a newborn baby!?'

'Yep. No hair, no teeth, and I think I just wet my pants.'

Vale - Warren Irish

It's not often we get to acknowledge a true Gentleman like Warren but today I get to do that!

Warren joined the Veteran Car Club 48 years ago and after a few years of driving Sandy Green's Austin, he purchased his own veteran car to restore, a 1917 Hupmobile. This was a project that would take years to complete so in the meantime Warren purchased a model T Ford to drive.

He drove the Ford for a number of years with the family and when the boys outgrew the hobby his mate Robert Fordham stepped in as navigator. When Warren's Ford developed an engine problem the "odd couple" as they were known to some of us, started going in Robert's newly acquired Model T.

Warren never fitted the repaired engine to his own T Ford as I think he enjoyed going with Robert too much.

They both had a ball.

Some would know that as time went on Warren's hearing started to suffer so when he was driving, Robert would be the trafficator operator because Warren couldn't hear the beeping.

There was a car rally in Tasmania which Warren couldn't attend so good friend Robert sent him a photo of himself hugging a tree to try and make Warren feel better for not being there.

I mentioned before about Warren being a true Gentleman, but there was one incident on a bush walk where fellow club member and friend, Mike Bendeich was tagging along. They all stopped for lunch in an open mouthed cave, Warren took a sandwich from his bag, then a big bird swooped down and grabbed it!

Mike was probably the only person to ever hear Warren curse. It may have even been a rude word!

Warren was also active in the running of the Club and was Secretary for 4 years between 1992 and 1996. He also helped in many other ways during his 48 years as a member.

Warren will be sadly missed and we all pass on our condolences and love to Anne, Mark, Paul, John and their extended families.

John Wards

I first met Warren when he dropped around to my home with an application form to join the Veteran Car Club and we talked about the benefits of being a club member. That was some twenty five years ago and at that time I didn't know we were to become such good mates.

I joined as an associate member as I didn't own a car. Warren took me on club runs in his 1915 black model T tourer and this time together developed our friendship. Warren loved being involved in the old car movement and was willing to pass on his considerable knowledge to others freely and didn't mind lending a helping hand to help someone less knowledgeable.

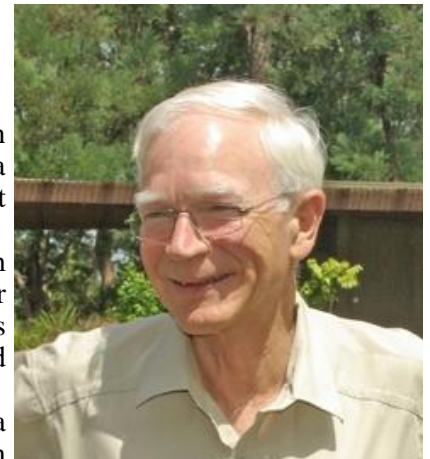
When I went away to buy my first car Warren went to an event in Parramatta Park by himself and on the way home the brackets attached to the engine pan broke and although we fixed this he never allowed us to put the engine back in the car and twenty two year later it still sits next to the car on the garage floor. Maybe soon we can reignite the two once again.

Warren and I have for the last twenty two years been to many Veteran car and Model T rallies and in later years to one and two cylinder events. I always drove the first stint and then I let Warren drive home. Many a thoughtful discussion has been discussed over a glass of red wine when we have been away at an interstate rally. We earned the title of the odd couple but we didn't mind a bit as we were enjoying ourselves.

Warren was a very intelligent person and so had many other interests including electronics which was his hobby and this helped me understand magnetos and electrical wiring for lights, blinkers etc. In his other role as a National Park volunteer ranger, which he enjoyed so much, gave him much pleasure as well as keeping him physically fit. I could not share this activity as Warren was the fastest walker I have ever met leaving me behind in his dust. There is so much more I could say about Warren he was a true gentleman who took me into his family and I will miss him so much. Warren leaves behind his wife Anne and his three sons Mark Paul and John and their family.

Warren will always ride next to me as I drive my veteran cars giving me cheerful advice along the way.

Robert Fordham



Editorial

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

Thanks to John Wards and Robert Fordham for their Vale on Warren Irish.

Only 2 outings reported on this month, reports from Graeme Newman on the Newcastle Branch 100th Birthday run and a report from Doug Fulford on the MaSH Branch Northern Coffee Run.

An article from Louise Yeomans on the talk and display given by Anthony Sinclair on mechanical music making machines. A report on 50 years membership of the club by Les Watton and a couple of light-hearted humour stories from Ron Hattersley. An article from Bill Heeney on Floyd Clymer.

Coming events are the Sydney North Breakfast run, the Christmas in July event, the Newcastle Garage Crawl and of course the MaSH Branch Northern and Southern coffee runs. An early notice about the Newcastle Branch Annual Tour in October. Also there is information and an entry form for the proposed 2016 Motorlife Expo Illawarra Tour to held on the long weekend in October. Also an expression of interest form for the HCCA International Tour to be held in 2019.

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



Making Music

Louise Yeomans

Anthony Sinclair has had a passion for phonographs since his teenage years and has been collecting them for the last 40 years. You could get the impression that Anthony spends all of his time restoring and playing his phonographs but he does work full time and it's just one of his hobbies alongside antique automobiles - including a couple of veterans.

Anthony kindly displayed some of his collection of mechanical phonographs, with some others brought to the meeting by Doug Fulford and Alan Miller, who are also enthusiasts.

The first machine Anthony demonstrated was an *Edison Standard Model 10* made in 1910, a relatively modern model by his standards. A clockwork type spring motor drives the *Edison 10*. Thomas Edison patented the first speaking machine in 1877. It was cranked by hand and recorded and played back sound using tin foil spread over a cylinder. This didn't provide great sound quality and was soon replaced by wax cylinders. Early cylinders could play for up to 2 minutes, later ones for up to 4 minutes.



Anthony played a cylinder recording of *The Little Ford rambled right along*. Cylinders with automotive content are relatively rare however he had another: *Henry's made a lady out of Lizzie*. The next recording was made by an Australian, Billy Williams. Although he died in 1916 his music remained in record catalogues until the 1930's.



Another machine, which Anthony described as very modern, was an *HMV* portable model 102 manufactured in 1935. It played shellac 78s. The earliest disc records were made from hardened vulcanite. A new steel needle should be used on every side. It played *When the saints come marching in*. He suggested that the best phonograph brands to collect are *HMV*, *Victor* and *Columbia*.

Doug Fulford shared some of his collection. He showed his blue *HMV 101* made in 1929 and which was sold at a price premium over the otherwise identical model in black. His other machine on display was made for the picnic-loving motorist. Made in Australia in the late twenties the machine is fitted into one side of a suitcase the other side being set up as a picnic basket.

There were two machines on show that belong to Alan Miller. One was a *Columbia AT*, circa 1905, with a noisy motor and the other, an *Edison Home Model A* manufactured in 1902-1903. It is a heavy machine and only plays two-minute cylinders. Alan also showed us an unusual cylinder-carrying box, which holds up to 48 wax cylinders. You would need to be strong to lift it when full!

Just as there was much variation in cars manufactured at the time, so there was with the types of discs. *Pathe Freres*, a French company, made discs that started from the inside out rather than the conventional outside in. They were played with sapphire needles. Edison diamond discs are thicker and played with diamond needles but are susceptible to moisture. Early 78s were single sided with a pattern on the back – no flip side. Each disc cost the equivalent of roughly \$20 today for 4 minutes of entertainment so at first records were somewhat the preserve the wealthy. That changed when *Little Wonder* records were introduced at a retail price of 10 cents whereas most records were 75 cents or more. A series of books for children called *Bubble Books* were produced with *Little Wonder* records contained in pockets to play while reading the book. These sold in the millions. Usually 78s were 10" or 12" while the idiosyncratic *Pathes* made discs of various assorted sizes such as 7-1/2", 11-1/4" and even ones as large as 20".

There was also considerable variation with needles. 78s were mostly played with steel needles but fibre needles were also available. Sanding discs were used to resharpen the needles between uses. Doug's father tried unsuccessfully to grow a cactus with spikes suitable for use as needles. Other records (cylinders, *Pathes* and *Diamond Discs*) were played with diamond or sapphire needles, which didn't require constant replacement. On a 78 or an LP the pickup is driven by the groove in the record but in the case of cylinders or diamond discs the pickup is driven at a constant rate by the turntable motor and so has zero angle error.

It was wonderful to hear the shaky, sometimes scratchy music recorded well over a hundred years ago and it was easy to imagine the excitement the reproduction of sound caused. Members appreciated that Anthony, Doug and Alan shared their passion for mechanical music making machines.

Louise Yeomans with the technical expertise of Doug Fulford



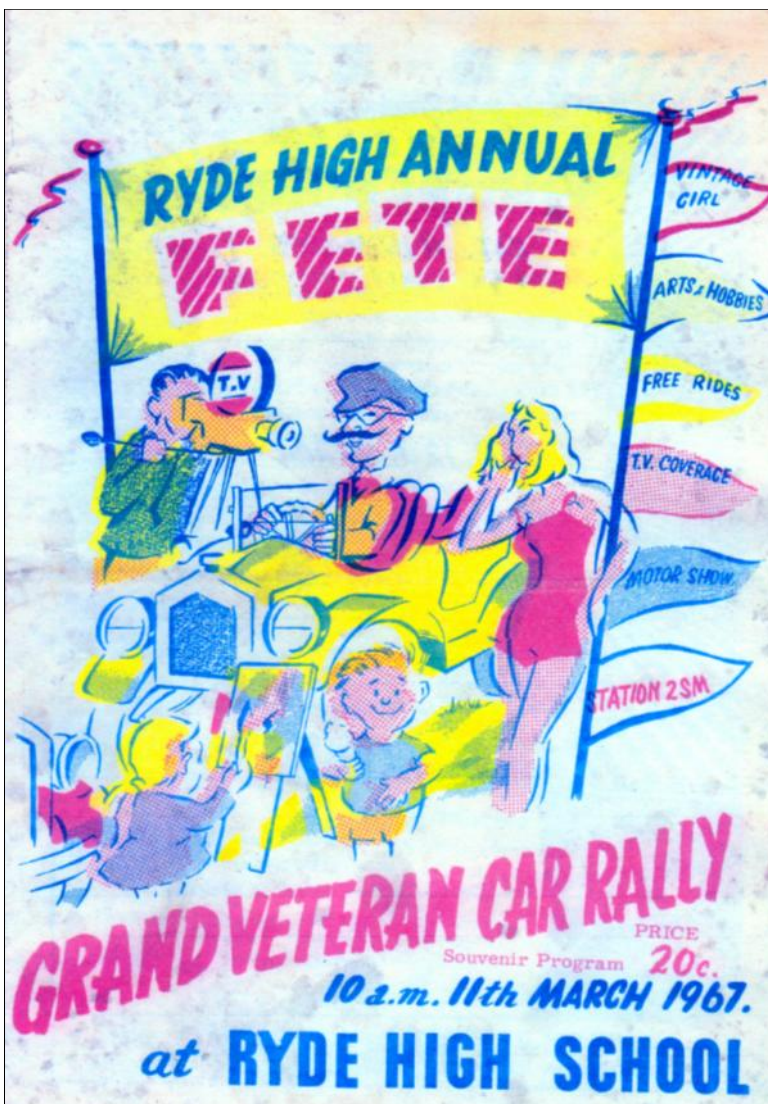
FIFTY YEARS MEMBERSHIP OF THE VETERAN CAR CLUB N.S.W. 28th APRIL 2016

Les Watton

My association with the Veteran Car Club began on the 4th April 1954 when my parents took me to Brown's Wharf to view the "OLD CARS" & then onto Cook Park at Doll's Point. I was fascinated by the mechanical workings & the brass work of the cars. I was allowed to use our "BOX BROWNIE" camera for the first time & I took some photos on the day. These photos were rejected by the V.C.C. as being fakes as they looked similar to the ones that the club had. Of course they did, they were taken at the same location & also why would an 11 year old kid (me) be taking photos of these veteran cars? I have since found the negatives, but misplaced them again except for one of them. We still have the Box Brownie camera. Out of the 15 cars on the day 5 were on trade plates & the others were fully registered. Moving on we went to homemade "X" plates, VCC plates & now our Historical Plates. I was a spectator on the first Blue Mountains Rally at Prospect Hotel & then we followed the cars to Glenbrook where our Ford Prefect boiled. Entrant sheets were being thrown out of the Veteran Cars & people were running onto the road to get them. No one got run over.

I got off to a bit of a shaky start as a member, on the 1967 Blue Mountains Rally I drove into Ryde School at the sign that said "Entrants & Officials Only" entrance, the Police kicked me out. I was one of the official timekeepers for the rally & after everyone was timed in & I was on my way to return the clock I heard a voice say "HEY! WHAT ARE YOU DOING WITH THAT? GIVE IT HERE OR ILL CALL THE COPS" & the clock was snatched off me. This was done by a member who didn't come to meetings & did not know who I was even though I was wearing my ID tag.

Moving on we were taking children from Stewart House at Curl Curl on picnics. On one such occasion in the 1970's it was during one of the petrol strikes that we took the children out. We were all given a voucher to get an allowance of petrol as sponsorship for the day. I lined up with the Veterans (I had picnic supplies in the back my car) so had a voucher. When



the public saw cars filling up with petrol they then joined the queue causing a massive traffic jam on Pittwater Road. As the police were already on site they started moving motorists on including me. I still have my petrol voucher somewhere. When I joined we were meeting at Yaralla Sea Scouts Hall on Concord Road near Ryde bridge with plenty of parking available on Concord Road. We then met at Bankstown Airport, (& maybe other venues) Drummoyne R.S.L. Club, the old Church & now our own hall. We had a Square Dance here on the bare concrete floor on the 27-6-1987. How many remember the dance?

Trevor Foulcher & myself restored a 1913 Fiat (which is still in the club) which went on the 1970 International Rally with zero road testing & wet pin striping. This was finished at 8.30pm & the Fiat headed off to Melbourne the next morning. The Fiat went to Melbourne & back with no problems, not even a flat tyre. When Trevor went overseas I used the Fiat for about 12 years on club events & displays.

I have enjoyed my fifty years as a member but my association with the Veteran Car Club spans 62 years from that first day at Browns Wharf. Could Barry Perdriau & I be the only two members who were at Browns Wharf on the 4th April 1954?

I enjoy organising the Combined Navigator's Day each year as it is always a challenge to find a venue of interest & a challenge to find a winner on the day using "THE BOX", yes the "Dreaded Box".

Newcastle Branch 100th Birthday Outing - Sunday 15th May 2016

Graeme Newman

After some pretty ordinary weather for our April outing, we were blessed with a lovely day for our 100th Birthday Outing in May. For a number of years now we have had this event at which we acknowledge those vehicles which have reached the 100 year milestone. This year the birthday vehicles were made up of cars, a motorcycle and a truck.

We met up with Neville and had a pleasant trip up to the start at John and Kelly's place at Nulkaba. On both the trip up and on the way home we saw a number of other vehicles of various makes, models and ages that were out and about celebrating Heritage Motoring Day.

When we arrived there was already a healthy collection of vehicles and members in attendance. The Burke family vehicles are normally well represented on the day with various family members or friends conscripted to take a vehicle. This year was no exception with five of the fleet out for a run. Whilst enjoying morning tea we were given a bit of a run down of the known history of the birthday vehicles. Neil Adams spoke about their Fiat truck, John Burke spoke about his New Imperial M/C as well as the two Buick cars and then Max Burke spoke about the families longest serving veteran, their Model N Hupmobile.



John Burke's 1916 New Imperial which was ridden by his nephew Brendon Burke

Unfortunately the Dunlop Family 'lost' one Cadillac on the way to the start, with Allen deciding to leave the car at Farley. We heard later that the car was still intact when they returned that afternoon to collect it on the way home.

After a very enjoyable morning tea we headed off for the Paxton Bowling Club where we had a booking for lunch at midday. We travelled through the Pokolbin area, towards Mount View and back in towards Cessnock before making our way through Bellbird to Paxton. Once at the Club the vehicles were able to be parked on the vacant lot opposite in a quite impressive line up with the truck at one end and motor bike at the other with 13 cars in between.

After a bit of chat outside we headed inside where the staff had prepared out lunch for us. It was the alternate drop with a few different options, so after a few cases of 'swapsies' everyone had something they were happy with. After our meals John lit the candles on the cake, which were enthusiastically blown out by the younger children in the group. The Bowling Club had donated a lucky door prize which was drawn after lunch with the winner being Dianne Marshall.

Whilst we were standing around the cars after lunch, Karyn was approached by a man who was quite excited to see our Talbot in the line up. He had heard stories about the make whilst growing up, but had never actually seen one. Turns out the man is a descendant of Murray Aunger, who with Harry Dutton made the journey from Adelaide to Darwin in 1908 in the 25HP Talbot. Whilst I pointed out the obvious differences between that car and ours, I assured him that the shape of the radiator is basically the same and then when he makes his planned visit to the Birdwood Mill Museum he should have no trouble recognising the car.

After a bit more of a chat in the sun the group then headed off to make their various ways home. Some returning to Nulkaba, whilst others of us headed directly home.



Adam's Family Fiat truck, John Brumby's Maxwell, Burke Family Buick roadster



John & helpers with the birthday cake



The Dunlop Family & others at lunch

Thank you to the Burke Family for our morning tea, and with organising the catering and cake at the Paxton Bowling Club. Well done to all those members, families and friends who came along. What excellent support it was for a Club outing with so many vehicles in attendance. I trust you all had a good day.

Those attending:

John & Kelly Burke	Buick Roadster (1916)
Max & Joan Burke	Model 20 Hupmobile
Neil & Brian Adams	Fiat Truck (1916)
Doug & Dianne Marshall	F.N.
Bill & Carol Heeney	Austin
Terry & Vicki Smith	Model T Ford
Neville Preston	Talbot
Wayne, Jo & Reece Harris	Buick Tourer (1916)
John Brumby & Betty Cherry	Maxwell
Brendan Burke	New Imperial M/C (1916)
David, Emma, Payton & Ruby Burke	Hupmobile (1916)
Chris Duncan, Catherine & Helen Strutt, Isaac, Kim Nolan	F.N.
Jeremy, Robyn, Maggie & Charles Dunlop	Cadillac
Allen, Kate, Eliza & Rosie Dunlop	Cadillac
Allen Dunlop	Cadillac (part of the way)
Graeme, Karyn, Lauren & Abbey Newman & Joshua Higgins	Talbot
Max Burke Jnr	1930 New Hudson M/C (Accompanying Brendan on the veteran)
Helen & Mary Dunlop	Modern



Dunlop Family Cadillac, Neville Preston's Talbot and Bill & Carol Heeney's Austin at Paxton

MaSH Branch "Northern Coffee Run" - Friday 29 April 2016

to the Australian Botanic Gardens at Mount Annan

Doug Fulford

We were "competing" with the VCCA Qld Yamba rally this month so numbers were down. However what we lacked in terms of numbers we more than made up for with the enthusiasm of those who could make it. After all, hard as it may be to believe, this was our 1 year anniversary run. To mark that fact we travelled to the same destination as for our inaugural run, the Australian Botanic Gardens at Mount Annan. A year ago our route took us on rural roads through Menangle but included a couple of blocks of relatively heavy traffic as we skirted Campbelltown on route to the gardens. This certainly didn't appeal to everyone. So we opted for an entirely different route for our anniversary run – powering up the hill past Camden airport before leisurely meandering through the new and soon to be developed residential areas at Oran Park, Harrington Park and Curran's Hill. This meant that the route instruction sheet was longer than normal.

The Martins (senior) were definitely coming this month in their 2 cylinder Renault with one proviso – that it started and drove onto the trailer. What are the chances of an incapacitated Renault the month after an incapacitated driver? Mind you like pretty much most veterans this car does have a few FTPs to its credit. It was great to see it as we drove into Curry Reserve for our habitual morning tea stop. Now we are looking forward to having 2 veteran Renaults on some of our runs.

Those who managed to stick to the route (which certainly wasn't everyone) only had to survive one block of Narellan Road to reach the gardens. Regardless of the route taken we all made it to the gardens car park unscathed. There our cars attracted an amazing amount of interest from the general public and we fielded quite a few questions. Thankfully they were mostly the more easily answered questions such as "How old is this car?" rather than "How much would this car be worth?" Mind you the Renault had no doubt increased in value on this run as it seemed to be going quite well. Alan Miller and Kevin Boardman had brought picnic lunches with them so they settled themselves down in the car park and continued to regale the crowd with interesting bits of information on veteran motoring. Even better they could act as security guards for our cars!

Kath and Bruce Kinnear were waiting for us at the gardens cafe and had organised tables for us. Lunch was very pleasant and no-one seemed at all eager to move until the ladies decided it was time to get some "exercise" by shopping in the adjacent gift shop. Naturally the weather was fine given that this month our destination was

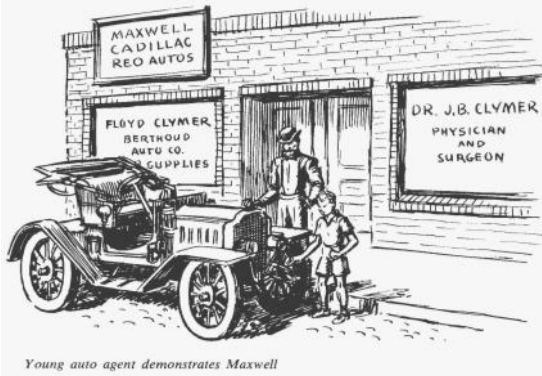
indoors. However it was a trifle on the chilly side so the temptation to amble around the rather picturesque gardens was apparently easily overcome. Given that we are now headed into winter we might stick to cafes for our destinations for the next few months with Peppercorn Cafe our tentative destination for June's coffee run.



Participants list:
Lyn and Neil Martin - Renault,
Kevin Boardman - Talbot,
Vivian and Doug Fulford, Jan and John Grant - Studebaker
Allan Miller - modern
Bruce and Kath Kinnear - modern

What I have read about Floyd.

Bill Heeney



Young auto agent demonstrates Maxwell

FLOYD CLYMER, the son of DR J.B. CLYMER Physician and Surgeon sold cars from the age of 11 and attempted to cross AMERICA at 14 and raced both cars and motor bikes, and later wrote books on cars

At the age of eleven, he was a dealer for REO, MAXWELL and CADILLAC cars in the little town of Berthoud 50 miles north of Denver at the foot of the Colorado Rocky Mountains. In just 2 years of both flat and lean seasons, he sold 26 cars, Fords were not much competition although in 1905 they built the model N roadster for a very competitive price of \$500.00. Which was almost unheard of for a 4 cylinder car. He had been selling one-cylinder Reos, and silent ?

two-cylinder Maxwells plus one-cylinder Cadillacs. A one cylinder Cadillac in 1906-7 was selling for \$750.00.

In 1907 Floyd was introduced to Henry Ford in Denver by Charles K. Hendy a Ford salesman who was to become manager of the Denver assembly plant for Ford and a good friend to Henry. Floyd was introduced by Hendy as the youngest auto dealer in the world, so called by no less than President Theodore Roosevelt. Mr FORD agreed saying "You are surely a youngster to be selling automobiles. Some day I hope you will be selling Fords". They met several times over the years and Henry always remarked "and how is the young auto agent?"

In 1907 Charles Hendy helped Floyd to sign up to Ford agency in Louisville, Colorado. This took some time as the officials in the Ford factory office in Dearborn did not approve of a 16 year old selling their cars. So he had to settle for a job selling T's for Fords dealers as a sort of curb stone broker.

It was not unusual for dealers to take almost anything as a trade in. Floyd had made a few deals like this until Mr. Lanham said that he did not want any more live stock.

To close a deal with a farmer who lived about 5 miles out of town Floyd accepted as a trade in a bike, a horse

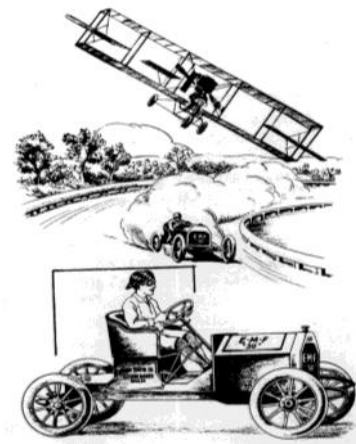
and a 2 cylinder Maxwell. This did not go down to well until they were auctioned off later that day and then the boss ended up in giving him \$5 bonus instead of the boot.

By 1910 Ford were getting more popular and Floyd was losing customers to them even though he was selling EMF and FLANDERS 20 cars. A fast stylish car in the low price field, but repairs were more than Fords which seemed to suit buyers more, and Ford owners swore by their cars.

Floyds (fourteen) young brother Elmer, eleven cooked up a plan which was picked up by Mr. Porter the manager of Studebaker branch in Denver (the agents for EMF). He saw value for two young kids to drive from Denver to Spokane, Washington in a Flanders 20.

They were to take the trip without a mechanic or spare parts over very rough terrain, mountains, and desert strewn with stage brush, With only a load of trust in a new make of car. It all started well they were seen off by the governor of Colorado and a letter to the mayor Pratt of Spokane. Among their special equipment was a collapsible bag or water bottle to fill the radiator from irrigation ditches and two 100 ft. long strips of canvas sewed together by their mother for use over sand roads. The car sounded great and they motored along the dry terrain and desert roads, refuelling and oiling up in country towns along the way. The far west stretched out in front of them, their thoughts were of arriving home in triumph. All was going well, and they were full of confidence. In Wyoming west of Laramie the transmission started grinding and howling and finally locked up. It is located on the front of the diff. They walked to the railway track and walked along it till they reached a flagging station, from there they sent a frantic telegram to Studebaker in South Bend, Indiana. Post haste, the factory sent a mechanic with a new transmission to them by train and he fitted it on the station and tuned the car and they were off again. 100 miles down the road it all happened again, and again the mechanic came out and fixed it. But on the third occasions the Studebaker company thought the cost outweighed the benefits. Both the car and the boys were shipped back by train.

In 1910 back in Walla Walla working for Studebaker, selling EMF cars, Floyd got the need for speed, and stripped the body off a Flanders car then fitted a couple of bucket seats on top of the fuel tank and went out of town practicing to become a noted racing driver. At this time the local fair had a couple of pioneer aviators in town in their biplanes doing flying stunts Brookins and Willard. When Floyd heard of this, he arranged for a publicity stunt where he would race a biplane around the show ground in his EMF racer. With the works mechanic they worked to tune the car for the event. When the fair opened the car raced around the 1 mile dirt track with one or the other plane just overhead, sometimes roaring precariously close to his race car the customers flocked into the race course to see the spectacular event. Of the four races they won two each.



At the end of it all Brookins took Floyd for a ride as a passenger in his plane. At 15 Floyd was the youngest person to go as a passenger aloft in Washington!

As a young Ford salesman he had a few experiences one goes like this. He was only supposed to take the demo cars out on demos and his boss was quiet strict about it. One day Dr. J.B. Clymer came running into the Ford dealership stating that his 2 cylinder Maxwell would not go and he was urgently needed at Jackson farm 10 miles out of town. So old and young Mr. Clymer jumped in the demo T and off they went. The doc decided to try and get Mrs Jackson to hospital, the young bloke and

the farmer in the front and the doc and Mrs Jackson on the back seat. Half way back to Loveland the order came to pull over and for Floyd to sit on the running board with his ears covered and look away. Old Jackson swore that if it were a girl he would call her Lizzie and a boy would be Henry it was a boy HENRY FORD JACKSON.

This note arrived at the surgery in 1942.

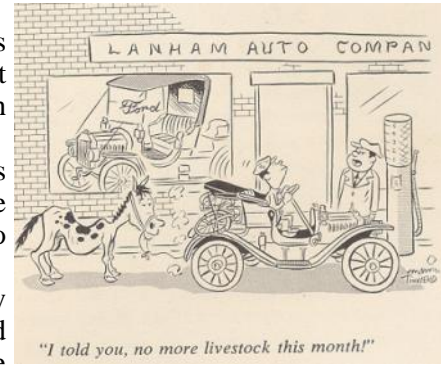
Dear Dr. Clymers

Surely you will recall in 1912 you delivered a son to my wife in the back seat of a model T Ford

Soon after that we left Colorado due to bad crops and not enough rain. I never paid you your fee but I did not forget. I have joined The Father Devine church and one of their strictest requirements is that all debts be paid. I appreciate your patience all these years and am enclosing \$20.00 yours for health, peace, happiness and prosperity. H.R. Jackson.

Floyd also made his own soap for cleaning grease from the hands of Ford owners and mechanics, called skid-du-dirt made by putting castle soap, corn meal oatmeal and a little oil of wintergreen into a meat grinder driven by shaft off the rear wheel of a "T" in top gear.

He gave it up because sales could not keep up with production.

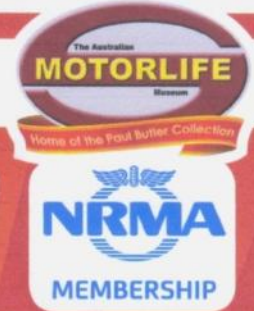




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Celebrate the Joy of Motoring



At the 7th Annual Motoring Expo

Australian Motorlife Museum
Integral Energy Recreation Park
Darkes Rd
Kembla Grange
(Wollongong)



Life in Edwardian
Period-Specialist talks
special guests
Veteran Car Club Aust
Wood Turning Demonstration
Rally Bags, Live Music
BBQ and coffee shop
Gates open at 8.30am
with free trailer parking
Trophy presentation
1.45pm

**\$10 per car
\$10 per person entry
to the Museum on the day**

**Sunday 2nd
October 2016
9.30am - 2.30pm**

Phone 4261 4100 or 0408 211 844 Email motorlife1@bigpond.com
or Visit www.motorlifemuseum.com

ENTER YOUR HISTORIC CAR OR MOTORCYCLE

entry fee per vehicle \$10
pre entry or on the day

Name: _____ Email: _____

Mail Address: _____ Phone: _____

Vehicle: _____ Model: _____ Year: _____

Club (if applicable): _____ Total entrance fee payable \$: _____

PLEASE DETACH AND RETURN WITH ENTRY FEE TO THE AUSTRALIAN MOTORLIFE MUSEUM
INTERGRAL ENERGY RECREATION PARK, DARKES ROAD, KEMBLA GRANGE 2530

Please read the information on the next page

Australian Motorlife Museum Motoring Expo 2016

The Australian Motorlife Museum at Kembla Grange is having their annual Expo day on Sunday the 2nd of October 2016 (Labour Day Long Weekend), **with the VCCA (NSW) as the guest club this year**. For additional information refer to the Motorlife's flyer elsewhere in this issue of the Spit and Polish. **As members of the guest club**, each entrant exhibiting a veteran car will be entitled to the following;

- Free entry to the expo.
- Free entry for all of the car's occupants to the museum.
- Free morning tee and cold lunch for all of the car's occupants.
- A \$50 fuel voucher to help you get there.

I thought I would take this opportunity to make a weekend out of it, and are currently organising a small Friday afternoon and a Saturday run. Friday will be a gentle run down to the coastal town of Kiama and back, about 30 km's return, while Saturdays run hopefully will be a challenging but beautiful run along the Grand Pacific Drive up through the Royal National Park to Bundeena and back. This will be a return distance of about 192km, with a few hills along the way, so it is possibly not suited for the smaller veteran, unfortunately there is no escaping the hills in the Illawarra region. Sundays run will be straight to the Motorlife Museum at Kembla Grange about 30 km, and after parking the veterans and settling in, I can run anyone back to the Jamberoo Resort to pick up their modern car and trailer if required.

The rally will be based at the Jamberoo Resort in Jamberoo Valley, and I have already reserved a block of double rooms for the event. Unfortunately the tariff is a little higher than normal possibly due to school holidays on at this time, but the \$50 fuel voucher from the Museum does alleviate this to some extent. At this stage I'm envisaging the Friday night meal will be at the local Jamberoo Pub, and Saturday night's meal may be at the Resort restaurant. For all other details refer to entry form in this issue of the Spit and Polish. You can book one or two nights' accommodation, or just turn up to the museum on the Sunday.

Regards
Peter Weir

ENTRY FORM 2016 Motorlife Expo Illawarra Tour

Friday Afternoon 30th September to Sunday Afternoon 2nd OCTOBER 2016

Name.....Email Address.....
Address.....Post Code.....
Phone (H).....Mobile
Passengers Names.....
(Include Children's Age)
Make of Vehicle..... Year..... N° Cyls.....
Body Style:Registration Plate N°.....
Club through which Permit is issued:
I will be staying.....nights at the Jamberoo Resort (enter 0, 1 or 2)

DON'T FORGET TO BOOK YOUR OWN ACCOMMODATION

We have negotiated a block booking at the Jamberoo Resort, 406 Jamberoo Mountain Road Jamberoo NSW 2533, for double rooms including breakfast for \$175 per couple per night for Friday and Saturday night.

Jamberoo Resort phone (02) 4236 0269 (Donna) mention VCCA when booking.

Please return this entry form to:
Peter Weir
66 Vista Parkway
Wongawilli NSW 2530

Or email to weir@learth.net

Ring 4262 6595 for any additional information.

ENTRIES CLOSE SEPTEMBER 9th 2016

HCCA International TOUR 2019

BATHURST, NSW, AUSTRALIA

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

Hosted by the HCCA Sth Eastern Australia Region

Invitation to ALL Veteran Car Clubs worldwide.

30th August - 6th September 2019

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

Expressions of Interest

Name:

Address:

Suburb / Town / City: State/Prov Postcode:

Phone: () Fax: ()

E-mail:

VEHICLE DETAILS

Make and Model: Year:

Type: Petrol Steam Electric
 Car Motorcycle

Touring speed for your vehicle: km/miles per hour.

Maximum distance you would be comfortable driving in one day: km/miles

I prefer to be kept informed by: Email Mail Facsimile

Please complete and post or email to:
2019 International Tour,
HCCA Sth Eastern Aust Region.
PO Box 786
Mudgee, NSW 2850
or email: russell@oldworldlamps.net

Any questions, please contact:
Russell & Chris Holden (Rally Directors)
Ph 61 422 219 911
or email: russell@oldworldlamps.net

INDEMNITY

In consideration of the acceptance of this my / our entry, I / we agree that the organizing committee or its associated organizations will in no way be responsible for any loss or damage to a participating vehicle, its parts, accessories or occupants' personal effects, or for any damage caused by any such participating vehicle. Any entrant or any passenger, by entering, driving or being driven in this event shall therefore waive the right of action against the committee, its associated organizations and their responsible agents.

Light-Hearted Humour

Centrelink Fairy

A beautiful fairy appeared one day to an asylum seeker claimant outside the Centrelink Offices.

'My good man,' the fairy said, 'I've been told by Malcolm Turnbull and Scott Morrison to grant you three wishes, since you've just arrived in Australia with your wife and seven children -- all costs to be borne by Australian Tax Payers.'

The man told the fairy: 'Well, in Sri Lanka where I come from we don't have good teeth, so I want new teeth, maybe a lot of gold in them.'

The fairy looked at the man's almost toothless grin and PING !!! The Asylum Seeker had a brand new shining set of gold teeth in his mouth!

'What else?' asked the fairy, 'two more wishes to go!

The Asylum Seeker refugee claimant now got bolder 'I need a big house with a three car garage on the Gold Coast with eight bedrooms - and a Gold Visa Card in each room - for my family and the rest of my refugee relatives who still live in Sri Lanka. I want to bring them all over here'

PING! - In the distance there could be seen a beautiful mansion with a three car garage, a long driveway, a walkout patio with a BBQ, and a sparkling swimming pool and a BMW, full of his nephews playing their music.

'One more wish left for you', said the fairy, waving her wand.

The Asylum Seeker refugee claimant really decided to go for broke now and said "I want to be Australian with Australian clothes instead of the rags and shawl, and I want to have white skin like the Australians.'

PING! - The man was transformed, wearing worn out Stubbies shorts, a dirty Bonds T-shirt and a greasy terry-towel hat. He had his bad teeth back and the mansion had disappeared from the horizon.

'What happened to my new teeth?' he wailed. 'Where is my new house? Where's my Visa Gold Card?' Where is my BMW?

The fairy said 'Tough luck. Now that you are Australian, you're entitled to sweet bugger all just like the rest of us'

And she disappeared.....

Classifieds

**Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!**

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise

For Sale:

Tubes - 820 x 120 new "Betco" brand, rubber stem \$25
895 x 135 new "Betco" brand, rubber stem \$25

Contact: Andrew Gauld 0407 112 887

[6-16]

Beautiful brass 1912 Model T Ford with chassis, engine, clamshell diff and all correct components for 1912. Engine number 156569. New Brassworks radiator and original E & J lights, Rocky Mountain style brakes. Reproduction body to exact 1912 Commercial roadster specifications by Arthur Byrne of South Australia, with leather to original specifications including horse hair stuffing, and correct fabric top. Fitted with two period tool-boxes and coir running board mat.

The car has been thoroughly researched with restoration completed in 2013 to as authentic a state as possible, including midnight blue paint and correct striping and matting.

Runs as it should on trembler coils or magneto. Immaculate condition, \$38,000.

Contact: Ian Berg Ph; 0419 364 427, E; bergathol@gmail.com

[4-16]



For Sale: (cont.)

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[6-16]

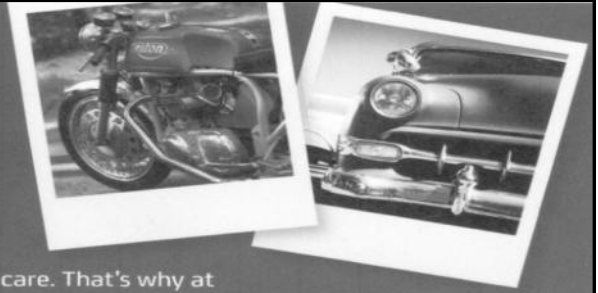
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